



THE Cat Fancier

March 2021

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

JOCO March Event!

Tour to Skamania Lodge

March 20

Scenic Drive Out and Lunch



R S V P

As per the route, we'll meet at the Vancouver Clinic parking lot in Battle Ground Wa. (2005 W Main St. Battle Ground WA) at 10:00am and depart promptly at 10:30am.

There are surrounding gas stations, so please ensure your vehicle has at least 100 miles of range. It may be wise to use the restroom before leaving too. Many of the scenic parking areas/restrooms have closed due to winter weather.

We should arrive at Skamania Lodge by 1:30pm. Bring warm clothes & portable chairs so that we can order lunch and dine outside at a safe distance.

All vehicles welcome. Please note that there is no cell phone reception through most of this route. If you have a satellite phone, please bring it as an added safety measure.

Feel free to email or text me with any follow up questions.

seth.p.shenker@gmail.com 541-801-9553

Rex Loquitor



Make a Plan to get out in the world.

As I write this month's article the world is covered in snow. It's pretty as I look at it out

the window, but it's that sleety snow not the nice fluffy stuff we got for our last snow fall. So instead of a nice walk in soft falling snow, I watch it from inside.

Inside, what can I do inside? I just finished rebuilding the drive line for the model T, so nothing to do there. The '58 is waiting for me to sand, buff and polish the new paint I did, but the idea of sticking my hand in a bucket of water over and over again to wet sand does not appeal in this weather. I am not blessed with a large heat controlled pole barn where I can laugh at the weather and work as I please. This means I can't do anything automotive. With the snow I can't even enjoy a long drive in the country. I am in the long dark winter of the automotive soul.

Do you identify with me this time of year? Are you going a bit stir crazy wanting to do something automotive? Can I suggest a great diversion? I started it myself the past few days. May I suggest planning an Epic car trip. Susie and I will be making a pilgrimage to Dearborn Michigan in May to see where all this car stuff really got started. There are no end to great trips to take. Maybe you want to run all of old I-90. Or could you see yourself cruising all the west coast. Or, if I might be so bold, plan a trip to drive the Mother Road.

Route 66 was the best trip Susie and I have ever taken. Three weeks of seeing America in all her rural and Old-

Rex Loquitor continued on page 3

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TERMS EXPIRE JANUARY 2022

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Rex Schneider,	Forest Grove
Mike Scott,	West Linn

TERMS EXPIRE JANUARY 2023

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TERMS EXPIRE JANUARY 2024

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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

time glory. It all started with Winter's day planning and the planning can be half the fun. There are so many websites where you can start your research. If you want to see Route 66, may I recommend you start with National Parks Site www.nps.gov/subjects/travelroute66/index.htm. Being a nationally protected corridor, Route 66 has all kinds of treasures to find. At www.historic66.com you can get turn by turn instructions to keep you on the route the whole way. I do recommend you use these directions, but be careful not take it out on your navigator when you accidently miss a turn. www.route66roadtrip.com gives you a great overview of what to see along the way. These are just a few of the sites that can help spur on your imagination of where to go and what to see.

I know its not the same as being there, but the planning can give you the excitement of great things to come. We planned for about 250 miles a day on the road. This gave us time for a museum or two per day. This is easier than you might think. Every town along the way has its own tribute to the 'Main Street of America.' Pontiac, Illinois is a must see. You could easily spend a day there enjoying all the history they have to share with you.

Don't forget to leave time for food. We stopped regularly at restaurants featured in Guy Fieri's Diners, Drive ins and Dives. We stayed away from chains and looked for the local diners where you could really get a feel for the local community.

O.K, maybe it's just me, but this time of year I miss doing things with my cars. Maybe planning a trip will bring back some of the car joy that is missing. I know it works for me. Then maybe after your trip, you can share some of it with us so we can all vicariously share the joy of the open road!

Rex

P.S. I've posted some pictures of our trip on page 4.

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



Get Your Kicks on Route 66



JOCO At RoadRunner

Saturday, February 20th, the Jaguar Owner's Club of Oregon held it's first "tech session" of 2021, with an eye



toward many more "socially responsible/socially distanced" events to help erase the memory of a dismal 2020.

The event was hosted by Dave Ball, owner of Roadrunner Protective Films & Graphics LLC at his facility. (12689-B

NEWhitaker Way, PDX) As an added bonus those who attended also received a first-hand demonstration



of paintless dent removal from Dent Ninja, and were also able to learn more about the advantages of long-lasting Feynlab ceramic coating from Matt Tyra from PDX Detail.

Our thanks to Dave, James (Dent Ninja), and Matt for a very educational Saturday morning, and to the JOCO members who came out to celebrate our first "away from home, non-virtual event" of 2021.

And Now For Something Completely Different...



Last week Rick Martin and Mike Spicer took a socially distanced visit to **Vintage Underground** to check on the progress of two of his cars caught in his New Year's house fire.



As you can see from the photos, they're still in rough shape, but Joe Potter and his crew are steadily working on



them.

Your intrepid Board of Directors and Officers are working on many activities, one of which is a trip to Eugene and Vintage

Underground. We can check further progress then.

Save The Dates!

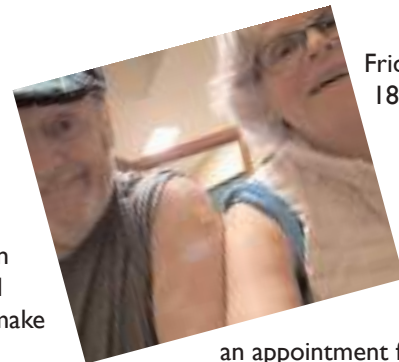
- ☐ **March 20th** Driving tour to Skamania Lodge.
- ☐ **April 17th** Driving tour of some of the covered bridges in the Willamette Valley.
- ☐ **May 15th** Tour of the Vintage Underground and possibly The Sports Car Shop in Eugene.
- ☐ **June 19th** Mt. St. Helens Run with our sister club the Seattle 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 working 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.

Vaccine Tales

By Jan Whittlesey

Now that we geezers have become eligible for our Covid-19 vaccinations, I felt it was time to hear from YOU about your stories. Was it a breeze? Did you have any effects from your injections? Were you able to sail right through? Let us know how your experience was in a few words or so. If possible, send a pix to illustrate your adventure:

I have been watching the vaccine roll-out and dutifully signed up for the various alerts. I also signed up for the Yamhill County 'Covid Newsletter.' I kept checking the website and one day I was directed to a sign-up for 70 - 74 year olds. At last I was on a list!



Friday February 18th I returned

from lunch with a friend (outside at a park) and was greeted with an email asking if I would like to make

an appointment for Thursday the 25th. Well, yes!! Says I!!!! I signed both Glen and I, toot sweet!

The process, run by TVF/R at Evergreen Space Museum, was smooth and well organized. We stayed in our car (Glen called it a drive-by shooting.) and were passed from one vetter to another. Next thing I know a paramedic says, 'Are you ready?' We got our shot, passed into the wait line, waited our prescribed time and then drove away. Easy peasy!

Booster will be on or around March 25th. We are making plans to head to the beach to celebrate after!!!



"It makes a loud grinding sound whenever I merge onto the highway."

2021 JCNA Rally Committee and Membership Committee UPDATE:

A JCNA RALLY IS REALLY FUN! REALLY!

If you like to drive your Jaguar and enjoy the Great Outdoors; If you enjoy the company of folks who like the twisty bits; If you relish the sound of your engine screaming like a scalded cat; If you like the challenge of the hunt; THEN, the JCNA Rally Program was created for Clubs and members who enjoy driving their Jags! The TIME, DISTANCE, SPEED format is the most popular and manageable rally format.

If you want to get to know your new members, increase membership event participation, recruit new members, or just have fun with your Jaguar Club friends, THEN, why not try the JCNA Rally Program. A Rally is a driving event that starts at a specific location like a coffee shop parking lot or donut shop, the participants receive written route instructions. The RALLY MASTER, the person in charge, gets everyone headed in the right direction at timed intervals, like every two minutes, this is when the fun starts, whether you have a navigator or do it by yourself.

The basic ingredients of a Rally are:

1. The Rally Master is the person in charge of organizing and writing the rally route. The rally instructions are written in sections or “Stages” along the route to the end-rally destination. These “Stages” are usually measured in miles, average speed, and time.

2. Rally Stages usually have “Check-

Points”, where your mileage and time are recorded. Self-Check Points are features along the route, i.e., statues, commercial signs, monuments, etc. where the navigator records the time and distance when they arrive at the feature. Alternatively,



two-person teams can staff Manned Check-Points and record the times when teams pass by.

3. Writing the Rally Route has always been a challenge for most Rally Masters. In the old days it was created using printed maps from gas stations, Automobile Club maps, THOMAS BROTHERS Map Books, or trial and error. Today, thanks to technology, we can write Rally Instructions using GOOGLE MAPS SATILLITE feature on your desktop computer. This tool makes writing a rally route a piece of cake, as the English would say. The idea of writing instructions for a Rally is amazingly simple. Just use common sense.

4. THE EVENT:

First, choose a starting location and the end destination, preferably with food

features and restrooms. Make sure you have printed enough instructions for the participants. Some Clubs will email the instructions and have their members download the documents, in either case, people are people and they just might for-

get to bring the instructions along. Also, you might get some folks who decided at the last minute to attend and did not download the instructions, this way you are covered!!! Make sure you have enough pencils and clip boards or notify participants to bring their own.

THE ROUTE:

1. With your GOOGLE MAPS display, select a route that combines

interesting features, twisty bits, straights, and convenient check-point locations or features. Make sure your instructions specify all local driving regulations must be obeyed, a speeding ticket gets you disqualified! NO ALCOLHOL prior/during the event!

2. The route instructions are written in a type of shorthand. For example, LT is Left Turn, RT is Right Turn, MERGE means to join another street left or right, T- End is when a street ends at a cross street and you must either turn Right or Left or make a forced U-Turn and go back from whence you came. Those are the basic directional instructions to writing a rally route.

3. Rallies are generally planned for weekends, during the daylight hours, in all weather conditions. Running a rally in the

Why I Like SU Carbs

Paul Rollins

People who obviously don't know or understand British cars often make derogatory comments about SU carburetors (two "t"'s is correct spelling for our cars.) This attitude, along with criticisms of Lucas electrical systems is music to my ears. It scares off the idiot punters from bidding up the prices of our more common motors of the Empire.

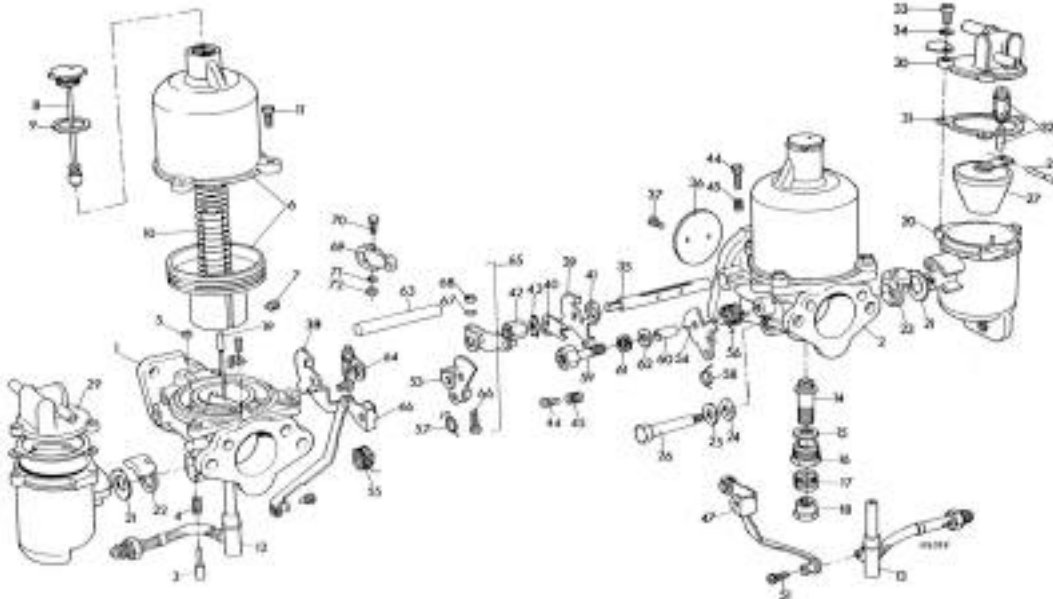
The technology is so different from conventional carburetors popular in the US that non-British-car mechanics and

DIY owners created a lot of negative press. They just didn't know how to adjust these simple units. Trusting good ol' Jim Bob at the corner fillin' station to tune SU's or Z-S's was worse than unwise. But people did that.

Contrary to popular belief, the constant-depression (constant vacuum in US English) technology of SU and Zenith-Stromberg carburetion is quite sophisticated compared to the more-common, conventional, variable-depression units. These VD instruments being the typical Holley, Solex, Carter, Weber, etc. In engineering terms, constant depression (CD) carburetion is "elegant." Elegance here meaning it achieves the best result with the least complexity.

Constant depression is also known as variable venturi (throat); variable depression is also known as constant venturi. As the airflow through the carburetor changes, in the CD, the size of the venturi opening changes, by raising or lowering the air-valve, to keep vacuum constant; in VD, the size of the venturi stays the same but the vacuum varies as air flow changes.

Compare the number of parts controlling fuel mixing in an SU carb to the great assortment of bits in a Weber 40DCOE. Weber uses a huge, seemingly infinite,



choice of venturis, jets, air correctors, and emulsion tubes to control the internal fuel flow to achieve optimum tune. SU's use a very few sizes of jets, only one per carb, a wide variety of needles; again only one per carb, and a few choices of springs. Optimally calibrating an SU or Z-S is a task; optimally calibrating a DCOE Weber is a career.

The great secret of the CD carb is that it is the transition technology between conventional carburetion and fuel injection. Its essential engineering elegance is in the use of continuously-variable fuel metering. By contrast, conventional fuel/air mixers use two, three or four internal circuits. These fuel paths switch back and forth, and sometimes share, to try to maintain a moderately-consistent ratio of fuel to air in the intake stream as the vacuum varies with throttle opening changes. It's a really contorted way to do the job, and less accurate than a properly-tuned CD carb. An SU or Z-S is basically a low-pressure throttle-body fuel injector.

The one advantage of the conventional carb is the inclusion of a pressurized

accelerator pump. Even there, the temporary enrichment through dampened movement of the air-valve piston does a fairly-good job in the SU or Z-S as an alternative accelerator pump.

CD carbs in good condition do not need constant fiddling. Once adjusted properly, they should stay as such for many thousands of miles. An owner complaining about problems with SU or Z-S

carbs has worn carbs or a defective mechanic.

SU Carb Maintenance

Constant-depression carbs, like SU, are pretty simple and long lasting. But, eventually they may need maintenance to perform optimally. Since the last SU's on British cars came here about half a century ago, we should expect a lot of them need some attention.

Most frequent problem is probably worn throttle shafts. Unwanted clearance resulting from this wear allows uncontrolled air to dilute the mixture downstream of the air valve and jet. Difficulty achieving consistent idle is a common symptom. In my experience, the shaft, fortunately, wears more than the body of the carb. Often, the body is insignificantly worn. Removing the throttle shaft and testing the fit of an unworn section of it in the carb body will tell one if just replacing the shaft will suffice. If the body is significantly worn, it will need to be re-bushed. This is usually a job for a professional SU-carb rebuilder. Oversized throttle shafts are available, but reaming the

Rally continued from page 7

evening might be another challenge for your club. Usually, these rallies start in the late afternoon and end in the evening at a dinner location.

4. We suggest that you include a social event at the end of your rally, a dinner, luncheon, or picnic event is highly recommended. Folks like to share their experiences after driving the event and a lot of laughs can be had from those who get lost or mixed-up, better yet might need couples counseling afterwards, LOL.

5. **AND THE WINNER IS...** Any event that has a competition component as part of the format is always fun and can be rewarding. The **TIME, DISTANCE, SPEED** format is such a competition format. You have three competition categories, **TIME**- team closest to actual route running time, **DISTANCE**- team that came closest to actual measured course mileage, and **SPEED**- the team that drove the actual average speed of the course, and finally, the **OVERALL WINNING TEAM** that managed to successfully come closest to all three competition categories. By having four Awards Categories you increase the participants possibilities of winning one or more of the categories. Make sure you have trophies to hand out to the winners and losers, Most Lost, Slowest Time, **SPEEDSTER!**

6. The most important thing is to acknowledge everyone's participation whether they won, placed, or just showed up and had a good time. **AND** a good time is what the **JCNA RALLY** Program is designed to create, the celebration of membership, meeting new friends, enjoying the countryside, and most important, enjoying your Jaguar automobile with your friends.

SU continued from page 8

carb body to fit them needs care to accurately center the shaft across the throat.

Needles and jets wear. Ovality of the jet and changed profile of the needle negatively affect mixture. On earlier, fixed-needle carbs it happens when the jet is not accurately centered around the needle. Pay lots of attention to this when servicing a carb. Wear will be more frequent on later, "biased" needle carbs, where a spring loads the needle lightly against the side of the jet. Sherlock's big magnifying glass is very helpful.

Wrong-size jets are seldom encountered, but wrong needles are less rare. Incorrect needle is a key possibility when a carb cannot be turned properly and no other problems are found. DPO's may have experimented with various needles. Carbs can easily be switched from one model, like MG B to a Spitfire 1500. They may fit, but the needle will be wrong (and so will the float bowl in this particular case).

Float valves may stick or not seal well. They may only need a cleaning. Replacement is also cheap and easy. Grosse jet valves used to be a reliable alternative, but some users claim poor the current version does not seal well, since the company changed hands.

Floats, brass or plastic, can be problems. Fuel level in the float bowl determines primary mixture, while the jet adjustment fine tunes it; adjusting the jet cannot overcome a badly-off-spec-fuel level in the bowl. A leaky float will flood the carb. A bad float is usually obvious. If not, check by shaking and listening for sound inside. If still questionable, put in hot tap water and watch for bubbles streaming out. Obviously, float height must be set to specification.

Seals, particularly cork in H-series, can and eventually will leak. Rubber seals from the fifties, sixties and seventies can be damaged by modern gasoline. Check and replace.

Another possibility for unsatisfactory performance is mixed parts. Air-valve piston and dashpot domes are soulmates who should never be separated. Mixing these parts may produce incorrect vacuum characteristics. Check the drop rate of the piston to assure operation within spec.

A well-tuned SU or Z-S is a happy carburettor.

A cement mixer collided with a prison van. Motorists are asked to be on the lookout for 16 hardened criminals.

I was in the post office the other day, and noticed a middle-aged, balding man standing at the counter methodically placing "Love" stamps on bright pink envelopes with hearts all over them. He then took out a perfume bottle and sprayed scent all over them. I was really curious about all this so I went up to the man and asked him what he was doing. He said, "I'm sending out a hundred Valentine cards signed, 'Guess who?'" "But why?" I asked. "I'm a divorce lawyer," the man said.



"FRANKLY I'M WORRIED, THE 'FUNNY NOISE' HAS TURNED TO WHINING AND WIMPERING."

JOCO MARKET PLACE



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

Beatty collection. Call Kay Beatty: 503-837-9189 or 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

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

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.

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>



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 March 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>



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

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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.

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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 _____

Did you see a great Jag? Give this to the owner. The more the merrier!

MEMBERSHIP Please select one of the following membership options	Amount	Paid
Annual Membership renewal for 2021 ONLY - \$30 for JCNA dues)	\$30	\$ _____
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