



# THE Cat Fancier

November 2020

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



What . . . Me Worry?

## Rex Loquitor



**By the time the Electro Cat reaches you this will be old news,** but in case you missed it, a new production car sits at the Zenith of automotive speed and performance.

That's right, the gear-headed engineers at

Shelby Super Car have just broken all the records by getting their 5.9 Liter V8 SSC Tuatara to do an average 316mph on a lonely road near Las Vegas. For those of us who like speed, we have been waiting for this day for a while. The race for a production car to beat 300mph has



been in the works for a while now and you can own one of these fine fillies for only \$1.9 million. As a financial advisor, I cannot recommend this to any of us as an investment at this time.

Jaguar has shared this lofty claim of worlds fastest, but you have to look back a bit in history. Some of you are driving cars that were the world's fastest for their day. In 1949 the Jag XK120 took the title at 124.6mph. It held this record through 1952. They even got a modified XK120 to do 172mph. Then, in 1992, the Jaguar XJ220 held the record at 217mph. The XKs are still capable cars and the XJ220 is still faster than most production cars you can buy outside of the supercars. Not bad for a car that is now 28 years old.

However, I don't think this is why we love our Jags. Don't get me wrong, there is nothing more fun than tracking my XKR at PIR getting a whopping 4miles to the gallon. But that is not what drew me to Jaguar. It was when, as a six-year-old, I saw my first E-type. It was long, low and sleek and nothing else was like it. Yet, what really

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



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hooked me was the car that carried the marque through the 70s. The XJS was elegant powerful and spacious. I felt the motto of *Grace, Space and Pace* at my core.

There is something truly special about driving one. I don't have to tell you that, it's something we share. Are they a bit fussy sometimes? Sure. Mine visited the dealer recently for sounding her alarm at 2 in the morning on a regular basis. Jaguar Land Rover promises me that it won't happen again. I hope my neighbors will forgive me. Yet even with these niggings - no car feels so special.

I have found that there is an even better way to make it feel special; it's when we drive together. As I write this, I am thinking of our drive-out this coming Saturday. Seth's Pumpkin Run should be a great event. Yes, we have to social distance, but it is still great to see each other and enjoy our cars. The winter weather is on its way but we will try to find events we can do together while staying covid appropriate. I hope to see you with your car soon.

*Rex*

## Fellow JOCOites:

If you, or a member you know, need cheering up during these trying times, please send me an email or call, so that I can send them a card or flowers. [candsk@comcast.net](mailto:candsk@comcast.net) or 503-708-9936

*Sue Kornahrens*



"Well, the car's computer says it's YOU who won't start, runs rough, and back fires on acceleration."



# Seth Offers a Jaguar Drive Out!



Photos by Jan Whittlesey, Sue Kornahrens and Rick Martin



We gathered, we chatted, we gave a drive-by greeting to Jim R. Then it was off on twisty roads through some wonderful fall country and finally — Fir Point Farms and pumpkins! Thanks to Seth for getting us good weather and good roads for our Autumn Outing!





# Seth's Autumn Outing and Pumpkin Run

Jan Whittlesey

Yet another tour through rural counties!!! This one courtesy of Seth Shenker! 17 Jaguars (of widely varying years and styles!!) (See photos.) gathered at Oak Creek Elementary in Lake Oswego and then proceeded to Jim Rathbun's house for some surprise honking and waving. (First there was some caution that we shouldn't hold up traffic. To which Todd Caulfield replied: 'If the police aren't called, then we haven't done this correctly.') Our parade was greeted warmly by Jim and Sheri, waving from an upstairs window. Several neighbors took pictures and clapped as well. Jim's son-in-law posted the parade to you tube!

Most of us repaired back to the school, received directions and headed out to Fir Point Farms Pumpkin Patch via twisty roads. I have been on many (many!) tours and rallies in the PDX area and believe me when I say the highest compliment to give a tour director is: WHOO HOO!! New (to us) roads!! The changing colors on the trees were lovely, but the twisty bits!! Oh my!! And since we were in the E-type, they were even better!!

It started to get chilly and damp, so we stopped to put the top up (Call us weak! We can take it.) and ended up behind the oth-

ers. THEN we started talking. 'Turn left at 32.5.' 'We are at 34.' 'Hmmm. Shall we turn around?' We didn't. But since we have such excellent car karma, at a stop sign a walker was going by. 'Need any help?' 'No, we are just lost.' The walker knew the area well!! He had us going in the correct direction complete with estimated distances. At this point we opted to drive straight to the Farm. Just as I was thinking that Seth would worry about what became of us, Glen's phone rang. Luckily we were able to assuage him of his worries about us and the car.



Besides pumpkins, Fir Point Farms is known for baked goods and sandwiches. We had a very good sandwich outside, as tables were set up and spaced apart. Everyone else arrived about 45 minutes after we did; they evidently DIDN'T get lost, er, off route. We went to get a group photo, but, wait a minute!! Everyone had dispersed. (There WERE a lot of people there!)

Thanks to Sandi Lesh for suggesting the parade to Jim's house. Thanks to Seth for organizing such a great tour!!

## JOCO Jag O' Lantern



Charlie Kornahrens



Todd Caulfield



Jan Whittlesey



Dan Simons



Sue Kornahrens



Fred Armstrong



Jan Whittlesey

As JOCO Members, we are part of a special Car Club family, one full of heritage, fun, great people, and a bright future grounded on an illustrious past.

The ideal way to derive full benefit from your JOCO membership is to be an Officer.

These are important roles in carrying our Club forward. And they don't require excessive amounts of time, just a desire to have fun with fellow local enthusiasts while contributing your special ideas and talents in the role you have chosen.

For 2021, the following positions will be open for renewal starting from January's AGM - each is important and you will be contributing to your role with fellow JOCO members.

These open positions are for two years and include: Historian, ABFM Liaison, Secretary, Events Coordinator.

If you would like to hold one of these positions, contact Rex Schneider, our fearless leader and JOCO President, at 503-357-5036 or

**email: <rex.schneider@ampf.com>**

You are also welcome to reach out to any other JOCO officers for their input. If you know of a member who ought to be nominated for one of these positions, let Rex know.

Being a JOCO Officer is fun and always engaging, regardless of what you sign on for. It's an opportunity you will enjoy almost as much as your favorite Cat. Cheers...and thanks!

Young Marcus was sick and tired of the world; of Covid 19, Brexit, Russian belligerence, global warming, racial tensions, wild fires, and the rest of the disturbing stories that occupy media headlines.

Marcus drove his car into his garage and then sealed every doorway and window as best he could. He got back into his car and wound down all the windows, selected his favorite radio station and started the car.

Four days later, a worried neighbor peered through his garage window and saw him in the car. She notified the emergency services and they broke in, pulling Marcus from the car. A little sip of water and, surprisingly, he was in perfect condition, but his Tesla had a dead battery.

# Rally Across America ~ Portland Drive Toward a Cure Day



Yrs Trly and Mrs Yrs Trly participated in our first Drive towards a Cure event. Since I was busy steering, I'll let my navigator and chief map reader tell you what happened.

We took a lovely drive in Washington on Saturday (10/10) as part of the charity event: 'Drive for a Cure.' The entry fee went to support Parkinson's research at OHSU. I did have a slight bit of trepidation after reading of the increases in Oregon's Covid numbers, but then figured we would be outside when we were with others and could follow Governor Kate's guidelines. We opted to forgo our LBCs in favor of the XJ6 as the weather looked ... rather typical for NW Oregon in October.

What a lovely day!!!! The drive started in Wilsonville at Ron Tonkin Gran Turismo. (See accompanying pix if interested in spending your life's savings.) 30 cars (or so) were in attendance and everyone (except 2 knuckleheads) were respectful in the mask/distance department.

After a bit of SD (Social Distancing), we left enmasse at 10am. The route took us up 205 and WA State Route 503 to where we turned off for the interesting part (and well worth the highway driving!) Twisty bits!! Farms! Trees turning colors! More twisty bits!

First stop was at Yale Lake - and oh my! That is one big pile of water!!! Then guess what?? More twisty bits and farms. The highlight was the lunch stop at Windy Ridge which would have been a magical view of Mt. St. Helens except: 'the weather looked ... rather typical for NW Oregon in October.'

Lunch was a SocDisted boxed affair provided by Ingallina's in Portland and I can recommend them!! My salad was delish!

We ended at Skamania Lodge where lots of the folks headed into the bar. We are not ready for that yet, so we said our thank yous and good-byes and headed home.

All in all an entirely enjoyable day. Lovely to get out on roads that we MIGHT have driven sometime in the past and for a completely worthwhile charity.



**Clock-wise starting above: Flash cars at the start, some bee-u-t-ul skies, some majestic skies, Yrs Trly and Mrs Yrs Trly, Drive Toward a Cure.**



# How To Turn a Pair of Big Jags Into True Sport Sedans

By Scott Lear Oct 12, 2020 | Jaguar, XJS, XJ6

[Editor's Note: This article originally ran in the November 2008 issue of *Classic Motorsports*.]

The big Jaguar coupes of the 1970s and '80s are many things: beautiful, well appointed, luxurious and torquey, to name a few. Many came with massive V12s and, unlike economy subcompacts, their sheet metal has more in common with a bank vault than a beer can. Unfortunately, all the things that make them solid also make them massive. Big Jags are far from light and nimble—at least, not as delivered from the factory.

Dean Cusano has never been afraid to tinker with Jaguars. As the co-owner of Motorcars, Inc., in Plainville, Connecticut, he got his first big cat at the age of 22 while working in his dad's shop, a place that specialized in high-end electrical troubleshooting. He started out with a 1981 Jaguar XJS, and before long he was swapping Chevy small block V8s into the big coupes.

Now, 27 years later, he's still a Jag fan, but his methods for extracting more speed have grown a lot more sophisticated through the years. He now likes to stick to OEM parts whenever possible, and he's learned that V8 power isn't the only way to soup up a cat.

Dean now owns a pair of unusual black XJ-series coupes. They're rare examples, true, but the thing that's particularly unusual about these two big felines is how much time they spend at the track and under the scrutiny of stopwatches.

## Classic Coupe

Dean has a long history with this 1976 Jaguar XJ6C coupe, one of only about 1600 such cars ever built. In fact, he has owned it on two separate occasions.

Dean's friend Paul Petty, who had gained some fame in the Jaguar community for buying a genuine D-type for just \$1500 in the early 1970s, had picked up the XJ6C and was refurbishing the car while adding an E-type engine. Sadly, Paul died in a farming accident, and the project was never completed.

Around 1999, one of Dean's customers spoke of an unusual stick-shift XJ6C coupe. As the customer described the details of this found treasure, Dean correctly deduced that this was, in fact, Paul's old XJ6C. Dean jumped at the opportunity to own his lost friend's old car. In 2002 Dean finished the build and started campaigning the cat at track days and JCNA slalom events.

"We started racing it and did a lot of slalom," recalls Dean. "We ran Bridgehampton before it

closed. We never made it into a race car where it couldn't be turned back into a street car."

After a few years of fun, another customer presented a strong offer and Dean decided to sell the XJ6C. "He only put 1600 miles on it, didn't really do much with it," says Dean of the temporary owner. "He loved it and took it to a few shows."

Dean made the owner swear to give him a heads-up if he ever decided to sell it; sure enough, after five years, Dean was buying the XJ6C once again. "Four days after I got it from him we took it to a slalom."



With an iron E-type engine under the hood and a heavier overall body construction, this XJ6C coupe is no lightweight. Dean is happy with his decision to switch the car to carburetors, and though he has removed some weight from the car, he's not going crazy with this one. For Dean, the XJ6C is more about the total package.

"Sometimes you put all the parts in the right place, and you stand back 20 feet and just say, 'Wow,'" he muses. These days, Dean's nephew, Joe Cusano III, is sharing the driving duties at track days and JCNA Slalom events.

## Crazy Coupe

While they might look similar at first glance, Dean's 1985 XJS is the real track star. Unlike most U.S.-spec XJS coupes, this one came equipped with an all-aluminum, 3.6-liter AJ6 six-cylinder and a five-speed manual transmission. This combination wasn't even supposed to come to our market, though as many as 600 were imported using a loophole in the rules.

"You couldn't make it through emissions," explains Dean, "but you could get a one-time exemption. The prior owner did that."

Dean prepared the car for JCNA Slalom competition, and it debuted in 2005 in the stock class. Dean won the national title for the category that

year, so he moved it to Street Prepared in 2006—where he took another national title. He installed Hoosier racing slicks, jumped into the heavily modified class for 2007 and was rewarded with his third consecutive title.

"My theory in racing is the simpler you can make it, the better—and lighter is always better," he says. Case in point: Dean's XJS started out at nearly 4000 pounds, but a lot of work, some reengineering and the old-fashioned technique of removing unneeded components has shed a staggering 940 pounds from the Jag's bottom line.

"I went to a Lotus meet and they looked at me



like I was driving a school bus. I beat a lot of 'em. I had machine shops fabricate lots of stuff out of aluminum," Dean explains. "I'm gonna probably do some Lexan rear windows."

Dean says that the lightweight XJS feels like a Corvette, as the Jaguar is tight and flat, even at full attack. To improve the power-to-weight ratio even more, a 3.6-liter cylinder head was merged with a 4-liter bottom end to yield a 10:1 compression ratio. The final tally for this angry kitty is more than 300 horses.

"I don't want it to be a full race car. I want it to be simple," he says. "It would be too easy to stroke a check for everything, I would rather design my own specialty parts."

## Perfect Pair

Whether he's dicing for that final tenth at a slalom event or surprising those who brought something a little more common to a track event, Dean and his sleek black Jaguars have plenty of plans for the future.

"I want to keep the Coupe pretty much forever—I've known the car for 30 years; it's got too much heart," he says. Then he adds, "I'd like to keep the two—they belong together. The whole thing fits."

# I Say, Ring Me Up on the Blower, Old Chap

by Rick Martin

Many years ago, before cell phones, I was watching a BBC program and saw the British version of the good old phone booth. They were so much more artistic and attractive than the U.S. version. I thought it would be cool to have one. But with no internet yet, that was as far as I got. Then about ten years ago, noticing our phone booths were nearly extinct I wondered if the same thing was happening in England too and could you buy one one.

With the help of the internet, the answer was just a few clicks away. The answer was yes. Old, beat-up ones were \$2000 to \$2500, plus approximately \$2500 to ship it here from England. A nice one was \$5000 to \$6000 plus the shipping. I decided I didn't want one that badly. Fast forward to July of this year and our "Monday Lunch Bunch," spaced out in my driveway, with our own chairs and tables, and our sack lunches were talking about whatever. British phone booths came up - I don't know how. After lunch I got on-line again to see if anything had changed. What I found was a company in Texas that made a very good replica: cast iron, like the originals for less money and a whole lot less for shipping. Now we're talking! Placing the order was easy. Some of the rest - not so much.

First the shipping company was several days late before calling me to say that the package was too big and none of their trucks were big enough to deliver it, so I would have to come and get it!

RIGHT.

There were several conversations back and forth between me and the shipper and the manufacturer, which finally ended with: "Good afternoon MR. Martin. Will tomorrow morning be good for you?" It was good.

Getting the crate and bubble wrap off was a bit challenging as it was close to 10 feet tall sitting on it's pallet. After that it needed to be moved about six feet to be put on the platform that I had built for it. It weighs about 440 pounds and most of my friends have age and health issues of their own, so just a couple guys won't do. Additional folks were invited over to fill the ranks of the "Monday lunch bunch" and we ganged up on the booth and easily got it in place.

I had more small difficulties with getting electrical power down

to the phone booth and then more trying to find a hidden and broken timer in the booth and running the wires around the timer to make it work.

But it works great now and I'm pretty pleased with it.



Many of the neighbors have also expressed delight, saying that it is cheerful and adds something fun and nostalgic to the area.

*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!*



# 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 November 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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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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## PARTNERSHIP SIGN-UP

A Partnership with JOCO is the ideal way to reach a large and vibrant family of enthusiasts owning Jaguars of all models and vintages located throughout Oregon and S.W. Washington. It will establish you as a resource to help keep our Cats purring.



### Your 2020 Partnership

For an investment of \$250.00, your Partnership comes with valuable marketing benefits. Each Partnership includes one display message/ad that will appear 24/7 on JOCO's popular website under Partnerships via our website's Resources tab. Your ad will also rotate throughout all pages of the JOCO website 24/7 to 12/31/2020. As an added bonus, your ad will be displayed as a hot link to:

Partnership ads are displayed in our Electro-Cat Club Newsletters to all JOCO members. A valuable Partnership benefit is the opportunity to post at no charge one product or service offering in JOCO's exclusive Marketplace accessed via the Marketplace tab on our website. This benefit is available solely to current Partners and can not be passed on to third parties. Your Partnership ad should have a design of approximately 2" high x 4" wide supplied to us in a high resolution jpg file...all Partnership ads will appear in roughly the same size. All JOCO Partnerships are annual and valid, per this sign-up, through December 31, 2020.

### About You

Partnership/Organization:

Primary Contact:

Address:

City, State, Zip:

Phone: Email:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### Important Information

Payment in full is due with this Sign-up to activate your annual Partnership.

Payment to: Jaguar Owners Club of Oregon

Mail Payment with this Sign-up to:

Barbara Grayson

CONSOLIDATED AUTO WORKS

1641 S.W. Multnomah Blvd.

Portland, OR 97219

***Please note that JOCO assumes no responsibility or liability arising from the content of any Partnership ad/message or content on any Partner's website. All Partnership messages are subject to acceptance and/or removal by JOCO.***



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 (if paid before December 31 - Includes \$30 for JCNA dues)	\$65	\$ _____
Annual Membership renewal (Includes \$30 for JCNA dues)	\$70	\$ _____
NEW Annual Membership (Includes \$10 initiation fee and \$30 for JCNA dues)	\$80	\$ _____

**MEMBERSHIP ACCESSORIES** (the following are available, if requested)

JOCO Member Car Badge(s) Please specify how many you would like _____	\$20 ea.	\$ _____
JOCO Member Name Badge(s) Please specify how many you would like and the name(s) _____	\$18 ea.	\$ _____
<b>Total Amount enclosed \$</b>		<b>_____</b>

## 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

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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