



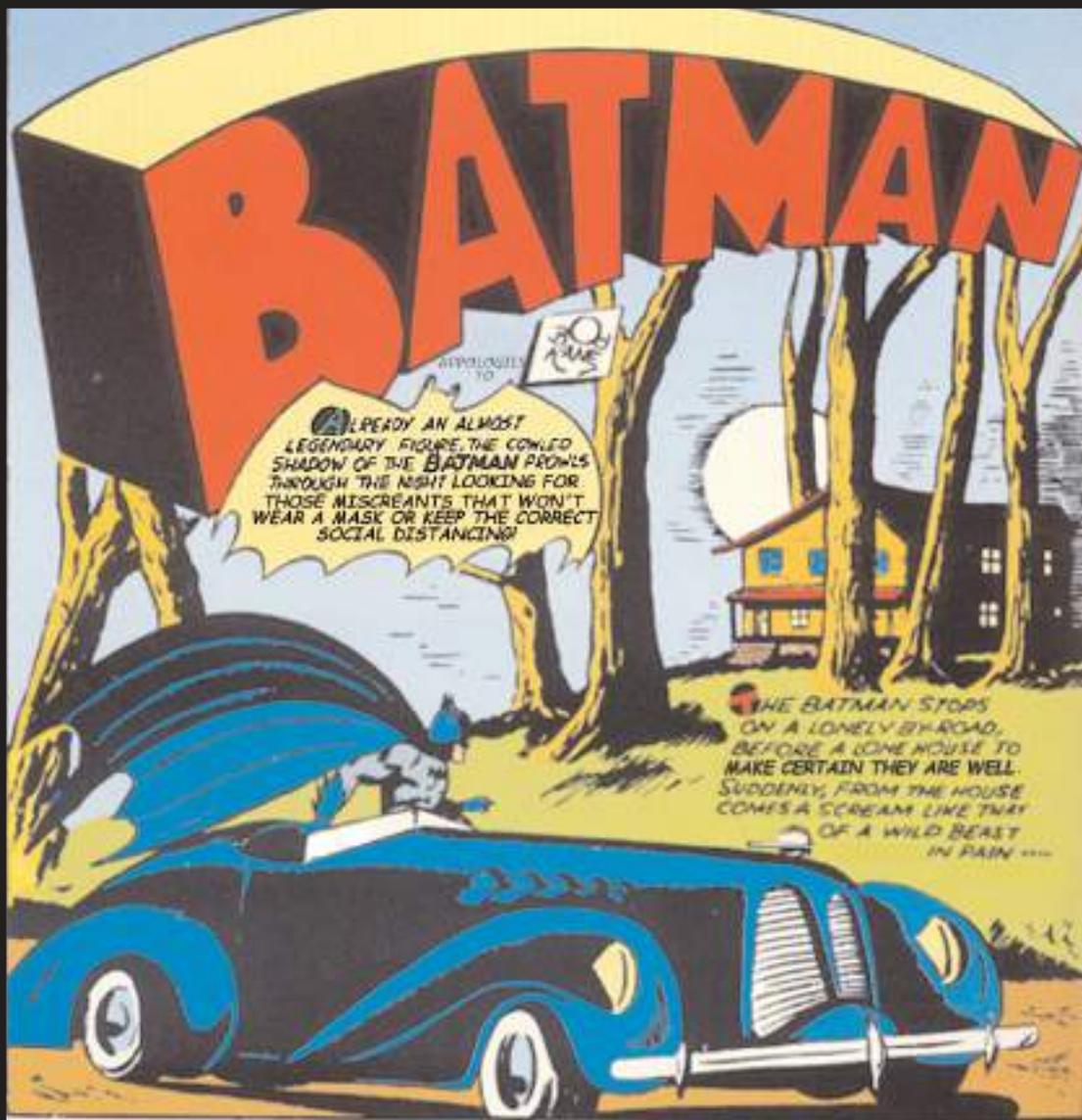
October 2020

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



BATMAN

ALREADY AN ALMOST LEGENDARY FIGURE, THE COWLED SHADOW OF THE BATMAN PRAWLS THROUGH THE NIGHT LOOKING FOR THOSE MISCREANTS THAT WON'T WEAR A MASK OR KEEP THE CORRECT SOCIAL DISTANCING!

THE BATMAN STOPS ON A LONELY BY-ROAD, BEFORE A LONE HOUSE TO MAKE CERTAIN THEY ARE WELL. SUDDENLY, FROM THE HOUSE COMES A SCREAM LIKE THAT OF A WILD BEAST IN PAIN...

AGAIN THROUGH THE SILENT NIGHT-A SCREAM!



I'M PROBABLY STICKING MY HEAD OUT FOR TROUBLE BUT I'M GOING TO FIND OUT WHY SOMEONE IN THAT HOUSE IS SCREAMING HIS HEAD OFF!



THE BATMAN RACES TO THE HOUSE IS IT COVID-19???



From the Prez



Changes, Changes, Changes.

This has been a year of changes and most of them have been variations on NO. No, you can not meet in groups. No, you can't gather in a public place. No, car events

are out. So much of what normally fills our summer has been denied. Certainly, this was done for good reasons and we want everyone to be safe, but it has taken its toll on all of us.

I'm grateful that our club members have still tried to get together as best we can. Our last board meeting was well attended in the virtual world. We have folks still meeting for coffee and this month we had a great drive out to Cannon Beach led by our own Seth Shenker. However, we have missed a lot. Moss Motoring Magazine did a great article on our ABFM but, of course, it was about last year's event. Many of the car events we all are involved in have been held over till next year.

Changes are happening in our lives. Jim Rathburn our fearless president has, because of some life changes, needed to step down. Jim has been an anchor for this club and his leadership has been excellent. I understand his need to step aside, but his gracious efforts in building this club will be sorely missed. This entailed more changes with myself being asked to assume the Presidency and Seth Shenker the V.P. We will strive to be of service to you all as we move the Club through this time of Covid's nos.

The Goal of this club, as I can see it, has always been to help each other and to have fun with our cars. This summer I have been having fun with my cars. My '58 3.4's paint has been a frustration and a joy. The paint will be done this next week and then hours of buffing and polishing will ensue. I know many of you have been polishing or working on your cars even though we have not had any shows to display them in. Hopefully for all of us there have been lovely long drives with no where specific to go. What has been missing is the comradery of doing this with the club.

Restrictions are starting to lift. With social distancing we can plan events of up to 50 people. We can now eat together if we can find restaurants to space us out as couples in a banquet room or let us take over a restaurant. I understand that some of you do not want to take the risk of meeting inside even with social distancing, and we respect that but miss you all the same. For those of you who are ready to join us out on the road, we are starting to ramp up. I mentioned the drive out we had to

More Changes on page 3

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TERMS EXPIRE JANUARY 2021

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Rhonda Hull,	North Albany
Carl Foleen,	Portland

TERMS EXPIRE JANUARY 2022

Jim Rathbun,	Lake Oswego
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Mike Scott,	West Linn

TERMS EXPIRE JANUARY 2023

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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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More Changes from page 2

Cannon Beach. It was a wonderful time (see the pictures below.) Seth's route took us through beautiful back roads on the way to a great destination. We all brought our lunches and sat in a big circle social distancing but were still able to enjoy each other's company.

This coming month, thanks to the help of Sue Kornahrens, Rick Martin and Seth Shenker, we have a Great Pumpkin Run that should be equally enjoyable (see info on page 4.) This will be another lovely drive through the changing fall foliage, a Covid approved meal together and finishing up with picking your own Great Pumpkin!

We are moving into the season when we usually start heading inside, but we are looking for ideas on how we can have fun with our cars and each other while still social distancing. What would you like to see on the calendar? Do you have a great drive or Covid appropriate event in your neck of the woods that we all could try together? Contact one of our officers and share your ideas. Please let us know how we can make our club work better for all of us during this crazy time.

Rex



The cars line up for Seth's first outing.

Pix by Seth Shenker

Lunch in Tolavana Park near Cannon Beach: Rex, Susie, Charlie, Todd, Fred, Bonnie, Rich, Janet and Seth

Photo by Sue Kornahrens



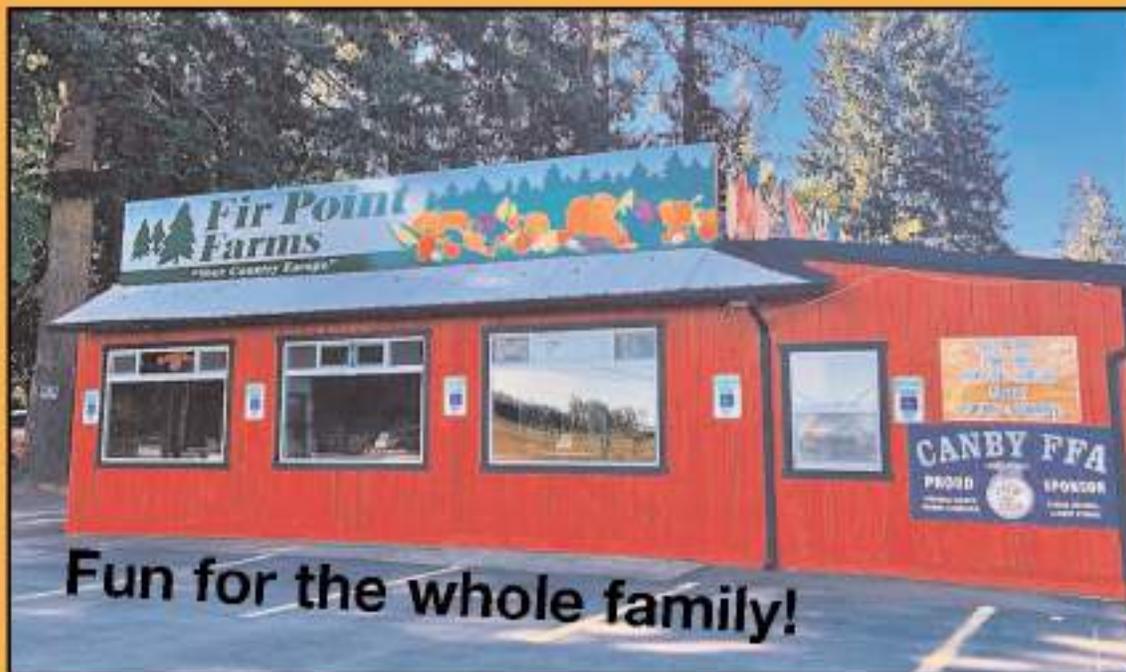
Seth Offers a Jaguar Drive Out! October Pumpkin Run

Join us for a scenic 80 mile driving tour to our destination of **Fir Point Farms** in Aurora, OR for pumpkin picking and other fall festivities!

- Tour begins at Carver Park in Oregon City at 10:00am on 10/24/20. We leave promptly at 10:30.
- We should arrive at Feyrer Park in Mollala by 11:30 for an early lunch. Please bring a packed meal and chairs. Social distancing required.
- We will depart Feyrer Park at 12:15 on our way to Fir Point Farms, arriving by 1:15 or so.



Please RSVP to Seth Shenker at seth.p.shenker@gmail.com, or text/call at 541-801-9553



REVISITING JAGUAR CLOCK REPAIR: THE SMITHS GOLD PLATED CONTACTS CONUNDRUM

By Tom Taylor

As with many of the mechanical items on our vintage Jaguars, the Smiths clocks are a true wonder of 1940s - 1960s technology. But, unfortunately, like some other Jaguar components, the clock was not reliable after only a few years of operation. Mine began its erratic timekeeping after about five years from new (1967 - 1972). It would often stop, and by readjusting the hands I could get it to work again for a time, until it finally quit for good in 1973.

When disassembled, a declaration stamped on the hidden backing plate states the clock has a four-jeweled movement. You can see pink jeweled bearing holes in two of the bearing areas, and the other two jewels are the end caps for these bearings. As long as the clock was kept operational with power from the 12 volt car battery, it could reliably run for a few years.

However, there was a weak link in the design that Jaguar acknowledged in Service Bulletin #p.44, December 1965:

"Following complaints received concerning faulty transistorized electric clocks, investigation has shown that in the majority of cases, the fault is due to the clock not being restarted manually when the battery has been reconnected after work on the car. This results in the gold-plated contacts in the clock chattering and subsequently burning."

The bulletin then states it is essential to restart the clock by tweaking the hand setting control. There was a further admonishment to dealers in Bulletin #P.50, September 1966:

"Despite the issue of Service Bulletin P.44 in November, 1965, it is apparent that the importance of the instructions contained therein are not receiving the attention they warrant. ... It cannot be too strongly emphasized that FAILURE TO ENSURE THAT THE CLOCK IS WORKING AS SOON AS THE BATTERY IS CONNECT-

ED WILL INEVITABLY RESULT IN IRREPARABLE DAMAGE TO THE TIME-PIECE."

Mark Willows of Clocks4Classics, which specializes in the repair, restoration and improvement of English automotive timepieces, surmises the weak contacts mechanism was even more problematic than the service bulletins indicated:

"I am not certain that the contacts were actually that reliable even if the advice in the Jaguar bulletin was followed. I believe the contacts still wore out after a short time. There were two main reasons for this: 1) The contacts were necessarily very small, and 2) They were damaged by the arcing which occurs when the current through the solenoid is interrupted. Later versions of the movement included a diode to help suppress this arcing, but this made the clock polarity sensitive and many were damaged when positive earth cars were converted to negative earth. Interestingly, an ex-employee of Smiths told me that the clocks became more unreliable when Jaguar introduced vinyl seats (e.g. in the Mk2, 240 etc.) Apparently the fumes from the plasticiser used in the seats attacked the contacts and made matters considerably worse!

Strangely, the Jaguar bulletin also refers to the clock as "transistorised." I think there must have been some confusion at the time. Smiths did later produce some transistorised clocks but these did not have contacts, so I am sure that this bulletin is actually talking about the Smiths clocks like yours from roughly 1940 through the early 1970s with the "pin clock" movement."

Thus, the weak links on these clocks were in A) the design of the contacts mechanism itself, and B) the mechanic working on the car. Therefore, when attempting to repair a Smiths clock, a solution to replace the contacts mechanism is imperative. Repairing the existing weak parts is impossible, as there are no new-old-stock components available, nor can they be

rebuilt after the described burn-out, and, in any event, they are not reliable in the long run.

In conducting research, I've found there are three avenues available to repair, replace or restore Smiths clocks:

□ Simply rebuild, clean and oil the original movement. Due to the contacts mechanism being worn or likely burned out, this solution is short lived at best.

□ Replace the movement entirely with a new digital clock. This method uses a separate battery (such as AA) and does away with the original Smiths clock and its components, other than the hands.

□ Replace the faulty contacts mechanism using today's digital technology in the form of a Printed Circuit Board (PCB). This is the Clocks4Classics solution. The process only replaces the defective contacts mechanism consisting of three components and a slotted screw (see photos). The clock retains its oscillating balance wheel (which provides the wonderful, almost silent, ticking sound you may have heard if you were lucky your clock ever worked), the four jeweled movement, and "gears," officially known as the "escape wheel assembly" and "transverse wheel assembly."

Thus, the clock becomes roughly 30% digital, but remains 70% analog with original movement. Plus, it works from your car battery, like it did 50 or 60 years ago, and it is no longer sensitive to polarity. Another advantage is you won't need to send your clock to someone else for repair; you can do it in the comfort of your shop. As a final note to this method, it is 100% reversible, should one choose to go back to the faulty parts.

My choice was to proceed with the Clocks4Classics solution. The kit is just under \$100 shipped from England to your door in the U.S.A. Mark's company responded immediately to my PayPal pay-

Clock continued from page 5

ment and dispatched the kit the same day. It took just under two weeks to arrive. Regardless of your choice of repair solutions, the first question you might ask is, "just how hard is it to remove the clock from a Series I E-Type?" (And likely the same process for other models of this era with the clock installed on the tachometer.)

It turns out this wasn't such a big job. The



Clock secured to tachometer as viewed from under the dash with a mirror. It can be removed from the tach with no further disassembly /removal of the dashboard or tach.



The tachometer with clock removed as viewed from under the dash with a mirror.

clock is accessible from underneath the dash, just above your right leg. First, disconnect the battery. Next, unscrew the fiberboard panel, remove the bezel securing the hand-winding mechanism, and the clock is within reach. You'll need the assistance of a hand mirror and a 1/4" socket wrench with 1-1/2" extension. The clock is fastened with two 1/4" nuts and star washers. Spin the hand-winder off from the back of the clock, and separate the bullet connector securing the hot wire lead. The clock will slip out. Take care with the hands, as they are delicate and exposed. In fact, it's a good idea to tape a piece of cardboard over them at this point. That part of the clock will not be disturbed in the repair process.

I needn't go into the disassembly, cleaning, repair and reassembly process, as Mark's

instructions are extremely detailed and easy to follow. He provides both printed instructions in PDF format, as well as an excellent YouTube video. In fact, it was after watching the YouTube video that I decided to buy the kit.

The rebuild took precisely a week, which included four days to adjust the regulation (speed). It's prudent to wait 24 hours or so to check the accuracy and make adjustments, then wait another 24 hours and re-tweak as necessary.

The reason that it took three of the seven days to complete the rebuild was the need for a couple of trips to the hardware store for some tools, and I also had to fashion some other items, which I've detailed below. If you supply these items in advance while you're waiting for your repair kit to arrive, you can probably slice at least a day off the rebuild time.

I found that reinstallation was easier than removal. The result is a ticking clock that sounds just like I remember when it last ran...in 1973!

Following are my notes and observations on items needed for the full rebuild.

FOR REMOVAL FROM DASH:

- 1/4" socket with 1/4" ratchet and 1-1/2" extension. (*Note: I couldn't get an open end or box wrench on the nuts due to the close quarters in the dash area.*)

FOR REATTACHMENT TO DASH:

- Form-A-Gasket to adhere gasket to the clock body for maintaining alignment.



Backing plate showing "4 Jewels" declaration. The jewels remain in the rebuilt clock.



Backing plate showing "4 Jewels" declaration. The jewels remain in the rebuilt clock.



View of gears clearly showing jeweled bearing for balance wheel assembly.



Reassembled clock with PCB board installed, replacing faulty contacts mechanism. Note that the solenoid is not shown; its reinstallation is the final task.

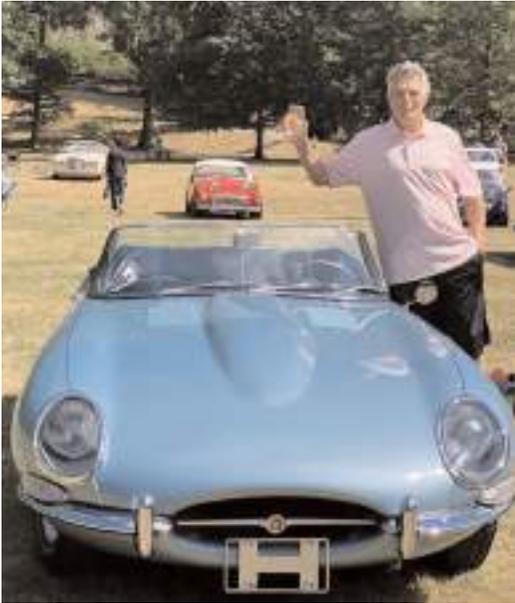
FOR CLOCK REBUILD:

- Lacquer thinner ("cellulose thinners" in British parlance). This is imperative to help ease out some tiny screws the size of sugar ants.
- 2.0mm and 2.4mm slotted jewelers screwdrivers, modified by slightly grinding down the flat edge into a sharper angle.
- Magnifying goggles
- Artist brush to apply the lacquer thinner
- 12 volt, fused +/- test wire circuit with alligator clips (described in Mark's instructions).
- 3/16" and 1/4" open end or socket

Clock continued on page 7



JOCO takes some Prizes at Alderbrook Park!



Braving the Covid Pandemic to seek fame and possibly fortune, several JOCOites went to the British Invasion Show and Shine at Alderbrook Park in Washington State.

Taking home the gold, er, crystal were Cliff Mays (far left) and his beautiful Pearlescent Blue Ser. I E-type - 1st place and Tyler Hayward (near left) and his beautiful deep Blue Ser. I E-type - 2nd place.

Congratulations to you and to all of the other JOCO members who were in attendance.

Photos By SethShenker

Clock continued from page 6

wrenches.

- Small wire cutters
- Super Glue
- Tweezers to handle screws
- Razor knife

CONCLUSION:

The Clocks4Classics solution yields a reliable Smiths timepiece with most of the analog features and original movement intact. Thus, the clock ticks like it did from day one. Mark Willows and his team have been building this kit since 2012 and, as he attests, his clocks are still ticking.

If your car hibernates in the winter, Mark

recommends that “you leave the clock running as this prevents any problems with the movement becoming stiff due to lack of use. The current draw of the clock is very low and you do not need to worry about it running down the battery.”

I am convinced that the Clocks4Classics solution gives the best compromise between reliability and originality. And, most importantly, doing the conversion yourself is extremely fulfilling.

Tom Taylor
1967 Jaguar E-Type Owner since 1971
8/6/20



The failed contacts and associated fittings—the weak link in the original Smiths clock. These are the parts replaced by the Clocks4Classics PCB board. Keep them if you ever wish to return to the original Smiths timepiece.



Regulation (speed) adjuster is the slotted screw in center of the photo. Turning clockwise slows the clock, counterclockwise speeds it up.



Reassembled clock showing speed adjustment on the bench. Note alligator clips with power directly from the car battery.

Special Thanks

Our fire experience was minor compared to many Oregonians, but we have our own story to tell. Although not notified by police or fire, it started with a phone call from a friend: 'Have you left yet?' (What??!) She had put our address into her FEMA alert list. After two nights at a motel in Newberg, we returned to find that we had been a Level 3.



The sky to our south and west, before we evacuated to town.



Our threatened frozen fruit hoard, before it's rescue by Sue, Charlie and Rick.

We lost power Wednesday and were without it for 3 1/2 days. Glen called **Rick Martin** and **Sue and Charlie Kornahrens** who freed up freezer space for us! (Sue gave us TWO shelves!!) We have a burner on the BBQ for boiling water and there's a state park 3 miles away (no electricity + a well = no flushing), and more importantly - flashlights - we like to read! (My! but it does get DARK early.)

Thanks to Rick and Sue and Charlie!!! I can buy more chicken but it was the 15 gallons of Oregon berries that I didn't want to lose.

— Jan Whittlesey



Rally Across America ~ Portland Drive Toward a Cure Day October 10, 2020

Join Neil d'Autremont and Keith Martin of Sports Car Market Magazine, co-ambassadors for the Portland event, who are planning a drive to benefit the Parkinson Center at the Oregon Health & Science University (Portland), a Parkinson's Foundation Center of Excellence..

Gathering at Ron Tonkin Gran Turismo in Wilsonville, our group will enjoy a safe and appropriate 150-mile drive through some of the most scenic areas of Oregon and SW Washington throughout the day's journey.

We'll be driving for charity as part of the larger Rally Across America effort to raise funds for locally-based organizations nationwide - our event will support Drive Toward a Cure, a 501(c)(3) organization that has established an "Access to Care" program aligning with the Parkinson's Foundation and six of their regional Centers of Excellence - including Portland's Oregon Health & Science University.

The registration fee is a minimum \$100 donation, lunch will be provided by our sponsors and the route will highlight a few famed spots such as the McClellan Overlook in Gifford Pinchot National Forest and the gorgeous roads of Skamania county.

For More Information and How to Register:

Neil d'Autremont
neilautrey@gmail.com
(503) 781-0183

JOCO MARKET PLACE



1967 E Type FHC

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

XJS Lamps – Rare and Like New

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

Wanted:

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

Beautiful 1995 Jaguar XJ6

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

FOR SALE: 1970 Ser. 2 E-type convertible.

Light blue with dark interior. Has hard top. Meticulously restored to a very high standard. Local, regional and national JCNA winner. Maintained with copious records. Asking \$80,000. From Bill Beatty collection. For contact info email: britcar69@hevanet.com

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>

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>



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

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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 _____

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. \$ _____

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

