



THE Cat Fancier

September 2021

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

Car Displays - Swap Meet - Vintage Racing

Celebrating 90 Years of MG

2021

All British

44TH ANNUAL

Field Meet

A REVIEW IN PICTURES

Special Guest
John Twist
of University Motors



September 3-5, 2021 • Portland International Raceway

Rex Loquitor



Let's do all the living we can!

Forgive my absence from the E-Cat Last month. Susie and I had an opportunity surprise us and we had a whirl-

wind house purchase and move. We are now settled into our new place and determined to make the most of the time we have on this blue ball. I hope you feel the same way.

As I write this missive the Governor is telling us that we need to go back to wearing masks whether we are vaccinated or not. Starting Friday, we are told we will even need to wear them out in the open. Will we let this stop us from living life? I say no. It's that time of year when young men's thoughts turn to classic British metal.

We had pretty good sign ups for the All British Field Meet, over 50 Jaguars. We didn't let mask mandates keep us home. Unfortunately, this year we were not be able to have the JCNA Slalom. It fell prey to the needs of Indy cars which will be racing this week. The board is trying to find another time and place to hold our JCNA Slalom in the future.

There is another thing we missed from this year's ABFM, Cam Sheahan. The man who was instrumental in our Concours and the ABFM since its beginning has passed away. To me Cam was the JOCO Concours. He had guided us for years in how to keep a uniform judging for JCNA. He trained Mike

Rex Loquitor continued on page 3

Board of Directors

TERMS EXPIRE JANUARY 2022

| | |
|----------------|--------------|
| Carl Foleen, | Portland |
| Rex Schneider, | Forest Grove |
| Mike Scott, | West Linn |

TERMS EXPIRE JANUARY 2023

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

TERMS EXPIRE JANUARY 2024

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

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

www.joco.org

NOTICE:

JOCO Board Meetings are held the second Thursday of every month unless otherwise noted (please consult the JOCO website for the most current updates). JOCO events are in Bold face type on the Club Calendar; other Jaguar club and local events of interest are in regular type.

YOU are welcome and encouraged to submit ideas/comments to the JOCO board. The editor is actively seeking articles / photos. Send submissions by e-mail

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Find us on the Internet: www.joco.org.



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Rex Loquitor from page 2

Scott and I in how to put together all the details for a proper event. He was meticulous, organized and a bit of a task master but it made us better people and judges. Cam will be missed.

So, What I am saying is let's get out and celebrate Jaguars! This event, which was started by JOCO members, has turned into one of the biggest festivals of British car culture in North America.

That's a pretty big legacy. Let's make the most of it.

See you on the road,

Rex



Cameron Sheahan

Cam joined the Jaguar Owners Club of Oregon in 1975. A car guy from the get go, he was active in the club; arranging driving activities and concours events. The All British Field Meet was originally an event created by and run by JOCO for a number of years. Cam was an avid Concours participant and was the ABFM's 'Poohbah' for over ten years, it's treasurer and registrant as well as the Jaguar Clubs of North America's (JCNA) Oregon Chairman, Chief Judge and Awards procurer. His fire and devotion will be remembered by all who new him.

Rob Enderle Spills All: Living With The Jaguar I-Pace

For most of us, electric cars aren't yet where they need to be primary vehicles. Most of us that have them also have ICE (Internal Combustion Engine) cars as our primary. Our primary car is a 2021 Volvo XC60 Recharge Hybrid that gets about 20 miles on an electric charge and has consumed around four tanks of gas over the 6+ months we've had it. (And one tank was for an extended trip). And it is driven daily.

Now I love my I-Pace and think it is the most fun to drive around any car I've ever owned, but you need to understand its limitations.

Here's My Story:

Falling in love with the I-Pace

I was one of the official launch analysts for the launch of the car. This position meant I was flown down to LA, where I got to meet Ian Callum, the lead designer on the car, had a VR walkthrough and test drive, and got to see the initial prototype in person. I immediately wanted it and then spent months escalating to become one of the first to own one.

Now there is an old saying that goes like this "the prospectors get the arrows, the settlers get the land," which refers to the risk of being one of the first to buy any technical product and the I-Pace wasn't just a new car; it was the first electric car Jaguar built.

Initial Issues

We waited for months to get the car, and when it arrived, we booked a flight to Portland to pick it up but had to cancel that trip because

car that are currently covered with wax because they were too deep to buff off (though we tried).



As Jaguar worked with the car's software, the range of the car changed a lot. On one trip to Portland, coming back, we had to stop at the McDonalds in Sister's where they have a Level 2 charger; wait on a Tesla that also needed a little juice, and after an hour of charging, we made it home rolling into the garage just as the car ran out of juice.

someone on the preparation team put a scratch through the hood into the metal. So, we had to delay our trip for a week. Then when we got to the dealer to pick up the car, no one had charged it, and the low-powered (all they had back in 2018) Level III charger took 3 hours to get the car fully charged. It is 180 miles from the dealer to our home uphill, and this was November, so it was cold; we made it with something like 20 miles to spare.

The next day, excited to drive my new car, I turned it on, and the entire center display (both screens) was dead. The car had to be towed back to the dealer and got covered by that abrasive ash they put on the road during the Winter. It stayed at the dealer for several weeks while they figured out what was wrong (bad software patch), and then it got trailered back, but someone had dry wiped the car off, and that ash put deep swirl marks all over the

Since no tow trucks back then had Schargers (and I doubt there are many now), if you run out of power on the road, the car has to be towed to a charger, which I never want to do. Since then, though, the car's range has constantly increased, and on my last club trip, I recharged at the High-Speed charger outside of Salem and made it home with something like 50 miles left and no stress.

Current Experience

Since that first year, the car has been Sa dream. The initial software and hardware for car entertainment and HVAC is slow to boot and use compared to other cars but not as bad as some I've driven. I understand newer cars are improved. The car is dead quiet and having 100% of the torque available from the start is a rush if someone tried to jump me at a light. I

I-Pace continued on page 10



Thompson's Mills Reviewed

— Fred Nuttall
photos by 'Lenscap' Foleen



The JOCO group, consisting of Carl and Clara Foleen, Charlie and Sue Kornahrens, Seth Shenker, Steve Poland, Bonnie and Fred Nuttall and guests Jim and Kary Clark, met at the suggested Burger King restaurant in Wilsonville to start the tour. I'll focus on the positive first. The drive went smoothly over the planned course and we arrived at the Thompson Flour Mill on time. The park staff had kindly set up picnic tables in the shade for our use, as lunch was an essential break for cooling down, quenching thirst and replenishing some calories. The drive was hot (in the 90s) but certainly not the same high temperatures seen just the day or two before.

Our group was small enough to be able to tour the mill together. We, luckily, were the only visitors there at tour time. Park ranger, Rye Guessford, conducted the tour and demonstrated still functional machinery within the mill. Most impressive was the opening of the mill pond gate allowing water to rush through the mill race and into a functional turbine. The turbine shaft rotated to move gears with wooden teeth that then moved leather

belts to distribute the power to flour milling machinery. The wooden mill building itself was impressive and it was interesting to learn of the importance of the mill to the local farm economy.

There were many memorable historical photographs and hands-on demos. We had the run of the mill to study and review these things as well as to visit the park store for purchases of mill related souvenirs.

Since this was a drive, you might wish to know how the cars did.

The drive was not perfect. The cars did not get an A+ score. At just 12 miles into the first leg, the Nuttalls' XKE stalled at the intersection of OR214 and Willsonville Rd. This was embarrassing for multiple reasons. Our group was waiting for a break in the traffic in order to head south on 214. We watched and waved to the Porsche club as they passed by. The XKE was now not only holding up the Jag club cars, but also those accumulated behind us waiting to merge. Club members came to

push the Jag to the roadside, but simultaneously, the Foleen's XK's check engine light came on, causing further distraction and anxiety. A good Samaritan passer-by also helped with pushing. Naturally, upon reaching the shoulder, the E-type started. Carl headed home to swap his XK8 for his Mustang and proceeded directly to the Mill where he was on the spot for photos of the arriving group.

On the drive home, the Clark's A/C went out on their Ferrari 360 Spider. That's when you find out how close to your smoldering back is that Otto-cycle mid-engined heat source. Fortunately, they had a full role of paper towels to absorb the output.

For the Nuttall's it was not over. The E made it all the way back from Shedd, including a gas stop, and into the house garage. Thereafter, it refused to start!

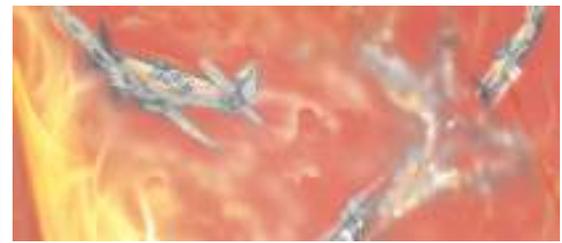
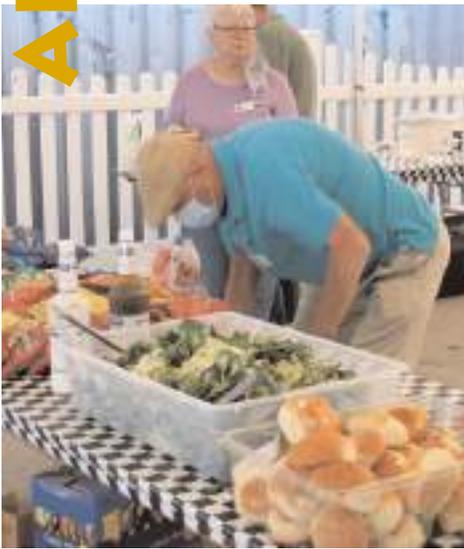
Everyone of our cars got us home. We drivers declare the drive a resounding success!!!



ABFM IN PIX



ABEM IN PIX





Jaguar News from the Web - Jaguar XF and XE R-Dynamic Black:

The appeal of the award-winning Jaguar XF Saloon and Sportbrake is heightened further with the introduction of new R-Dynamic Black models, while the Jaguar XE R-Dynamic Black gains an enhanced specification.

Developed from the XE and XF R-Dynamic S, these exclusive models benefit from a number of key features designed to give them an even more confident, assured, and purposeful presence. Each delivers an unrivaled balance of outstanding ride, handling, refinement, and luxury together with a focused range of powerful, efficient, and electrified powertrains.

Following the introduction last year of the XE R-Dynamic Black, the XF's Black Pack has been enhanced, with the Gloss Black finish applied to the door mirror caps and side sills in addition to the grille, grille surrounds, side window surrounds, fender vents, rear badges, and - on the Sportbrake - the roof rails. There's also privacy glass and a panoramic roof - features that are now standard on the XE R-Dynamic Black too. Complementing these elements are 19-inch wheels with a Gloss Black finish - 'Style 5031' for XE and 'Style 5106' for XF - together with red brake calipers.

The XE R-Dynamic Black is offered in a select choice of metallic finishes - Firenze Red, Bluefire, Eiger Grey, Santorini Black, or new Ostuni White, with the XF R-Dynamic Black models available in the full range of colors.

The luxurious interiors are enriched with beautifully crafted veneers, with Gloss Grey Figured Ebony for XE, and Satin Charcoal Ash for XF. Bright metal pedals add a further finishing touch. The sense of serenity and refinement within XF is heightened still further by the enhanced Premium Cabin Lighting feature, which offers a choice of 30 colors in place of the previous 10.

The fast, intuitive and responsive Pivi Pro infotainment system is now better than ever too. In both XE and XF, it already has a range of embedded apps, including Spotify, and Apple CarPlay® as standard. Android Auto™ is standard too.

Soon, wireless Apple CarPlay® will become available to customers in a software-over-the-air (SOTA) update*, to make smartphone connectivity even simpler and more convenient. Wireless Android Auto™ will also become available at the same time*. XE and XF's SOTA capability enables Pivi Pro and vehicle systems to be updated remotely and seamlessly. This means they always have the latest software without the customer having to visit their Retailer - and Pivi Pro's dual-SIM technology means you can stream music at the same time. Pivi Pro can also connect two phones simultaneously via Bluetooth, and the optional wireless device charging pad has a signal booster to improve network reception. The system also provides clearer calls with the help of the vehicle's external aerial.

On the road, the XE and XF continue to set the benchmark with their ideal balance of agility, handling, and ride quality. The engaging, rewarding drive they deliver is second to none and is matched to inherently low levels of cabin noise, which are further reduced on XF using Active Road Noise Cancellation technology. This is especially effective in canceling out low-frequency sounds, helping to reduce driver fatigue on long journeys. With a focus on air quality, occupant comfort and well-being are prioritized: both XE and XF offer cabin air ionization systems with PM2.5 filtration to capture ultrafine airborne particles and allergens.

The R-Dynamic Black models, like all XE and XF models, are powered by refined and efficient 2.0-litre four-cylinder Ingenium petrol and diesel engines, the latter electrified with a 48-volt mild-hybrid (MHEV) system. All engines are matched exclusively to smooth-shifting eight-speed automatic transmissions and are available with rear-wheel drive or all-wheel drive with Intelligent Driveline Dynamics.

The full global powertrain range for XE and XF (market-dependant) comprises:

Petrol

250PS 2.0-litre four-cylinder turbo rear-wheel drive automatic

300PS 2.0-litre four-cylinder turbo all-wheel drive automatic

Diesel

204PS MHEV 2.0-litre four-cylinder turbo rear-wheel drive automatic

204PS MHEV 2.0-litre four-cylinder turbo all-wheel drive automatic

The 204PS diesel engine develops an impressive 430Nm of torque, and its refinement and responsiveness are enhanced with the MHEV system. The Belt integrated Starter Generator (BiSG) recuperates energy usually lost during braking or deceleration by storing it in a compact 48-volt lithium-ion battery: this energy is redeployed to assist the engine when accelerating away. It also makes the stop-start function quieter and faster than conventional systems.

This engine is the most efficient in the XE and XF model ranges and enables the rear-wheel-drive XE to deliver fuel economy of up to 58.9mpg (4.8l/100km)** and CO2 emissions from only 127g/km**. In the rear-wheel-drive XF Saloon, it delivers corresponding figures of 57.6mpg (4.9l/100km)** and 130g/km**.

Jag XF 22MY 03 R-Dynamic Black Rear 3-4 250821

The smooth, powerful petrol engines are offered in two ratings: 250PS and 365Nm torque, and 300PS and 400Nm torque. The 300PS unit is available exclusively with all-wheel drive, delivering outstanding performance and traction in all conditions. This enables the XE to accelerate from 0-60mph in only 5.6s (0-100km/h in 5.9s), and the XF Saloon 5.8s and 6.1s respectively. Maximum speed for both is 155mph (250km/h).

Note: Press release courtesy of Jaguar Land Rover.



THE FESTIVAL IS BACK! - Last Chance!

Mark your calendar for the 2021 Oregon Festival of Cars on **September 17-19**. Same place and format as before, but since the last Festival seems like ancient history, we'll remind you.

The Festival location is the Deschutes Historical Museum in Bend, Oregon. You remember, the really nice lawn area with the big trees and the wonderful museum two blocks from Downtown Bend. The Dan Balmer Trio will be back to provide the perfect musical accompaniment for the beautiful cars on the field.

For those of us on the west side of the Cascades, the weekend will start Friday morning at Ron Tonkin Gran Turismo. We'll gather there for a group drive over to Bend. Details on the website, it'll be sure to be an interesting drive.

Friday evening registration/check-in will be at our host hotel: **the Residence Inn**.

We are planning to have the Saturday evening Festival Banquet at the Residence Inn. But, as you would expect, we can't be certain today that we will be legally able to do that. Updates will come as we get closer.

The Festival will wrap up with the traditional Sunday Dash, our usual nice romp through the woods to a socially-distanced outdoor lunch spot.

Stay in the loop! Sign up to be on our mailing list.

Registration IS NOW open -

<http://www.oregonfestivalofcars.com/enews.php>

Get the Festival on your calendar! And get your oil changed and start cleaning that car.

We don't give out your information - just send you news on the Festival.

For more information: info@oregonfestivalofcars.com

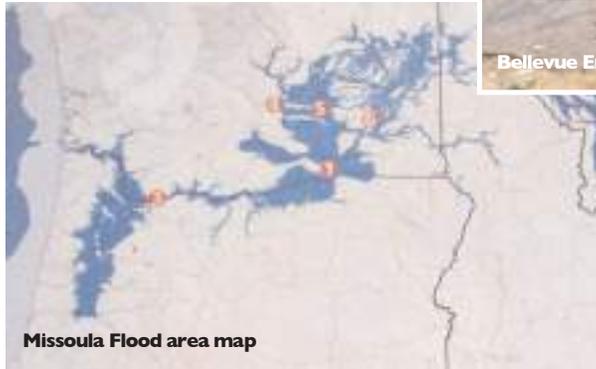
Erratic Behavior

Another excuse for ice cream.

Jan and I had prepared an outing to check on the results of the Missoula Flood, which happened 20,000-18,000 years ago, during the last ice age.

Fellow club member Tod Tolan had suggested this as a JOCO drive out, and being something unusual for a car club to do, and

seeing this as an opportunity to get ice cream, Jan and Yrs Trly were in!



Missoula Flood area map



Bellevue Erratic

Missoula in what is now Montana. The mass of water that broke through carried

ice chunks big enough to float 200-ton debris, such as meteorites and granite boulders, far down the river as it scoured out deep ravines and created the scablands of eastern Washington.

In addition,

these waters deposited fertile soils in the Palouse Yamhill areas. In addition it created massive ripples in the landscape in Yamhill County near Gaston and McMinnville as it sped up squeezing between the hills.

Our mini tour began in West Linn at Fields Bridge



Erratic at Rex Hill Winery

Erratics continued on page 11



Mastodon in Tualatin

The Missoula Floods occurred when a massive ice dam, which was blocking the Clark Fork River, broke up releasing enormous glacial Lake

I-Pace continued from page 4

put snow tires on it in the Winter, and I've never experienced a traction problem; it seems to want to plow through the snow like a tractor; it is impressive in the snow-on-snow tires and the rain on summer tires.

The I-Pace has quickly become my favorite car to drive, and even against my old AMG track car, it corners well, it has a lot of weight, but it is placed low in the car, making it feel exceptionally well planted. I generally drive it with the back seat down to see better out of the back window (unlike the Volvo, which will retract the back headrests. You have to put the back seats down if you want an unobstructed rear view). The 360 camera is terrific for parking, and the lane-keeping feature on the car works well in the summer

(in the Winter, the camera can become obstructed, or the road lane lines are covered with snow, and it'll fail). I'd rank it behind both GM and Tesla, but it does work most of the time.

More and more Level 3 chargers are coming online, but even though you can now find them up to 450 KW, the car will only take around 100 KW; newer cars will take more, but I'm not yet aware of a Jaguar I-Pace that will take the full 450 KW.

I haven't taken it off-road other than on fire roads, where it does nicely, and the air shocks are particularly useful when the snow gets thick, and the extra height keeps you from high-centering on packed snow. I'm showing a pretty consistent 280+ mile range; I have had

few issues other than a recall that needed to be done last year after those initial teething issues. With the right tires, I expect this would do nicely on hill climbs due to that wonderful torque.

In short, I still love my I-Pace, and if you primarily drive under 100 miles a day and can put a Level-2 charger in your garage, this electric is a great way to avoid the gas station. Still, we bought the XC60 Recharge because there are times we may need to drive 100s of miles, and for that kind of range, a plug-in hybrid (the Volvo has over 400 miles of range) is likely a better choice. That, however, is my wife's car, and that lets me enjoy my I-Pace uncontested.

— R. Enderle

SAVE THE DATES!

Things are a little 'lffy,' but were pretty sure of the dates, so write 'em in, NOW!



Saturday, Oct 16th - A "Local Knowledge" tour along the Sandy river, with three crossings, ending with lunch. **(venue TBD).** We will meet at 09:30 in Lewis and Clark State Park in Troutdale. We'll tour about 65 miles of mostly winding, sometimes narrow, county roads. **Please RSVP** to Matt Nowak at: crops45@yahoo.com, or text: 503 936 5684.

November Date TBD: Tech Session - Artistic Auto Body will be hosting JOCO for a tech session. It will be a chance to get tips and see how the folks at Artistic put our cars back together when they need a little love. **Questions:** Call Carl Foleen 503 778-0969.

December 4th @ 7:00: JOCO Christmas Dinner - Once again, the JOCO faithful will meet at the Chart House for Dinner and Holiday frivolity. We will have more specifics as we get closer to the event. With Covid issues we are still negotiating, but we can save the date. **Questions:** Call Rex 503-206-1391.

Ray DeLuca

Former JOCO member, Ray DeLuca, passed away September 2. Ray was a long time member, car guy and concours afficianado. He acted as Cheif Judge and judged at the various Club events, like the ABFM and Western States. He enjoyed working on and preparing his cars for shows and enjoyed driving them on Club outings. A genuine guy, he was always available for help and advice. He served as president of JOCO in 1994. We wish his family the best.

Erratics continued from page 10



Ewing Young Oak



Meteorite replica

Park, wound through Tualatin (Mastodon skeleton in library,) Newberg (Erratic at Rex Hill winery, Ewing Young Oak,) Gaston (ripples caused by flood waters,) McMinnville (Bellevue Erratic,) and then around through the Tonquin flood channels near Sherwood, to finish back at Fields Bridge Park (Oregon Meteorite replica.)

Just enough driving and easy hiking to make a great day, and, of course, an opportunity for ice cream!



Ice cream!

We believe this would be a fantastic future excursion for the club. Let's look at this for a Spring driving opportunity!



JOCO MARKET PLACE



For Sale: '61 Austin-Healey 3000 BT7.

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

Well maintained and an excellent driver. fresh repaint. Has top and side curtains in good condition. Must see to appreciate. Available for test drive. Asking \$47,500 or reasonable offer.

Glen Enright: 503-341-2906 or
britcar69@hevanet.com

XBeautiful 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@jlrportland.com or call 503.265.5124

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

JXS 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

QUIZ: AUTOMOBILE HISTORY Answers

1-A: A 1909 White Steamer, ordered by President Taft.

2-A: Gulf opened up the first station in Pittsburgh in 1913.

3-A: Oklahoma City, on July 16, 1935

4-A: Royce Hailey's Pig Stand opened in Dallas in 1921.

5-A: False. The 1953 'Vettes were available in one color, Polo White.

6-A: The 1960 Plymouth Valiant

7-A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.

8-A: The 1969 Pontiac Grand Prix.

9-A: Detroit, Michigan in 1919. Two years later they experimented with synchronized lights.

10-A: March 16, 1966 saw an Olds Toronado roll out of Lansing, Michigan with that honor.

11-A: Camden, NJ in 1933

12-A: The 1949 Chryslers

13-A: The 1915 Scripps-Booth Model C. The car also was the first with electric door latches.

14-A: The Mustang

15-A: The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924.

16-A: The 1998 Dodge Viper GETS-R, tested by Motor Trend magazine at 192.6 mph.

17-A: Clyde Barrow (of Bonnie and Clyde) in 1934.

18-A: The 1915 Packard Twin-Six. Used during WWI in Italy, these motors

inspired Enzo Ferrari to adopt the V12 himself in 1948.

19-A: They were first used on the 1947 Packard line.

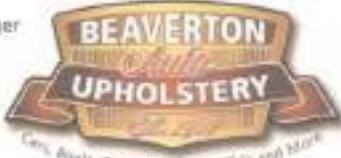
20-A: Only 400 1963 300J's were sold. (they skipped "I" because it looked like a number 1)

21-A: The "Madam X", a custom coach designed by Earl and built by Fleetwood. The sedan featured a retractable landau top above the rear seat.

22-A: The official name of the mascot of Rolls Royce, she is the lady on top of their radiators. Also known as "Nellie in her nighty".

23-A: FORD.... The vehicles were shipped to dealers in crates that the new owners had to assemble, using the crates, as the beds of the trucks. The new owners had to go to the dealers to get them, thus, they had to: "pick-up" the trucks.

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 Owner/General Manager
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Welcome JOCO Partners

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

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

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Jaguar Owners Club of Oregon

MEMBERSHIP APPLICATION

We look forward to having you as a member of the Jaguar Owners Club of Oregon. Since our founding in 1968, JOCO has been dedicated to the care, preservation and exercise of Jaguar automobiles, and we have lots of fun together. Upon receipt of the completed application we will be contacting you with everything you'll need to head down the road with us.

Date _____

Name(s) _____

Address _____

City, State, Zip _____

Home Phone _____ Business Phone _____

Cell Phone _____ Fax _____ Email _____

Jaguar(s) owned _____

Profession _____

Hobbies _____

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

| MEMBERSHIP <small>Please select one of the following membership options</small> | 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