



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



In this
issue
Tim
and
Mandy
take us
to
see
Jaguars
at

Monterey
Car Week

Cover photo by
Tim & Mandy
Ashcroft

As the Rank Turns

Exciting Events Ahead...

Another ABFM is now in the record books. A hearty Thank You to everyone that contributed to the success of this year's event. Even though we were not able to hold the club concours as we had hoped, it was, by all accounts, still a fun event - despite the heat. On a personal note, I want to take a moment to thank everyone that stepped up and volunteered to help park cars as they arrived on the field. Never fear, the board is putting a plan in motion to assure the success of next year's event, and provide a guiding framework for the ongoing success of future events.



Looking to the future, thanks to the effort of VP Tim Ashcroft, the club's Christmas Party will be held at McCormick and Schmicks at the Bridgeport Village which is technically in Tigard, not Tualatin. Please be aware that we will only be able to fit 52 people in the room, so as soon as registration goes live on our website, please sign up as soon as you can. (As of this issue of the Cat Fancier, we have not yet set a price for the event, that will be announced in a future issue of the newsletter, as well as on the website.) Credit where credit is due: Further kudos to Tim for spearheading the effort to secure a venue for the 2025 Annual General Meeting (AGM), now scheduled for Saturday, January 18, 2025 (weather permitting). Good news for those that usually travel some distance north to attend this event: This year's event will be held at Langdon Farms, just north of Aurora and south of Wilsonville. That should remove some of the commute complications of navigating Portland traffic for you "southerners." We have secured the larger room on the ground floor (yay - no crowded loft that made

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Matt Nowak	Sandy
Terms Expire January 20xx	
Tim Ashcroft	Portland
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Wynne Wakkila	Tigard
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Find us at:

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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"table hopping" a near impossibility in the past). Further thanks to Tim for curating a succulent menu for all to enjoy. We are aware that some members have some specific food sensitivities, so we are asking that you communicate any of those issues that you may have as soon as possible to either Tim or Carl so that those can be accommodated.

Please mark your calendars for our upcoming events. We will have a drive-out on September 14, led by Tim Ashcroft. In October there is a lot to look forward to: First is the club's tour of the PT-658, which is quite likely the last authentic PT boat manufactured by Higgins. It was actually commissioned in the US Navy for a few years (post WW2) It has honest-to-goodness Packard Marine V-12 engines (all three of them), and mounts a formidable array of armament (the late-war models carried much more firepower than previous iterations of the design). As naval veterans, the docents are very enthusiastic and knowledgeable about this craft (and its sister craft).

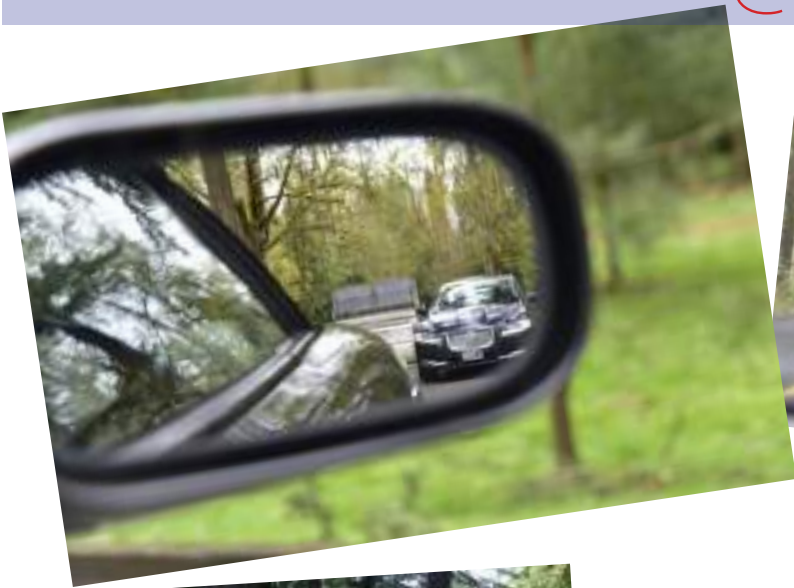
BUT WAIT, THERE'S MORE!! Mike Scott is arranging a club visit to the Oregon Air National Guard (OANG) base at Portland International Airport (PDX). The OANG has been honored as be the first Air Guard base to be equipped with the "latest and greatest" F-15 E/X fighter jet, which will eventually replace the aging F-15's currently operated there. Special note: The tour will take place on a Wednesday (date TBD at this point), so you'll have to be sure you can take a day off mid-week because you really don't want to miss this event. Lunch will follow both events for those that wish to wet their whistle and pack in a few calories, with a splash of camaraderie thrown in. Please be sure to sign up for these events as soon as they pop up on our website. £

All the best, Carl



This is a teaser image for the write-up and photos of the 2024 ABFM in the next issue of The Cat Fancier

September 14 = End of Summer Drive-Out



Tim Ashcroft partnered with some local area maps, a winery, and specialty food creators to plan an adventurous and relaxed drive from Powell Butte Nature Park (16160 SE Powell Blvd., Portland) to a vineyard. What could be more enjoyable than a drive that converts petrol into fun and have a relaxing time doing it? Best of all we will have an opportunity to sample some of the vineyards products and have a choice of Mexican fare or pizza to keep the “hungries” at

bay (and soak up some of the vino). With Tim’s epicurean expertise, both options should be well worth trying out You may want to skip breakfast - just in case... .



The “Pour Souls” (e.g. participants) will meet at Powell Butte Nature Park at Noon and depart at 12:20 PM. Route instructions - both printed and electronic (for those of you with i Phones) Let’s hope the weather cooperates and the only other requirement will be sunscreen.
ε (Photos from previous events - ed.)

Rob Enderle Tells All:

Read it Here

The Advantage of Waterless Coolant For An Old Car

We are used to using a mix of antifreeze and water in our cars and that mix does provide the most effective means, in terms of heat transfer, for vehicles we drive regularly and, assuming we flush the system and refresh the coolant and water on two-year cadence this formulation works fine over the normal life of a vehicle which is generally around a decade.

But with older cars, people often park them for extended periods of time, the flushing and cleaning process isn't done timely, and even if it is, the corrosion and build up of minerals over time can still result in a problem (most of us don't use distilled water). This brings up Thompson's Waterless Coolant (*I was unable to find "Thompson's Waterless Coolant" in a brief Internet search. - ed.*) which is a replacement for your existing coolant and might make sense for one of our older Jags, it is what I've used on several of my Jaguar projects.

Advantages Of Waterless Coolant

The two big advantages for waterless coolant is that it neither freezes nor boils during extreme temperature events making it less likely you'll blow out a head gasket. It isn't a water mix so you don't get the corrosion or the buildup problem and can generally leave it in the car for years without issue (they advertise that it will last for the life of the vehicle so I'd suggest replacing it every 10 – 20 years just to get rid of any dirt or rubber that might have ended up in the cooling system as things wear out).

This coolant is preferred for race application showcasing its heat range that extends up to 330 degrees which also means it doesn't build pressure until it gets excessively

hot either, but it does have some disadvantages which I'll cover below. I've mostly used their racing product to date, but they also have a collector's car version which they advertise as having a greater focus on preservatives rather than high temperature performance so ideal for our vehicles, but I've never used this myself (and didn't know about it until recently).



Rendering/Image© Evans Products

Disadvantages of Waterless Coolant

It is expensive at ~ \$55 a gallon (cars typically take between 5 and 16 quarts so two to four bottles depending on capacity) (*free shipping for orders over \$99 if purchased directly from Evans - ed.*) but that is offset by the fact you don't need to change it often or at all and it should prevent many of the overheating and corrosion problems that often result from regular anti-freeze, or according to Evans who makes the product, at all. It does run hotter given it doesn't transfer heat as quickly as water and what I've seen is around a 10-degree bump, but others have seen more, but this product tolerates heat better and massively reduces the risk of a blown head gasket, but if you are already

experiencing a situation where the car can't shed excess heat it may be better to address that problem first before using this alternative.

In addition, you have to get all of the existing coolant out of the car, any remaining water will reduce the performance of this product back closer to regular anti-freeze and this means you have to flush the car with something other than water and the process is painful. The coolant can absorb water which is why you need to get all of the water out of the system before you use it as you'll need to re-flush the system if any water remained and this stuff, as noted, is a bit pricey but even \$200 for 4 gallons is cheap against the cost of a head gasket replacement, warped head, or engine that catastrophically failed due to overheating.

Wrapping Up:

I've been using Thompson's waterless coolant for a number of years now with great success and it has proven to be as good as advertised. However, the pain of putting it in an existing car is such that I only use it if I'm doing an engine swap or rebuild, for a car I'm only planning to keep for under 10 years and not race I just don't think it is worth the aggravation. But for an older car that I mostly take to car shows, or for a car I plan to track, I favor this because it gives me peace of mind and I've seen a number of cars that were parked for extended periods where the cooling system became a major problem because the coolant aged out and the internals rusted, got gooped up, or otherwise made the system unusable.

I have no connection to Evans other than I use their product but as we end summer and begin looking at the projects to

Coolant cont'd

start, or maybe putting our show cars away for the winter, which can turn into years, waterless coolant can make the difference between having a car that runs when you need it and having a car that needs a ton of work.

Welcome to almost fall.

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All product images © Evans Coolant

Hear De!



Hear De!

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday September 12, 2024 at 8835 SW Bomar Ct., Portland, Oregon 97223. The Board's agenda will include: 1) Review of previous meeting's minutes; 2) Treasurer's Update; 3) Membership Update; 4) ABFM Review; 5) Historian's Update; 6) Webmaster's update; 7) Events / Calendar Update; 8) Old Business (this is not related to age discrimination); 9) New Business. Followed by any further discussion from the board or guests prior to the meeting's adjournment. Any JOCO member (or potential member) is welcome to attend the meeting. £

EVENT REVIEW

Article courtesy of Glen Enright; Pictures courtesy of Rick Martin

Lake Oswego Heritage

Glen's Review Tells It All

It was a dark and stormy night! Well, actually it wasn't stormy and it wasn't night. It was actually 5 o'clock in the morning and it certainly was DARK when your humble correspondent headed out to join other intrepid JOCOites at the secret rendezvous.

Our eventual destination was the Lake Oswego Heritage Collector Car and Wooden Boat Show at George Rogers Park in L.O.'s lower south side. For reasons only known to the Heritage Council, we needed to be lined up and ready to drive onto the show field at 7 ack emma, so for yours truly, that meant the early hour since it takes me about an hour to traverse back roads from my place to the meeting spot as Captain Carl wanted us to drive on as a group and park as a group for to better make an impact at the show.

Upon arrival at said rendezvous spot at the designated time, who does your correspondent find to lead us on our journey? None other than



associate member Michael Scott (Oswego Mike) in his sleek grey corvette C-7. Captain Carl was nowhere to be found! (Probably still asleep!) *(Not a bit of it! But that's another story - ed.)* We chatted for a bit, then the remainder of our contingent arrived. I have to admit that we had a healthy number of attendees in a nice array of divergent Jaguars: two XK 120s, a 150, several Newer XKs, some F-types, E-types and XJSs. Christopher Silva arrived in his 1934 Bentley to round out the field.

Promptly on time, Mike lead us on the back way into the park, where we collected our car cards, dash plaques and drivers' choice ballots. Then it was onto the grass and to our block of Jaguars-only parking spaces, ably assisted by the

Heritage Council's group of volunteers. After some perfunctory and not so perfunctory wiping down



to remove road dust, we were free to continue our chitting and chatting begun previously and await the arrival of the Lions' breakfast truck. Pancakes, Eggs, Baco . . .



WHAT! No Lions' breakfast truck!?! No Pancakes, Eggs, Bacon!?! And no lunch wagon, neither!?! What's the deal? Seems like the Lions' all "aged out" and no one could flip pancakes, eggs and bacon anymore! What's a fella to do? Rumor had it that food trucks of another ilk would be arriving at noon and a coffee wagon would be approaching anon. Whew! Unfortunately, the coffee wagon although it indeed had coffees of various kinds in various sizes, there was nary a donut nor breakfast munchy to be had! Granted, there was a Subway up the street and a Starbucks even further along, but remember, yours truly in NDT in his first bloom of youth, with appendages that have seen spritelier days! Alas and alack!

Meanwhile, the other collector-like vehicles were rolling onto the field. So, to take my mind off the

growling in my tummy, I decided to stroll amongst them and see just what other collectible iron (besides Jaguars, natch) I could observe.

As you might imagine, the majority of the cars on display were of the American type, like: Chevrolets, Fords, Dodges, Buicks and etc. There were some early between-the-wars Packards, Cadillacs, Pierce Arrows and so forth. S too were there some hot rod and resto-mod pickups in various shades of red. Rick Martin spotted a fairly rare (only 57 made) 1956 BMW 502 cabriolet, and I noticed a prototype Alfa Romeo Zagato-bodied coupe of which it was the only one! John Buchanan remarked on the 1915 Packard "barn find"-condition sedan. It looked (to me) a lot like a horse drawn-wagon, without the horses. On the field was a barrel-backed Chris Craft wooden speed boat, which is an annual favorite and elsewhere was a beautifully restored wooden canoe, nestled ahead of the Austin-Healey Club's array of big and small types.

I wasn't in attendance last year, but the number of entries seemed to be less than in other times that I have been there. It may have been due to the lack of Pancakes, Eggs, and Bacon. Just sayin'. On a more pedestrian note, the weather was very cooperative, being sunny but only in the 70s, and yours truly and some others of like-mindedness, chased the shade and stayed very comfortable throughout.

Awards were presented at three o'clock pip emma, but since I was in the running, I pretty much ignored the results, but I thing Charles Gephart took the gold, so to speak, with his freshly restored Opalescent Blue Series one E-type. Rumor has it that he also scored at the Forest Grove Concours several weeks earlier. Hurrah! £



Monterey On A Budget

Words and photos by Tim & Mandy Ashcroft

If you have been sleeping under a rock and don't know what Monterey Car week is all about, then as a car enthusiast, let me enlighten you. This is the Mecca, the holy city for all things automotive, the worlds premium automotive event staged in the middle week of August, where car enthusiasts from all over the world convene to view, touch, race and of course buy, all things automotive. Originally there were three main events:



The Pebble Beach Concours d'Elegance hosted on that idyllic golf course where the best of the best cars are "invited" to appear on the lawn of the 18th hole, opposite the club house, for the opportunity to be judged by the best judges and pronounced car of the year!



The Auctions: They have grown and now there are so many auction houses offering multimillion dollar cars, from restorations to barn finds in a party atmosphere under the lights of massive tents and plenty of alcohol

available to help loosen those buyers' wallets. for the

Laguna Seca: A phenomenal race track to drive on, with massive elevation changes and home to the famous "cork-screw" turn. Not only can you watch historic race cars in many staged races throughout 3 days of racing, but you can walk the pits and meet the drivers, mechanics and look up close at the cars.



These three premier events have become bigger and bigger (read more and more expensive as well). Pebble was started in 1950 and attracts many automotive stars of TV and international fame. Jay Leno for example has hosted the event many times and it is usually the official end of car week on the Sunday. Over the years many events have started and flourished specializing in specific marques like Ferrari, Porsche etc., and these events include phenomenal experiences of cars, private jets, food, wine, top musicians and have been noticed by the automotive industry with some special "announcements" of new cars or special cars announced at those events. Prices for these events have skyrocketed



experiences and for some of these events they start at \$500 and go to \$1,000 for admission. All things in Monterey have also sought to cash in on this popular event with hotel prices usually at least triple the normal rates!

So, how to have fun and do it on a budget? This year was my 9th year of attending car week and I have enjoyed it every time and this year was no exception and perhaps one of the very best! To start with, make a decision to attend early and book a hotel early. This will save you literally hundreds of dollars. I usually stay in Monterey or Seaside (just next-door) and since we are going to be so busy all day, the hotel is just a bed and a shower, so we aim cheap with a "Motel 6" style. However, if you leave it too late, even these low-end hotels, if





they still have availability, can cost over \$500.00 per night! Next, do your research, there are so many free events that are wonderful and I love! For example, this year's itinerary: We started on Wednesday August 14th by attending "the smallest Car show" in Pacific Grove - limited to all cars under 1.6cc's. The show is free to viewers and this is an excellent start to the main events. The cars are either funny, quirky, junk, gorgeous or multiple, but the atmosphere is infectious and intoxicating!

Thursday, we arrived at Pebble beach at 7:30am and arrived in time to park, take a shuttle and see all the Pebble Beach Concours cars lined up to drive the rally route around the area - with many viewing points on the route, if you don't make it into Pebble Beach in time. It's also completely free and it's so much fun to see the cars, these works of art, then see them start and actually drive under their own steam with many owners dressed in period. Hagerty sponsored free coffee and donuts and we mingled with the throng who, like us, had never seen such phenomenal machines and many of the owners/drivers were happy to discuss their pride and joy! We then made it to Carmel where the streets were closed (took a while to find parking) for two separate car

shows - both completely free to view: The "Woman's Car show" where there was a huge diversity of cars displayed from the mundane, to the phenomenal to the "one-off" specials. The second show was from the local Ferrari club where club members parked and displayed their cars on the street. Most were more modern Ferraris, but there were examples of most cars over the last 40 years on display! We chatted with several owners that were happy to discuss



their beasts!

Friday, we attended an all-Porsche event called "MotorWerks". This was a huge event; did I mention it was free! All things Porsche was represented by Porsche, PCA, aftermarket companies selling and displaying their wares and several high-end custom Porsche manufacturers also displaying one-off cars. Every Porsche model was represented and you were also encouraged to walk the parking lot (it was all on a beautiful golf course) where Porsches were parked by year and model. There is also a similar event staged the day before for all things Mercedes, Audi & BMW called "Legends of the



Autobahn", also free!

Saturday, we went to the Laguna Seca track and spent all day watching the cars race. Yes, we had to pay and it's really worth the attendance fee. For Saturday, the final day, we paid \$120. The cars are grouped in classes and really race against each other. This year's theme was "50 years of racing" and they built a model garage from the 1920's/30's modeled on how blacksmiths transformed into garage mechanics. We saw 1930's cars race on track and my favorite races were the 60's muscle cars trans am style, plus the formula one cars from the 60's, 70's and 80's. There were many celebrities actually racing along with walking around the pits and being as fascinated as we were, with the cars. Some of the racing cars in the pits were as amazing as the truck car-haulers and the owners special "daily drivers" on display. Laguna is a fantastic event, the cars, the variety of "stuff" to buy, the racing, the camaraderie and some of the food is good but they do have an English pub at the top of the hill by the famous "corkscrew" to watch the racing. I have attached many pics, especially of Jaguars!

We didn't attend Pebble this year, but I did attend the anti-pebble last year. On Saturday they host the Concours d'Lemons where the outrageous, the terrible, the custom and the poor taste cars go to be displayed. It's really wonderful and I'm so happy that I attended and guess what - its free!

I attended many great restaurants, pubs, a winery and special car themed restaurants. I even had a magical moment at the Inn at Spanish bay, sitting outside, sipping a Martini amongst all fun, car people when we watched Whale plumes over the bay. Truly spectacular. Dining and Drinking is a whole other chapter but if you find out where the locals eat, like me, you will have a great watering hole with some fun people to share new experiences and inexpensive!

Don't be put off by the cost. Make the pilgrimage to car week, put it on your calendar, book early and you can do it on a budget. See you there. £

The Olde JOCO Event Calendar

Where are you likely to meet other JOCO members and their cars? Here is a list of the events that are currently on the JOCO calendar. If you have others to add or want to tell others about, please notify JOCO's Event Coordinator, Rick Martin. With that in mind:

§ **September 14, 2024** - End of Summer drive with Tim Ashcroft. Meet at NOON 16160 SE Powell Blvd., Portland, 97236. Directions provided. Depart at 12:20 PM. Wine tasting at the end of the drive (along with food). RSVP on the JOCO website.



§ **September 21 & 22, 2024** - SW Idaho ABFM <https://idahobritishcars.org/handlers/celinks.ashx?id=5090>

§ **October 5th, 2024** - PT-658 Tour 10 AM, 5555N. Lagoon Ave, (Swan Island) Portland, Oregon Sign up on the website, please.

§ **October ??, 2024 (TBD)** NOTE: *Wednesday Event* Tour the Oregon Air National Guard base at Portland International Airport (6801 NE Cornfoot Rd., Portland 97218). RSVP NOW to Mike Scott.

§ **November 9, 2024** - Go Cart racing at Sykarts, 8205 SW Hunziker Rd., Tigard 97223. Arrive a bit before 10:00 AM, Cost: \$50.00 for three 10 minute races. Event runs from 10:00 AM to Noon. Lunch at Buster's BBQ (11419 SW Pacific Hwy., Tigard 97223). from Noon to 3:00 PM (1500 hours).

§ **December 8, 2024** - Christmas Party, McCormick & Schmicks; 17015 SW 72nd Ave., Tigard, OR. (Bridgeport Village)

§ **January 18, 2025** - AGM 10:30 AM at Langdon Farms 24377 Airport Rd. NE., Aurora, Oregon (Weather permitting) .

§ **July 18 - 20, 2025** Jaguars On The Island (JOTI), Windsor Park, Victoria, BC. Host hotel: Delta Ocean Pointe Resort, Victoria.



Another teaser from ABFM 2024

JOCO MARKET PLACE

For Sale:

§ Complete AC unit for SII Coupe. I decided NOT to use it after a complete restoration. I am in NW Portland. Abed Farhan
8730 NW Terraceview CT., Portland, OR 97229
Email: abedfarhan@gmail.com
(503) 481-2233

§ 1962 E-Type Series 1 "Road Legal Race Car." Ex-Alan Bond 1963 Malaysian Grand Prix car (restored). approx. \$250k (USD) Contact Richard @ madonc.com

§ 1969 Jaguar E-Type Roadster
One owner car, beautifully preserved with 16k original miles.
\$59,995 (price reduced)
Go to Welsh web site to see pix and get more info.

§ 1970 E-Type FHC (Series 2) \$50,500 go to Welsh Jaguar's website

§ 1989 XJ-S DHC 1 owner, 37,900 orig. miles \$15,850 visit the Welsh website for photos & details

§ 1976 XJ-12L has "extensive reconditioning" asking \$13,995. See Welsh Jaguar website.

§ Leather Seat Cover (pair) Jaguar OEM fits XJ6/XJ12
1979 - 1992 (series 3) \$550.95 / contact Welsh Jaguar

From messages to JOCO:

"I would like to let your club members know that I have a 1970 E-Type 2+2 that I'm going to have to part with due to health concerns. It was stripped down to bare metal and repainted, new boots in front and rear windows, has chrome wire spokes, stainless steel entire exhaust and approximately 49,000 original miles. It is currently in storage mode and totally protected from weather. My restoration of it got interrupted by retirement plans, building our retirement home and I've never finished getting all the chrome, etc. back on it. I have every piece with it yet. It is painted Indigo Red and sheet metal has never been hit nor rusted. Please contact me, if interested at the above e-mail address. I live on the east-end of the Columbia River Gorge, in the Lyle, WA area. It will need to be trailered from here.

Thank you,

Don Chilton

PS This car came out of Palm Springs, CA, many years ago.

Please Welcome Our New Member!

(Please update your club roster as well)

Robin and Tanner Halton
18408 Old River Lndg.
Lake Oswego, OR 97034
Email: tannerhalton@gmail.com
Phone: 503.709-1122
Owns: 1958 XK-150



Hats Off To You!



Celebrate JOCO with a Club hat or apparel patch. Hats are tan with a full color club logo embroidered on the front. Size is adjustable, will fit most.

Embroidered patches are suitable for attaching to coats, skirts, shirts, coveralls, blankets, or what have you. Show your Club pride!

Hats are \$20.00/each
Patches are \$5.00/each

We have the ability to put our club logo on a variety of regalia objects: Mugs, cocktail glasses, tumblers, even jackets and other types of hats.

Contact Sue Kornahrens
(503) 708-9936

P.S.. Don't forget a Club Car Badge for your favorite ride! **Only \$20!**

Welcome JOCO Partners

Steve Mackley
Owner/General Manager

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From the editor's desk:

I apologize for the tardiness of this edition of the newsletter, and any of the uncorrected errors not caught during proof reading! You will quickly discern that Glen Enright handed production responsibilities off to someone else whilst some "digital issues" receive some rather urgent attention. So "Keep Calm and Carry On" as someone else steps into the Cat Fancier's wheel house to attempt to follow in a giant's footsteps.

Quite frankly, we need a member with desktop publishing skills to step in as the full-time editor to produce the Cat Fancier. Please let a board member know if you are willing to step in.

Summer is rapidly drawing to a close (it generally happens this time of year, so nothing too unusual). It will be fun to see everyone at our upcoming events. Don't forget to smile when you see a camera is pointed your way.



J a g u a r O w n e r s C l u b o f O r e g o n

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 - \$40 for JCNA dues)	\$70	\$ _____
Annual Membership renewal - (After December 31 - \$40 for JCNA dues)	\$75	\$ _____
NEW Annual Membership - (Includes \$10 initiation fee and \$40 for JCNA dues)	\$85	\$ _____

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