

JAGUAR CLUB OF AUSTIN

March 2008



2008 Jaguar "Tata"?

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Newsletter

JAGUAR CLUB OF AUSTIN

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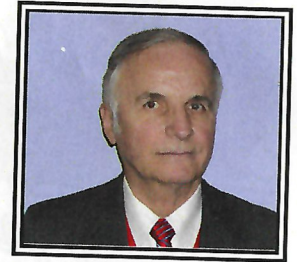


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From the Driver's Seat by Tony Temple



Greetings:

Welcome to March. I know there are several of the membership who will NOT miss the cedar pollen which hopefully is out of here for this year. I am looking forward to Spring and all the great events our Events Chairman, Roy Cannon, has been diligently putting together for 2008. Check schedule of events in this issue or online.

Our club Technical Chairman, Mike Schafer, will conduct a technical session Saturday, March 15 at Motorcars, Ltd. on Hwy 183 starting at 10:00 am. Mike always comes up with some very interesting slants on the care and feeding of our Jaguars! We will all go to lunch following the tech session.

Our thanks to Bob and Joan for letting us get together at their home for the Super Bowl Party. This was a great party (the best one yet), the food was fabulous and even a few watched the game.

Remember the Four Club Meet "The Spring Fling" will be held April 18 to April 20 at Round Top. You need to check for available accommodations NOW if you are planning to go. www.roundtop.org. We have not yet received the schedule of events from the Houston Club who is the host this year, so be on the lookout for emails. Don't miss this event, even if you drive down for the day. It is always a lot of fun to meet the members from the other three clubs and to visit other interesting towns. Don't miss this!!

Our regular meeting will be March 6. We will meet at Marie Callender's on 360 and 183. Officers will meet at 6:30 pm and social will be at 7:00 pm. All are welcome to attend officers meeting.

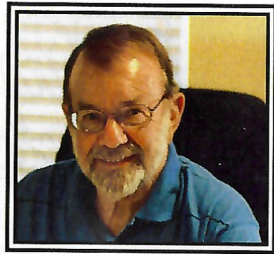
Beware the ides of March!!

Keep the rubber side down.

Tony

Kitty Litter

by
Tom Thornton



Well it happened. I'm sad to report the demise of my beloved computer. It was a very solemn affair, she was so young, only 5½ years old. Of course in computer years that's about 105. Most computers these days are almost obsolete before you get them out the door. I hope this one will still be somewhat current till at least the end of the year. My dead computer had 80 gigabytes of memory and I had all my JCOA data, hundreds of photos and gobs and gobs of other useless stuff and still had over 20 gigabytes left for other useless stuff. My new computer has 550 gigabytes of memory, that's enough to run a medium size company for cryin' out loud. One of my camera chips is a 16 megabyte chip and will hold up to 64 photographs. At that rate my computer hard drive will hold upwards of 34,000 photographs, phew!

The biggest obstacle between me and the new black box (I haven't given her a name yet, at least not until we are properly introduced) appears to be a lack of communication. I want to speak English and the Geeks who designed her only speak some kind of computer gibberish. So before too long, one of us is going to have to give in and I have this weird feeling it's not going to be the black box. She speaks the new Microsoft "Vista" which is unlike any other language on this planet. After 5½ years I was just getting proficient in "XP" and I'm getting too old to learn another language. The Geeks tell me that Vista is just like XP except with different names and things are put in different places. Yeah, and Spanish is just like Japanese except with different sounds.

So, anyway, the learning curve is going to be slow and there may be a change in the look of the Paw Print. Some of my old programs have been accepted by the new box and some have been rejected. I'm sure that I will have to buy some new software to do all the things I did with my old computer. I'm sure the designer Geeks had that in mind when they developed the new language. In another 5½ years I can just Xerox this article and reprint it in the Paw Print again. Probably even sooner.

Maybe I'll call this computer Hillary.

From an article in *Reminisce Magazine* by Beth D.

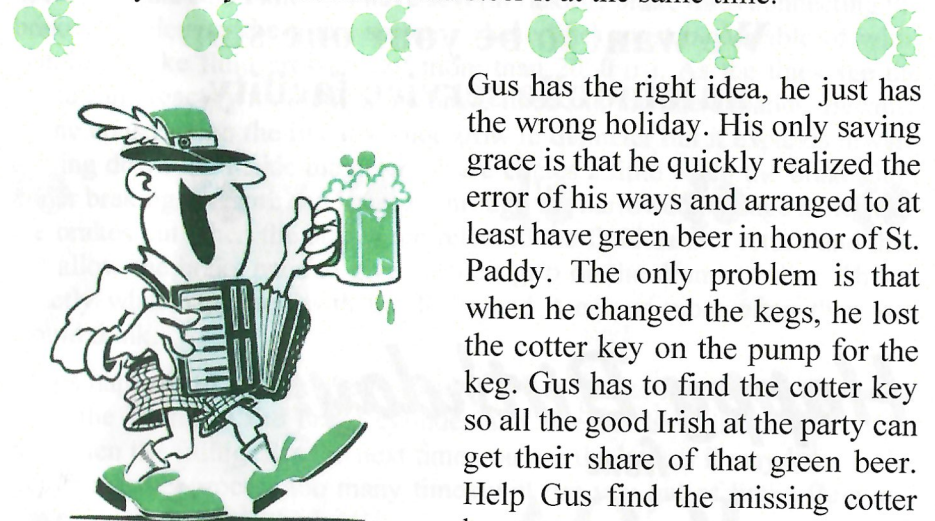
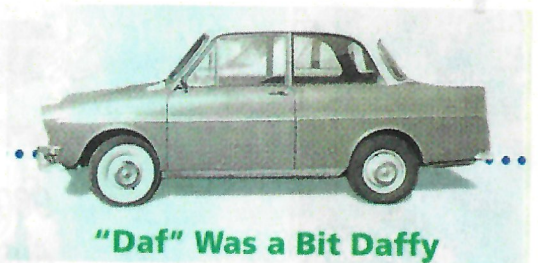
Sometime in the spring of 1969, my Dad brought home a car manufactured in Holland called a "Daffodil".

The "Daf" had only two gears, forward and reverse, with a choke-like handle that could be used to slow it down a bit. The V-2 engine sounded like a lawn mower and didn't use much gas so the tank was small.

The gas gauge was a light that went on when you needed to re-fuel. On one occasion, my sister was concerned that the light wasn't working, so she stopped to for a fill-up. It took 25 cents worth!

The roof of the "Daf" was so high that it stood up above other cars and was easy to find in the parking lot, but only took up about two-thirds of a spot in length.

When things went bad, the car was so light that you could push it out of the way with your shoulder and steer it at the same time.



Gus has the right idea, he just has the wrong holiday. His only saving grace is that he quickly realized the error of his ways and arranged to at least have green beer in honor of St. Paddy. The only problem is that when he changed the kegs, he lost the cotter key on the pump for the keg. Gus has to find the cotter key so all the good Irish at the party can get their share of that green beer. Help Gus find the missing cotter key.

FOUND IT?

The cotter key is hidden somewhere in the pages of this newsletter.

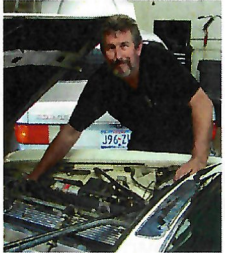
Call Tom Thornton at 989-2408 or e-mail tthornton@suddenlink.net after 10:00 am Tuesday March 11, You may win a prize.

Remember the cotter key is always the size shown, but it may change color and orientation.

Last month the cotter key was on the cover disguised as Cupid's Arrow



Dan Mize - Owner



Joe Foster



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Happy Birthday!
from
JCOA

Richard Waitkus
Saint Patrick

3-Mar
17 Mar



The Toolbox

by
Merl Reed



BRAKE HOSES

If your Jag fails to proceed and all of your engine horsepower is inadequate to propel the car further and clouds of smoke are pouring out from under one of the fenders YOU HAVE A BRAKE PROBLEM!

A few years ago at a RR meet a Cloud III was observed approaching and slowing because its usually adequate HP was proving inadequate and of course a huge volume of smoke was emitting from a front fender. When the puzzled driver exited the Rolls the curious club member approached the car, popped the hood and immediately started turning all the screws on the SU s. (Cause that's what everybody does with SU s when anything happens).

Well all of the cars I know of have several flexible brake lines connecting the brake cylinders to the brake system. These lines must be capable of withstanding brake fluid pressures of more than 2000 psi. As the lines age the brake fluid reacts with the flexible brake lines and the line expands. Because of the construction the line does not grow in diameter but it expands inward closing down the inside diameter. There comes a time when the brake fluid under braking pressure can squeeze through the narrowed passage to activate the brakes but when the brakes are released the fluid cannot return and thus not allow the brake pads to give up their grip on the drums or disc. This is exactly what happened with the Rolls and it occurs more often than you would think.

If this happens to you, you may be able to get the car home. You can crack open the fitting at the brake cylinder and release the fluid pressure then re-tighten the fitting. But the next time you use the brakes it may lock again. Repeating this process too many times will run you out of brake fluid and leave you without any brakes.

I saw one example when just the opposite occurred with my daughter's car when one of the lines was completely closed off to one of the wheels resulting in no braking at that wheel. When braking the car would pull strongly to the opposite side.

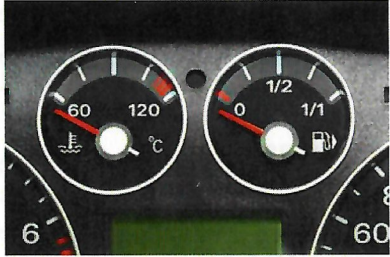
If your flexible brake lines are ten years old you may want to take a Saturday and renew them or have a skilled technician do it for you. The lines are a lot cheaper then having your expensive grill removed from the back of a V W, Rolls or Lamborghini.

Decode Your Dashboard

Get to know your gauges and what they may be telling you.

While it may never be mistaken for a high-powered fighter plane, the cockpit of your vehicle is full of lights and gauges that tell you everything you need to know about the performance and health of your investment. The simple fact is, some of the most telling symptoms of car trouble could be staring you in the face every time you get behind the wheel, and you don't always need a little yellow warning light to see them.

A simple understanding of your gauges and their basic functions can help you recognize and diagnose potential car problems before they occur, and in many cases prevent them



Speedometer: Suffice to say, if you are unaware of the basic function of your speedometer, you may want to consider public transportation. Most new speedometers are electronically driven and utilize sensors to determine the speed of your spinning

wheels; older model vehicles operate with a cable system. As it pertains to car care, this gauge is more a reflection of you than your vehicle. Besides being safer, driving within the speed limit prolongs the life of tires, helps keep engine components functioning properly and maximizes fuel-efficiency. (wind resistance at higher speeds seriously hurts fuel economy).

Tachometer: The tachometer measures the revolutions per minute (RPM) of your engines crankshaft, likely in single digits multiplied by a thousand. In short, the higher the RPM the harder your engine is working. While it's far less useful in a vehicle with an automatic transmission, the tachometer is a good means of limiting the stress your driving places on an engine. Aggressive acceleration, speeding and high-speed driving in low gears can force unneeded stress upon your engine, which is reflected in your tachometer. Though most newer vehicles are electronically programmed to control high RPM, readings in the uppermost region of your tachometer (usually marked in red-thus the term "redline") can cause serious engine or transmission damage and increased fuel consumption.

(continued on page 7)

(continued from page 6)

Fuel Gauge: Check your owner's manual to determine the proper gradient as well as the amount of fuel your vehicle requires. The fuel gauge just may be the best indication of how aggressively you're driving. It's typically not a good idea to let the gas in your tank drop below one-quarter full. Your vehicle's fuel pump, likely located at the bottom of the tank, works best when it's submerged (the liquid keeps the pump from overheating and breaking down before it's time). And yes there is typically a special reserve of fuel (maybe a gallon or two, but check your manual for details) when your fuel gauge reads empty. But it's best not to let it get that far.

Oil Pressure Gauge: The oil pressure gauge, which is one of the most important gauges in your vehicle (and often one of the least understood), measures the oil pressure in your engine in pounds per square inch. Oil pressure that is either too high or too low can indicate serious engine problems (some newer cars don't have an oil pressure gauge, just a warning light that illuminates when sensors detect a problem). Oil is the lifeblood of your vehicle, and with numerous moving metallic parts, it's the main defense against friction and engine breakdown. High oil pressure could be the result of a clogged oil filter or improper oil. Low pressure can have many causes, but ultimately could result in serious engine damage. Never run an engine with low oil pressure and pull over immediately if you notice low oil pressure while driving. Consult your owner's manual to determine your vehicle's proper pressure range and make sure you or a trained service professional keeps a watchful eye on your vehicle's oil level.

Temperature Gauge: If you have ever started your car on a cold morning, you've probably noticed the temperature gauge. Expressed in degrees or a simple range of hot to cold, the temperature gauge measures the temperature of your engine coolant. Your engine generates a great deal of heat, which must be transferred away to prevent overheating and engine failure. Coolant (antifreeze) does just that. If your temperature gauge reads particularly cool (as likely it does when you first start the vehicle-especially on a cold day), go easy on the accelerator. It takes time for an engine to 'warm up' and driving a cold engine too harshly can cause damage. Conversely a temperature reading that is too hot indicates potential overheating (and even greater damage).

(continued on page 8)

(continued from page 7)

On such an occasion, it's best to pull over and allow your engine to cool.

The best way to care for your car is to pay attention to what it's telling you. No matter how good your sound system may be, your vehicle's true voice takes the form of the lights and gauges in front of you. Don't ignore strange readings, and consult your owner's manual if anything seems suspicious. And always keep your ears tuned for unusual sounds or noises from your car. It could be a cry for help.

As always, have your vehicle regularly examined by a service professional before the gauge or warning light tells you to.

The subject of this article was suggested by Roy Cannon

And Now For Something Completely Different!

Do I Swat It, or Pet It?

Emperor Scorpions, as far as scorpions go, are the most suitable as pets, oddly enough because they are the biggest. This is because the key to knowing just how venomous and dangerous a scorpion will be is by its size. Small scorpion means a big wallop. This is evident when comparing the sting of an Emperor which is little more than a bee sting, to that of the tiny Bark Scorpion whose venom is deadly. The good news is, as with many venomous creatures, scorpions are not quick to sting because venom is too valuable to waste; it is needed for hunting and very time-consuming to concoct. At an adult size of six inches, the chunky Black Emperor Scorpion appears quite intimidating, but despite their scary looks, they are quiet, undemanding and quite long-lived, (five to seven years).



Houston is sponsor of 2008 “4-Club Meet”

Hello again fellow Texas Jaguar club members. The Jaguar Club of Houston is the sponsor this year for the annual Spring Fling, and I'm pleased to announce that we are going back to Round Top on April 18-20. When we last held the event in Round Top five years ago, it was a great weekend filled with activities, sunshine and wildflowers. We had over 20 cars take part in the wildflower drive on the famous Texas Independence Trail that ran from Independence, past Old Baylor College and down to Burton.

Sammie and I are working with Dave Belanger, our rally master, who once again is putting together an exciting JCNA sanctioned rally in the countryside. If you were there five years ago you remember what a hoot it was.

There are many new shops in Round Top so you will need to come early on Friday for shopping. If we can get enough folks to come in early on Friday, we are planning on taking a tour of the world famous Blue Bell Creamery in Brenham.

There will be more information forthcoming as to all of the events, but what's important now is for you to make your reservations NOW at the various B&B's and motels. Please post this on your websites and in your newsletters asap. Also you might want to send out a general club wide e-mail so everyone can quickly access the Round Top Chamber of Commerce website attached below. [On the website click on "lodging" for a complete list of B&B's and motels.](#)

The "home base" for the weekend will be at Briarfield B&B located in Warrenton a couple of miles south of Round Top on FM 954. [All the rooms at Briarfield are already booked.](#)

There will be a schedule of events coming out in the weeks to come. Thanks

Mike & Sammie Cook

www.roundtop.org



Guess the make, model and year of this great old car!

To any real automobile connoisseur, the answer to this 'Name that Car' should be a piece of cake. I bet more than a couple of you out there have coveted this car at one time or another.

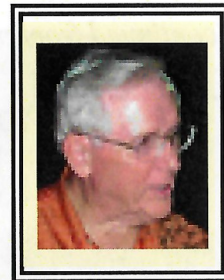
This jaunty convertible with a rumble seat, sold new for \$600. One of its biggest selling feature was a powerful 85-horsepower V-8 engine as standard equipment, while its two major competitor brands were powered by straight sixes.

The restorer of the car shown in the pictures says that most parts for this car are still available, but very expensive when one considers the cost of the entire car when it was built. A recent advertisement listed just the grill for \$3,500.

Hints Designed to Help (or just some cool information).

- One of this car's most prominent identifying features is a chrome, racing-greyhound radiator cap as a hood ornament.
- This particular model, in its original form, became rather scarce when it turned into a favorite of hot-rodders and customizers.
- Admiring letters from criminals John Dillinger and Clyde Barrow were received at the manufacturers headquarters during this year.
- Body-color fenders were available as standard for the first time, although black was still available on request. (Answer on page 11)

Road Trip by Roy Cannon



**Jaguar Club of Austin
2008 Proposed Events**

DATE/TIME TO BE DETERMINED:

- Identify new location for monthly meetings (Chinese @360/2222??)
- Fun Rally to Mark Moore's Bird Raising Ranch
 - Co-chair with Ron Butler
 - Dinner at restaurant near Mark's
- Hill Country Train Ride – Await assembly of Steam Engine (Chuck)
- Rally to Italian Restaurant near Salt Lick in Driftwood
- Tech Sessions with Mike Schafer
- Scholz Beer Garden - Summer
- Copeland's Dance Hall – Copeland, TX
- All British Car Day - Tom
- Casino Night - Tom
- Dancing - Broken Spoke – Pam
- Town Lake Dinner/bat cruise

MARCH

- 3/1/08 (7:00 pm) – P.F. Chang's, Jollyville, Rd.
- 3/6/08 (6:30 pm) JCOA business/social meeting (Marie Calendar's)
- 3/15/08 (10:00 a.m. - noon) Jaguar Tech Session – Motor Cars Unlimited – Michael
- Club trip to Corpus Christi (Aircraft Carrier/Aquarium) – Eric Suddeth
- 3/28-29/08 - Annual General Meeting (AGM), Pittsburg, PA - Rufus

Name That Car Answer

(continued on page 12)

It's a 1934 Ford Deluxe Roadster

(continued from page 11)

APRIL

- 4/3/08 (6:30pm): JCOA business/social meeting – site to be determined
- 4/5/08 (11:30a.m.) Luncheon and winery tour at Fall Creek Vineyard
- 4/18-20/08 – Spring Fling (Houston Club) – Round Top, TX

MAY

- 5/1/08 (6:30pm): JCOA business/social meeting – site to be determined
- 5/3-4/08: Keels & Wheels – Seabrook, TX
- Sun City Car Show?????

JUNE

- 6/5/08 (6:30pm): JCOA business/social meeting – site to be determined
- 6/14/08 – EuroExpo Slalom – K-Mart parking lot, Sand Springs, OK

JULY

- 7/3/08 (6:20pm): JCOA business/social meeting – site to be determined
- 7/12/08: JCOA Birthday Party (Dean/Doris's home)
- 7/19/08 (5-8:00pm): 2nd Annual Classic Car Showcase – City of Leander – Old Town Leander
- 7/28-8/1/08 – JCNA 50th Anniversary – Grand Junction, CO

AUGUST

- 8/7/08 (6:30pm): JCOA business/meeting – site to be determined

SEPTEMBER

- 9/4/08 (6:30pm): JCOA business/social meeting – site to be determined
- 9/20/08 – Dallas Club Concours
- Rudy's Car Show ????

(continued on page 15)

Top Dead Center by Mike Schafer



mjsjagman@earthlink.net

Technical Session

**Saturday March 15
10:00 AM - 12:00 PM**

**Demonstrations by Certified Jaguar Technician
Mike Schafer**

**Session will include the use of BG equipment
and materials for cleaning fuel and oil systems.**

Drive to a nearby restaurant for lunch following tech session.

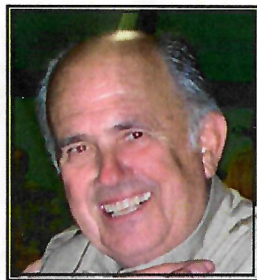
MOTORCARS

**13560 North Hwy 183
South bound frontage road of Hwy
183 just north of Anderson Mill Rd.**



Web Talk

by
Mark Atkinson



Responding to your request for ideas for Paw Print this month, I went to the Internet. After all, I am the webmaster.

I googled in "Jaguar" and came across a rather lengthy article about Jaguar being purchased by Tata of India and what it will mean for Jaguar sales in other parts of the world, specifically eastern Asia.

Then "I" got to thinking in my own distorted way about the Jaguar "leaper" and what new ownership might mean to that beautiful hood emblem? First of all, being a bit of a chauvinist, I've always assumed that the cat was male. Secondly, in the American language, "Ta Tas" have always been a part of the female anatomy that men covet. Does a Tata Jaguar mean the the cat is now a female? Will we love her the same way we love women? If so, how many ta tas will she have? Two, four six eight?



Thots for the day!

- **Anything free is worth what you pay for it.**
- **Anyone who thinks talk is cheap has never argued with a traffic cop.**
- **If a picture is worth a thousand words, how come nobody has ever painted a picture of the Gettysburg Address.**
- **If at first you don't succeed, don't take up skydiving.**
- **May is Mother Nature's way of apologizing for February.**



(continued from page 12)

OCTOBER

- 10/2/08 (6:30pm): JCOA business/social meeting – site to be determined
- 10/3-4/08: San Antonio Club Concours
- 10/11/08: Austin Club Concours – 2nd Annual Barn Dance -Joan/Bob's home
- 10/25/08 – Houston Club Concours

NOVEMBER

- 11/6/08 (6:30pm): JCOA business/social meeting – site to be determined
- Commerative Air Force Dinner/Dance- Dress: Military or WWII era

DECEMBER

- **NO MONTHLY MEETING IN DECEMBER**
- 12/12/08 Christmas Party
- Balcones Country Club

Automobiles

They're big, expensive, and breath-taking marvels of engineering, but to view automobiles purely as transportation is to miss their essence. Cars are the first true freedom of the adolescent, and throughout our adult years they continue to represent escape, the ability to speed away from responsibilities and cares. It's no wonder manufacturers constantly play upon this theme in its advertising - they know it sells.

Automobiles are both a means of getting from one place to another and a place in themselves, making them both a convenience and cocoon. We sing along to the radio in them, something we'd likely not dare to do at home. Our first passionate encounters take place in them. And when all other resting places fail us, we sleep in them. Automobiles are as much about private inviolate space as they are about transportation.

The importance of the automobile in our lives secures their place in the lore of our times. They are both practical and whimsical, reliable and frightening, mundane and exciting, necessary and exotic, commonplace and mysterious. They are, the mechanical expression of humanity.



The Art of Performance



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JAGUAR CLUB OF AUSTIN

The Jaguar Club of Austin was established in 1974 for the purpose of preserving the future and enthusiasm of the Jaguar marque. Being a Jaguar owner is encouraged, but not a prerequisite for membership in JCOA. All we ask is that you share our love for the Jaguar Motor Car. The JCOA sponsors monthly meetings, social gatherings, rallies, road trips, technical sessions, and an annual Concours d'Elegance, rated as one of the best in Texas. Our members own, or have expertise in Jaguars, ranging from the most rare to the latest models and are always eager to offer help, advice, and share experiences.

The Jaguar Club of Austin is an official chapter of the Jaguar Clubs of North America, incorporated in 1954. JCNA has become the hub of Jaguar enthusiasts from around the world. As a member of our local organization, you are automatically enrolled as a member of the national organization.

The Jaguar Club of Austin is incorporated as a non-profit organization. Any proceeds of our club, other than needed for the expansion and normal operating expenses are donated to local area charities. Both JCNA and our local club strive to provide members with a wide range of services and activities. The entire family participates in many events because activities span a large cross section of interests and are not limited to competitions and shows.

As a member of the local Jaguar Club of Austin and the Jaguar Clubs of North America, you haven't just joined a group of car people, you have initiated a friendship with thousands of Jaguar owners all across the United States and indeed the world.



www.jcna.com/clubs/austin

See what you've been missing

The objective of the Jaguar Club of Austin is to promote and encourage individual and group interest in Jaguar Motor Cars and to provide a social environment for Jaguar enthusiasts to share and exchange information and experiences. The club hosts rallies, technical sessions, and social gatherings. We strive to bring our members at least one event each month. Our annual Concours d'Elegance is held each Fall and attracts Jaguar enthusiasts and their Jaguars from the entire state of Texas.

If you would like more information about the Jaguar Club of Austin, please contact our Membership Chairman Lisa Schafer at 512-989-2408 or e-mail at lmvschafer@yahoo.com. If you wish, you may fill out the form below and send it to: Lisa Schafer, JCOA Membership, 1015 Lone Buck Pass, Cedar Park, TX 78613 and you will be contacted.

Name: _____

Address: _____

State: _____ Zip: _____

City: _____

Jaguar(s) you own: _____

Phone(day): _____ Phone(evening): _____

E-mail address: _____

