



JagMag

February 2020



**Jaguar Drivers
& Restorers Club
of Northwest America**

Vol 64 Issue 2

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WHAT'S UP



Cover photo Jackie Russo contributed this picture of her Corgi Rayne. The article about Jackie is a reminder that many of our members use their Jaguars as everyday drivers, for everything, from hauling the pets of the Royals to hauling a**.

Bylaws changes approved The Bylaws changes recommended to the members of the Jaguar Drivers & Restorers Club of Northwest America were voted on and 100% approved by the 25 members who responded to the emailed online-ballot. Thanks to the Board, Bylaws Committee and Bob Book for their work.

Swap meet returns to Western Washington All British Field Meet The Board agreed with the many participant suggestions to bring back the swap meet. Another unique trophy has been created and food trucks selected: Raney Brothers BBQ pulled pork sandwiches, The Fork and Fin fish and chips and Scotsman Espresso for hot and cold drinks, and morning snacks. Go to wwabfm.com. Registration opens April 1.

Collector cars and connector cars The most basic function of cars is to connect points in space. Collector cars also connect people through time. In this issue is a story by Ben Brown, a new member of our Seattle Jaguar club, and Don Brown, his grandfather. Ben Brown is the current caretaker of an XK120 Drophead Coupe (*below right*) that was restored by his grandfather in the early 1970s. It's an example of a collector car as a connector car. This story is unique, but the human connections are universal. "Listening" to the "conversation" between grandson and grandfather is rewarding and fun even if you aren't a person who cares about negative and positive ground or trail braking.



CALENDAR

FEBRUARY 2020

Thu Feb 6 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Feb 8 10 a.m. Goodwood Revival trip presentation by Bob and Tanya Book (*right*) and ceramic wax tech session at Griot's Garage, 3333 S 38th St, Tacoma. Pizza for lunch.

Thu Feb 27 6:30 p.m. Third annual progressive nine-course tasting menu dinner at three charming restaurants in Seattle's historic Pike/Pine Auto Row neighborhood. Meet at 818 E Pike St. Space limited. You must register and pay in advance <https://tinyurl.com/qmvcax9> Contact Brian Case, 253-329-9128.



MARCH 2020

Thu Mar 5 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sun Mar 15 11:30 Season kickoff Judges Training Session, Pyramid Alehouse Restaurant 1201 1st Ave S. Seattle. This will run approx. 2-2 ½ hours.

Mar Date and time TBD. Proposed tech session: Park Place Ltd discussion about collector car market, auctions and consignments. Lunch following. Contact Kurt Jacobson, 253-229-6905. (*Right, Ernie Umemoto's 3.8S for sale at Park Place*)



Thu Mar 19—Sat Mar 21 Jaguar Clubs of North America Annual General Meeting, Harrah's, Las Vegas NV. Our club delegates are Ray Papineau and Linda Roberts. Kurt (and Cheryl) Jacobson will attend as NW Region Representative.



APRIL 2020

Thu Apr 2 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Apr 11 10 a.m. LeMay Museum at Marymount, possibly followed by lunch nearby. Tech session, possibly The LeMay Collections at Marymount. Contact Ernie Umemoto. *(Photo: Changes in Longitude)*

Sat Apr 25 10 a.m. Tulip Rallye, Skagit Valley. www.tuliprallye.org. Details to come. Contact Brian Case, 253-329-9126.

MAY 2020

May 3 10 a.m. Spring Thing, Griot's to Gig Harbor Peninsula to PowellsWood. Contact Kurt Jacobson, 253-229-6905.

Thu May 7 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat May 16 Vancouver All British Field Meet, VanDusen Botanical Garden, followed by the **Sun May 17** All-British Run.

JUNE 2020

Thu Jun 4 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Jun 13 Tentative, 11 a.m. – 3 p.m. Show & Shine Potluck at the Read's home in Edmonds. Contact Debbie Read.

Sat & Sun Jun 20 & 21 With JOCO, tour Southwest Washington backroads, either circling Mount St. Helens and dinner + overnight in Kalama at McMenamini's, or Chehalis through Raymond to Ilwaco with possible overnight. Contact Kurt Jacobson 253-229-6905, KurtGJacobson@gmail.com

Sat Jun 27 Greenwood Car Show. Contact Glen Read. *(Photo courtesy Seattle Times / Greg Gilbert)*



JULY 2020

Thu Jul 2 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Jul 11 Likely date for the Fourth Annual International, interclub tour + lunch with the Canadian XK Jaguar Register & Classic MG Club and WA MG car clubs. Destination to be determined. Contact Jim Sanders.

Sat Jul 18 8 a.m. Western Washington All British Field Meet, Saint Edward Park (*right*), Kenmore. Swap meet and cars-for-sale return. wwabfm.com Contact Kurt Jacobson.



Fri-Sat Sep 11-13 Sun Jul 19 Jaguar Owners Club of Oregon JCNA-Sanctioned Concours and Slalom, Portland International Raceway. Details to come.

Fri Jul 24-Sunday Jul 26 Jaguars on the Island weekend, at Windsor Park Oak Bay / Victoria. Cocktail party Friday. Concours and awards banquet Saturday. Tour, brunch and Sunday JCNA slalom.

Thu Jul 30 Time TBD, JDRC Jaguars on the Green concours field setup at Swinomish Casino & Lodge (*below*), Anacortes.

Friday Jul 31 JDRC Jaguars on the Green hospitality event at Swinomish Casino & Lodge, Anacortes.



Sat Aug 1 **AUGUST 2020**
JDRC Jaguars on the Green JCNA-sanctioned concours, Swinomish Casino & Lodge, Anacortes.

Thu Aug 6 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Aug 15 JCNA-sanctioned Canadian XK Jaguar Register & Classic MG Club Concours. Location TBD, but likely at Waterfront Park, North Vancouver.

SEPTEMBER 2020

Thu Sep 3 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Sat Sep 12 & 13 Jaguar Owners Club of Oregon JCNA-sanctioned concours & slalom, in conjunction with the All British Field Meet, Portland International Raceway.

Sat Sept Date TBD Exotics@RedmondTownCenter, lunch following. Contact Ray Papineau.

Sat Sep 19 Tentative, Seattle Yacht Club Car Show. Contact Glen Read.

No date set yet Fall Colors Tour. Contact Brian Case

OCTOBER 2020

Thu Oct 1 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

NOVEMBER 2019

Thu Nov 5 7 p.m. 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

DECEMBER 2020

Thu Dec 3 7 p.m. board meeting, Yankee Grill, 1 S Grady Way, Renton Way. All members welcome. Contact President Debbie Read.

Holiday Party Date and venue TBD.

JLR FINANCIAL NEWS

January 31, 2020, *Automotive News Europe* reported that JLR posted a pretax profit of 318 million pounds (\$417 million) in the three months ended Dec. 31, 2019, compared with a 273-million-pound loss in the same quarter of 2018. Cash flow improved 2.9 billion pounds, exceeding the 2.5 billion pounds target three months ahead of schedule.

After the China profit engine sputtered, and during the financial year ending March 2019, JLR's earlier winning streak ended in spectacular fashion after the company posted a 3.6 billion pounds full-year loss following a 3.3 billion pounds write-down on investments.

To turn things around, outgoing CEO Ralf Speth cut costs beyond the tough targets he set and took painful decisions to reduce China volumes and focus only on profitable sales. He also pinned the company's model strategy on one platform with the flexibility to accept any powertrain. It looks to be working.

REGISTER FOR THE THIRD ANNUAL PROGRESSIVE DINNER

Thursday, Feb 27 6:30-9:30 p.m.



Meet at Capitol Cider, 818 E Pike St. for a nine-course tasting menu dinner at three charming restaurants in Seattle's historic Pike-Pine Auto Row neighborhood. Arranged by JDRC members Joey Manley and Michael Watts and The Pretty Fork. Space limited. This is a pre-ticked event. \$83 per ticket + \$34 for wine pairing. Cutoff for tickets is 3 days before the event. We cannot accommodate day-of appearances, sorry.

You must register and pay in advance at:

<https://tinyurl.com/qmvca9>

We'll visit 3 restaurants in the lower Pike/Pine area between Downtown and Capitol Hill. Did you know: by 1911, 31 of the city's 41 car dealers were located on either E Pike Street or adjacent Broadway E? This lasted for over 30 years! There is much to see, learn, and taste here in Pike/Pine. Contact Brian Case, 253-329-9128.

JUDGE'S CORNER

Our 2020 Concours season is about to start. In preparation for what will be the most refined Jaguars on the Green to date we must Train! Judges take note that even though you must take a recertification test every three years you are also required to attend one training session per year to stay updated on yearly changes. It is also a requirement that training dates are current for each year or any entries you have judged will not count. So let the training commence!

When: Sunday March 15, 2020

Where: Pyramid Alehouse Restaurant 1201 1st Ave S. Seattle. Parking in back is free.

Why: Season kick off Judges Training

Time: Starts 11:30 Am will run approx. 2-2 ½ hours

This seasonal Tune Up will get everyone headed down the road to a great head start! I am hoping for a little multi-tasking during this session as there is much to be done. Always much to be learned. And past experiences to be shared.

Chief Judge Zane Ware

P.S. by the time you read this my XK120 will be at the body shop for metal work. Moving forward.

Always much to be learned

No dice! Gas in the tires is not judged!

Valve stem caps with items such as dice or other non-Jaguar related insignias will be treated as missing and given a non-authentic deduction. Green-colored valve stem caps, not originally factory supplied, indicating the use of nitrogen gas, will be given a non-authentic deduction. The type of gas in the tires is not judged. (2020 AGM)

Driven Division valve stem caps are only judged for presence, condition and cleanliness. Valve caps, however, should still be in good taste and not display novelty themes such as dice, bullets, golf balls, etc. (2020 AGM)

Green-colored valve stem caps, indicating the use of nitrogen gas, are acceptable in Driven Division. Missing valve stem caps must be given a non-authentic deduction. (2020 AGM)

EVENTS UPDATE



Story by Brian Case. Photos by Ernie Umemoto

As the new VP of Activities, I want to thank all of you in advance for your support in our various club activities. The successful completion of all our events will be because of your support.

Since joining the Seattle Jaguar Club in July, Sharon and I have met a lot of great members and made new friends in

both our club and the Vancouver, B.C. Jag and MG Club. We hope to meet all of you as we participate in upcoming events this year.

When I became VP of Activities last month, I inherited a list of events that members would like to see the club plan. Many members have also volunteered to plan or help conduct these events and I will be contacting many of you in the future. If you have an event you would like to see the club do, let me know. I am especially interested in ideas from members with children so we can plan family-oriented events. If you want to plan an event but don't have a subject, contact me and we can come up with something that works for all of us. *(Continued)*

Above: Brian Case presiding at the Annual General Meeting. He has volunteered take charge of the master calendar, using tools like the white board and planner. His work will be a big help to club leadership.



So, our active year heats up February 8th with a Tech Session at Griot's Garage in Tacoma where Bob & Tanya Book will give a presentation on the Goodwood Revival. What's that? Where's Goodwood? Come to the meeting and hear about a great automotive event. On February 27th we have a return of the popular Progressive Dinner where you will enjoy an outstanding multi-course meal at three different restaurants. Sign up early as this is always a sell-out event.

So, our active year heats up February 8th with a Tech Session at Griot's Garage in Tacoma where Bob & Tanya Book will give a presentation on the Goodwood Revival.

What's that?

Summer is our busy season with something happening almost every week from June thru August with events here and in Canada. The BIG EVENT is our Seattle Jaguar Club JCNA Concours to be held in July 31 & August 1st at the Swinomish Casino in Anacortes. Call the Swinomish Casino & Lodge at 855-271-5476 and make your reservations now and tell them you are with the Seattle Jaguar Club for the best room price.

Also consider planning your vacation around the JCNA "Jaguars on The Island" in Victoria B.C., the largest Jaguar Concours in North America, July 24th & 25th, or the Vancouver Jag and MG Club JCNA Concours in Vancouver B.C. August 15th.

I will close by asking for your help in two upcoming events, both in July. First, on July 18th, we need 10 volunteers for the All British Field Meet where we provide support in traffic control and event operations. Two weeks later, July 30th to August 1st (three days) we conduct our Seattle Jaguar Club Concours at the Swinomish Casino where we will need 10 personnel to help set up and operate the event. Let me know if you can help during these times. Call or text 253-329-9126. Thank you.

Brian Case



JACKIE RUSSO, CAT AND DOG FANCIER

The Luna Mist 2013 Jaguar XF is the cat that Jackie Russo loves and drives every day. It has been the subject of her posts on our club's Facebook page and occasional stories in *JagMag*. Behind the windshield is a sun barrier with the image of a happy dog. In the back seat is a soft pet carrier. This is Jackie's CorgiJag.

Story by Kurt Jacobson.

Photos by Jackie Russo and Kurt Jacobson



JDRC is a club of enthusiasts. Jackie is enthusiastic about Jags and Corgis, obviously, and also about competitive shooting and Great Britain. Before the CorgiJag, she had the Corgiwag, an X-Type Sportwagon. After admiring a Burgundy XK8 hardtop in a car magazine and thinking she could afford a Jaguar, she marked a milestone birthday with the purchase of a British Racing Green XK8 Convertible, in which she commuted to her job as a Port of Seattle law enforcement officer. She enjoyed the looks she got and equates driving a Jaguar to wearing a piece of fine jewelry. The love Jaguars doesn't seem to transfer her husband Joey, though, who prefers more utilitarian transportation, a Chevy truck.

As an Anglophile, Jackie also loves Corgis, including Rayne ("Rainy"), a retired show dog. She appreciates their even temperament and ability to learn quickly. And they seem to appeal other shooters. Jackie has a hard time participating in JDRC events because they usually conflict with shooting competitions.



*She enjoyed the looks she got
and equates driving a Jaguar
to wearing a piece of fine jewelry.*

JANUARY 18

ANNUAL GENERAL MEETING

Content provided by Chris Eseman as edited by Kurt Jacobson.

Photos by Ernie Umemoto, Kurt Jacobson and Sharon and Brian Case

Although the miserable lowland snow had melted and rain had washed away the road salt, President Debbie Read found enough salt to rub into our weather wounds by reporting in from Hawaii. Kurt Jacobson read this message from her:

“Hello JDRC Members.

Glen and I want to wish everyone a Happy New Year and Aloha from Hawaii (where it’s been raining a lot!) A special thank you to Brian for stepping up and taking charge today, at the previous board meeting and to he and Sharon in getting us ‘dressed to impress’ in our new Jaguar gear.

This club is truly a testament to how working together makes great things happen. I would be willing to go out on a limb and say this will be our most memorable year yet. My mantra to our children when signing off has been, ‘be safe, be smart, wear sunscreen,’ and that’s what I’ll say to you.

All the Best, Debbie and Glen”

Meanwhile back at Prime Steakhouse in Redmond, our new Vice President of Activities, Brian Case presided in Debbie’s absence. Secretary Chris Eseman took the notes that are the basis of this report.

“This club is truly a testament to how working together makes great things happen. I would be willing to go out on a limb and say this will be our most memorable year yet”

Linda Roberts' Treasurers Report reported our healthy cash position and that we sent more than \$1200 sent to Northwest Harvest.

Brian, the Vice President Activities thanked members who have organized events and opened their homes to the Club. He said that the scheduled 2020 Activities are in JagMag. He is looking to ramp up Club participation - all are welcome. The club is targeting three to four General Membership Meetings this year, sponsored by individual members.

Brian and Sharon went to great lengths to reintroduce club clothing. They found a vendor with very high-quality jackets, polo, short and long-sleeve shirts in many colors. They brought samples of most items to try on and to check the colors. They had a display with all of the goods, plus order forms (*below*). For those not able to order at the meeting, there will be future opportunities. The Cases will provide much more information which will be communicated in JagMag and via other means. Details to come.



The website events are not current on events. JagMag is current. We need to update the website. Making every effort to keep events current. The club is always looking for volunteers to assist.

Chief Judge Zane Ware said that two judges training sessions are being planned with a third as a “Show and Shine”. Could be a Joint Tech Session.

Concours Chair Ray Papineau (*right*) reported that a new Concours Chair taking over for him: Joey Manley. Ray distributed a 2020 Rule Book Synopsis that says judges need to be in place two months prior to the event in order for the event to be sanctioned by JCNA. It is hard to get commitments that far out. Ray is going to AGM in March and will dig into this. Other clubs are concerned



also. This could threaten ability of Concours to get sanctioned. The new venue for our concours will be the Swinomish Lodge and Casino near Anacortes. Reservations are being taken now. Ask for the “Jaguar Rate.”. The Board Meeting will be on that Thursday night.

Slalom Chair Bob Book (*right with Tanya Book*) said and that Emerald Downs is the current venue. It is very expensive and securing dates is difficult, the City of Auburn permit is also difficult. He is looking at other venues. Contact Bob with any ideas. The Bremerton airport was mentioned as a great venue that is already set up for this. Other clubs use it for driving events. The Ridge in Shelton is another venue, though it may be difficult for members to access. Could Paine Field could be an option? We need an area about 350 along each side. Parking lots are difficult due to planting strips and light standards.



Bob mentioned JCNA’s Tool Loan Program, which has added XKs Unlimited as the West Coast distributor.

Bob Book is also Membership Chair. He said that our club is growing with 73 members renewed to date and 85 more to come. He expects us to have a total of 57 members. He will distribute a new roster out after more have renewed. Curt Kyle had a question: Can dues be paid for multiple years? Bob Book replied that, currently, no. It is very difficult to track with JCNA and won't track with any future dues increases. Another question: Are dues prorated. We do not prorate dues. Curt will take the proposal to the Board for action. If approved, next step would be to take to JCNA, but deadline for action at this year's AGM has passed.

JagMag Editor Kurt Jacobson said he is always looking for articles. Club members at events and it doesn't need to be a Jaguar event. We are interested in what members are up to, individual car histories as well. It doesn't need to be a full story; photos with a caption are great also. Kudos to Kurt for maintaining the quality of the publication.

Kurt also reported on the Bylaws. The Board has been reworking the Bylaws which have been presented at several meetings. Bob is going to send a Survey Monkey on the Bylaws for vote of the full membership. Positive 2/3 vote of those voting is required in order to pass.

There was no old business.

One treat was having new member Ben Brown join us. He showed for British Car Day at Exotics at Redmond Town Center, bringing the red XK120 DHC that has been in his family since the early 1970s. We will have more about Ben and his car elsewhere in this issue of *JagMag*.

*The Board meetings are at
the Yankee Diner in Renton, at 7 p.m.
the first Thursday of each month.
All members are welcome.*



Editor's note about the following story Seattle Jaguar club members who attended the 2019 British Car Day at Exotics at Redmond Town Center first saw the red XK120 DHC dutifully cared-for by Ben Brown (*with hand on car*). Ben subsequently joined our club and attended the January Annual General Meeting. When asked for background information for a story I could write for *JagMag*, Ben graciously replied in a series of emails and photos, including the extensive story provided by his grandfather. Their own descriptions beats any second party revision by the editor.



Brian Case

Ben Brown

TIME TRAVEL IN AN XK120



Story and photos by new JDRC member Ben Brown and his grandfather Don Brown and lightly edited by Kurt Jacobson

Above, Ben Brown's long-time, family-owned XK120 Drophead Coupe at his father's 8th graduation with Ben's grandfather at the wheel in front of the family home in Illinois.

Hi there Kurt, this is Ben and I'm sending you some info on our XK120. The basic background info is that the car is a 1954 XK120 SE DHC, acquired by my grandfather in the early 70s in bad condition. I am going to send you a google document that I keep a lot of the family history with the car in. The first section of the document is a letter my grandpa wrote about his history with the car, when he purchased it, why, and what he did after. I think he would love if someone else who knows the cars were to read it. It isn't mentioned anywhere but my grandma redid all of the leather and carpet in the car herself, with the hand upholstered seats still in the car today. The rest of the document isn't too important, just my emails exchanged with my grandfather about the car.

Now I'm going to say a bit about its history after leaving my grandfather, If you've read my grandpas letter you'll know my dad took the car after my grandpa was done with it. Not too much was done with the car after my grandpa's restoration, it has only been driven lightly through the years and is very original except for the restorations done to it. It's a driver but not a shiner. Mechanically the car is very sound, the engine and much of the suspension was rebuilt in the late 90's at a shop in California (I think it was a well-known shop, I can look into it further if you would like). The convertible top, as well as a lot of extra bits for the car such as the missing grille tooth, were stored in a separate garage on our property. The squirrels got in and ate the leather top, so that is why the top is gone. Any of the trim that is not currently mounted to the car is still safe at the garage, such as the little chrome lines that sit on top of the headlights.

My personal history with the car isn't too long, only in the past couple of years I have gotten really interested in the cars history with my family and in general. Over this last summer I took the car out as much as I could to practice driving it. At the end of this summer I would have finally called myself competent at driving the car *(right)*.

Unfortunately we don't have a proper place to store the car for the winter right now so it was thoroughly prepared and sealed away. We put dehumidifiers and mothballs in the car, then basically sealed it up tight in an en-



closed carport. Me and my dad carefully constructed and sealed this carport over this past summer to store the car in. The car doesn't risk any damage but opening it up during the winter for a drive isn't worth it, too well sealed up. If you wonder why it isn't kept in the garage I mentioned earlier, the garage has been used as a woodshop since forever.



We still have what I believe is the original owner's manual, it is very weathered and bound in wood now but it still used when me and my father work on the car. It is full of oily fingerprints left by my grandfather and everybody who has worked on the car inside. We also have what looks like the original keys? (left) Someone will have to confirm it but they still start the car and are very unique keys.

[From Ben's grandfather] A co-worker of mine at Rust Craft, Burt Ruettiger, owned a Model T Ford that he took to shows and parades. On several occasions I asked Burt about the vehicle. I was more interested in hearing about the shows and the parades than I was about the actual car. One day he said to me "You really seem interested in these Model Ts. As I see one on the market, I could give you the information." I responded that "If I were to get an older car, I had always admired the early Jaguar sports cars—like the XK120 or

140." He gave me a funny look and said, "Are you kidding? My kids have one that they want to get rid of." That lunch-time conversation in the early 1970s began my 40+ year relationship with a 1953 Jaguar XK120DHC (drop head coupe/convertible). I considered it then, and still do today, to be one of the most beautiful automobiles ever designed. I went to see and drive the car. It was obviously in deplorable condition, but immediately stole my heart. It had been in some sort of frontend collision and smoke poured out the exhaust like a coal-fired locomotive. The car had been hand painted a dull yellow with a brush. They wanted \$600 for the car, which is likely way more than it was worth, but I told them I would think about it. My neighbor, Gary Reed, was an executive at International Harvester and loved working on cars. When I told him about the car his only question was, "does it start?" I told him that it did start but smoked something awful. He said "get it, bring it home, we'll fix it up." And so it began.

Gary and I did a complete teardown and rebuild of the engine. In addition to helping him lift heavy parts around, my major job was parts cleaner and finding replacement parts. Every old part of that engine was soaked in gasoline and then cleaned with a brush and sometimes toothpicks. Fortunately, I had the original owner's manual which gave Gary all the information he needed. After several months of evening and weekend work, the engine had been reassembled and we were ready to start it up. After coughing a couple of times, the old engine came to life amid great cheering, backslapping, and hugs. That beautiful old car would never again have to be embarrassed by trailing black smoke down the road. I did not know when I bought the car, but the engine was one of the high compression racing engines built for the 24 hour LeMans endurance races of the forties and fifties. It was a technological marvel for its time and won many races. I will not use this time to go into the details; however, if you're interested the information is readily available on the Internet as these were very special cars.

It was then my turn to make it look presentable. I started by stripping off the old layers of paint down to the bare metal. That way I had a better idea of what needed repair. It turned out that in addition to the brush painted yellow coat there were also light blue and black layers of paint. I finally reached the original red and the undercoat. There were a couple of protected areas where the original red paint had not been damaged. I was able to match the restoration color based on those areas. On the front end of the car the headlights tilted down, the front edges of fenders were badly dented, as was the grill. The only really bad rust spots were on the left rear quarter panel where the tailpipe was too short, and had disintegrated the metal, and the little directional signal lights that sat on top of the front fenders. Having no metalworking skills, I set out to do my repairs with buckets of Bondo, a micro plane, and sandpaper. It was a job better suited to Michelangelo or Leonardo Da Vinci. I spent untold hours over many weeks, maybe months, of applying body putty, waiting for it to dry, and then attempting to shape a reasonable result. In the end patience paid off and the car's original beautiful form was restored.

I was determined to do my own paint job on the car. I did considerable research and talked to people at the DuPont automotive paint store in Joliet. The bonnet and boot on this car are made of aluminum, thus requiring a special chromium oxide primer so that the actual primer would adhere to the metal. The first primer was applied from spray cans and went fairly well. I bought a quality paint sprayer and borrowed Reed's compressor for the next step. While I successfully coated the car with a nice coat of primer, I also coated the entire garage and all of its contents with a thin layer of primer dust that probably is still there. I decided to have the finish coat applied at the local Chevrolet dealer body shop. Those repairs and, to a lesser extent, the paint job have remained intact to this day.

Since the day I bought it, this car has been garage kept and washed with only a damp cloth. It was never really dirty and only needed a good dusting. I did not want any unnecessary water collecting in doors, etc., which could lead to rust problems down the road. Metal fatigue and rust are any old car enthusiast's worst nightmare.

It was time to start on the cockpit. During an early attempt to put on the lap belt before going for ride I discovered a problem. When I pulled on the belt, I also removed a large piece of the floorboard allowing me to look directly down at the driveway. The floorboards were probably sturdy in their day but at this point we're completely rusted out. I removed the metal and replaced it with 3/4-inch exterior plywood. The seats and door panels needed to be recovered. The carpeting, what there was of it, needed replacement and few of the gauges worked. The dashboard appeared to be some sort of black plastic. As I started to try to clean it, I realized that the dashboard was actually wood. At that point I became more careful and was able to uncover a beautiful walnut veneer dashboard that was ultimately re-stained and varnished. I also restored and replaced the original glove box that had been converted to hold a radio.



After the dashboard was restored and replaced, I began refitting the gauges. Much to my amazement, just handling them and tightening the cables or wiring seemed to restore most of their function. With a few finishing touches such as new tires (6:00X16), work on the wire wheels, tracking down some mystery electrical problems, and replacement batteries the car was basically ready to go.

Throughout this entire process my son Chip was a constant observer. At the age of five or six he wanted to know when he could drive the car. I assured him that when he was old enough to safely drive the car that he would be allowed to do that. Then eventually came the question “Dad when I grow up can I have this car?” When talking to a little kid, who is years away from a driver’s license, the answer to both of these as questions seemed pretty simple. Sure, when you get your driver’s license you can drive the car and when you have a place to store it and can afford to take care of it you can have the car.

The time until the arrival of the driver’s license seemed to go by in the blink of an eye. True to my word he was allowed to drive the car around town and to friends’ homes. One day I had the car out for a spin when a car of smiling young girls pulled alongside me. I felt like Clark Griswold (Chevy Chase) in the movie Vacation, but this spell was quickly broken when one of them hollered out to me “Hey! Is that Chip’s car?” It took almost another 10 years before the call came that he was ready to take full possession and responsibility for the car. We made arrangements to have it shipped to Castro Valley, California, and he then again moved it to Bothell, Washington where it remains to this day. A third generation of young Brown men seems to have been smitten with a love for this car. Ben Brown is now a prime caregiver and driver of the car. Given proper care and respect, this old car may be around to greet yet another generation of Brown enthusiasts. That would be wonderful; I hope it comes to pass.—*Don Brown 2016*

*A third generation of young Brown men
seems to have been smitten
with a love for this car.*

Ben-Grandfather Email Series:

[Ben] Hey guys, I've been taking the jaguar to the local Friday car meets recently and thought I'd send you a few pictures. The car is running super smooth since we replaced the distributor with an electronic one, as well as replacing the associated wiring. There have been no more overheating problems and the car starts up first push every Friday. I am trying to get more practice driving the car but the shifting is still tricky sometimes, it is such a difficult transmission. I hope you guys are doing well, Ben

[Grandfather] Hi Ben. Thanks for sharing the pictures of the Jaguar. It is obvious that you are enjoying the car and I'm very happy to see that tradition carried on. The car looks wonderful, how have you managed to get that almost 50-year-old paint job to look so shiny. The paint that is on there is a general motors late 1960s (maybe very early 1970s) color. There was an area in the trunk of the car that still had some of the original paint when I did the restoration. Using a color chart at an automotive paint store in Joliet I was able to match the original color exactly – – at least to my eye. The other cars that show up for the Friday night show are probably fun to see as well. Maybe you could send pictures of some of those cars. Good hearing from you, and yes, we are both doing very well. Old, but both still active and healthy. We are very lucky to be able to enjoy shared experiences with super grandchildren like you.

Grampa and Grandma B.

P.S. Please be careful when driving that car. The car is very old and lacking any modern safety features or mechanical redundancy. Zero driver protection! Have fun, but please be safe.

*Please be careful when driving that car.
The car is very old and lacking any modern
safety features*

[Ben] Hey guys, since summer is ending, I've got another update on the Jaguar. Over the last half summer I finally got good at driving the car, no more grinding the gears and the only problem I have is my legs falling asleep. Now that I could drive it well and the car runs smoothly I've been really enjoying the car. I became curi-



ous about the stock modifications to the engine my dad always vaguely mentioned and decided to do more research on the xk120. ISE found that an xk120 SE (Special Equipment) model was manufactured which produced 180 bhp instead of the regular 160, the SE modifications all being in the engine. To see if the car was an actual SE I sent off the cars info to a company in England. They took the cars info and compared it to the original factory records, then mailed me a certificate with some factory info as well as certifying the numbers matched from the factory. I will attach a photo of the certificate to this email, I will probably produce a higher quality scan later. The certificate certifies the car as a 1954 xk120 SE and includes some cool factory details like a manufacture date of May 21st 1954. If you have some time to type up more of what you know/remember about the jaguar I would love to hear it, I'm trying to keep all the info together on a document. The weather here has been shifting towards fall and we will most likely wrap up the jaguar for winter soon. I'm ready for next summer when I can take it to a bunch more different events and things. I hope you guys are doing well over there, Ben

Note: I think the cars original color was called carmine red, it only says red on the certificate

[Grandfather] The certificate you received with all the detailed information about the car it was really something special and very interesting. I was aware that the engine was what I called a “racing” engine—that it had more horsepower and a higher compression ratio than standard. However, I was never able to find out what was done to achieve these changes. With the availability of the Internet and your new-found friend in England perhaps you can identify the “special features” that were introduced to the later XK engines. I think that from the beginning they had the “hemi” combustion chambers and the twin Stromberg carburetors. Two rather mundane explanations for the need for the changes might be the unavailability of high octane gasoline after the war and the use of this engine in the much heavier sedan Jaguar models. You will notice looking at the engine serial number on the certificate that the last two digits are 8S. This indicates that the engine has an 8:1 compression ratio rather than the standard 7:1 and that it has (S) special features.

I don't know that there is much to add to the Story that I wrote a couple of years ago. You have a copy of that, right? I can easily send it again. The original story may not have fully developed the extent of the rust that required extensive rebuilding. Also, I don't think I went into much detail regarding the overhaul of the engine that took months of evenings and weekends. My neighbor was the expert mechanic and I was mainly there to help with the heavy lifting, running after tools and parts, and to clean parts in buckets of gasoline. It was very interesting to see the complexity of the internals of the engine.

When you put the car away for the winter be sure the covers allow it to breathe while keeping the dirt and heavy moisture away. If the vehicle is too well protected you could induce trapped condensation and rusting. Grampa

*If the vehicle is too well protected
you could induce
trapped condensation and rusting*

[Ben] I have been doing some more research on the SE model and here's what I've found. The engine had higher lift camshafts, higher lift camshafts can increase engine responsiveness, torque range, and power. The SE also had twin exhaust pipes like the ones on ours, this can increase the flow of exhaust and help the car run better but I'm not sure about the xk120 specifically. The exhaust could be just for looks and sound but may also help the engine out. One website mentions that the SE had stiffer suspension but never actually goes into detail and it is never mentioned anywhere else so I'm unsure about how true it is. That's it for the SE stuff, on to the compression ratio. The normal xk120 had a compression ratio of 8:1, but they made a 7:1 version for the UK market to comply with laws that restricted fuel quality after the war. A higher compression ratio means you can produce more power with less fuel, that is a big simplification of the actual effects but good enough for most people. The XJ6 engine had hemispherical combustion chambers, which were made famous by Chrysler muscle cars in the 60s with the Hemi badges. You were correct about both the heads and twin carbs being standard on the engine. I looked up all of this info online so I could be incorrect somewhere.

Here are some lines from Wikipedia I thought were fun *"In America, an XK120 FHC was the first imported car to achieve victory in NASCAR, when Al Keller won the first Grand National road race, held at Linden Airport, New Jersey, on 13 June 1954. Foreign made cars were banned from this series after this race"* *"On June 13, NASCAR held its first ever road course event, at the airport in Linden, New Jersey, with driver Al Keller coming away with the win in a Jaguar, as 20 of the 43 starting entries were foreign made autos. The victory was the only win for a foreign-manufactured vehicle, until Toyota captured its first victory, at Atlanta Motor Speedway, in March 2008"* The Jaguar that won the race was actually owned by Paul Whiteman, a band leader who was apparently famous.



Photo: R/NASCAR

[Ben] I definitely have all of the info from your stories you had sent earlier, I've read the jaguar one quite a few times. It does go into a lot of detail concerning the jaguar and the work done on it, the only thing lacking is engine work itself. I would always love to hear more of your thoughts on the car and things you found interesting. When me and my dad replaced the distributor, I was very impressed with the quality of the part and the detail put into it, impressions like that would be fun to have. I also remember the distributor change being not very fun at times, any work you remember really not being fun?

I have already purchased mothballs and dehumidifiers to store inside the jaguar, we are wrapping it very carefully and safely with the car cover, a tarp, and then putting it in a mostly sealed car port (no mice) we built up at the cabin for it. Right now the car port has no entrance door but all of the walls are mostly closed and where they aren't they are mouse proofed with mesh. We will need to add a door onto the entrance once we actually store the car.





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Renewing

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JAGUAR #1 INFORMATION – May Send Photo of Car Separately

Model:	Body:	Color:	Year:
Condition of Jaguar: <input type="checkbox"/> Original <input type="checkbox"/> Restored <input type="checkbox"/> Daily driver <input type="checkbox"/> Restoration in progress <input type="checkbox"/> Parts			

JAGUAR #2 INFORMATION – May Send Photo of Car Separately (Additional cars may be added on next page)

Model:	Body:	Color:	Year:
Condition of Jaguar: <input type="checkbox"/> Original <input type="checkbox"/> Restored <input type="checkbox"/> Daily driver <input type="checkbox"/> Restoration in progress <input type="checkbox"/> Parts			

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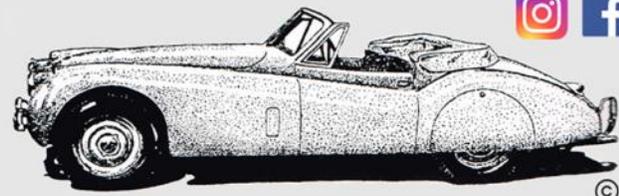
New carpet kit professionally installed by Durham Upholstery in SeaTac WA. Rebuilt front suspension, all ball joints, bushings, tie rods and new steering rack. Left hood latch is broken, some trim needs to be installed. Passenger door window needs to be adjusted. I installed a center fuel cell; fuel gauge isn't hooked up. I have a set of original wheels and other parts. I can send more pictures on request. I have owned since 2008. Car is insured with Hagerty. I'm currently living in Hilo Hawai'i. The car is in Buckley, WA. My cell 808-769-3541. Rick Scott, jagmodsnw@yahoo.com. *Dec 2019*

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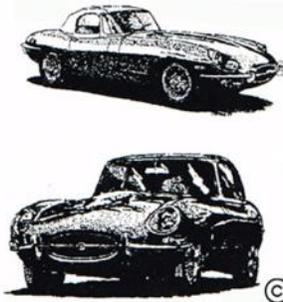
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1950 XK120 OTS for sale Black on Red Upholstery - NOT Matching Numbers (Believe engine to be from another 1950 XK120). Original owner, T.A. Wilson. Current condition is "awaiting assembly." Body restored and painted by a professional body man, and it shows. The car was undergoing full restoration so all parts are in great condition. No expenses spared. Engine / transmission are currently in the car. Comes with everything, including: □ Fender skirts □ All chrome brightwork present and restored □ Brake disk conversion kit □ Leather kit for upholstery □ NOS driving lights □ NOS Avon tires - Good condition, old rubber. Engine / Drivetrain Details: □ 3.4 I6 engine redone to 3.8 E-Type spec (3.8 cams) by Autosport of Seattle (known for many Jaguar engine builds) □ Larger set of SU carbs on engine (have originals as well) □ World Class T5 transmission with lightweight flywheel (original transmission included). Other Details: □ Gas tank flushed and refinished. □ Powder-coated steel wheels. □ New, updated radiator (larger core = no overheating). Car is mostly disassembled but very complete and all parts have been restored - just need assembly finished. Waiting for the right person to put it together and drive it for years to come or simply flip for profit. Reason for selling is too many projects and this one has to go. Please, no lookey-loos or tire kickers. A serious car that won't or anything other than a fair price for both parties. Please bring a serious offer. Thank you for reading. Contact Mike Jelvik, 253-735-1393. *Jan2020*



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