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EVENT CALENDAR

December

10 Holiday party—Stay tuned for details!



First Saturday of each month

Caffeine & Gasoline is the first Saturday of each month at Griot's Garage Tacoma WA



TIP: If you would like to make the pictures or text larger in this issue so they are easier to see, click on  this button to the right of the article.

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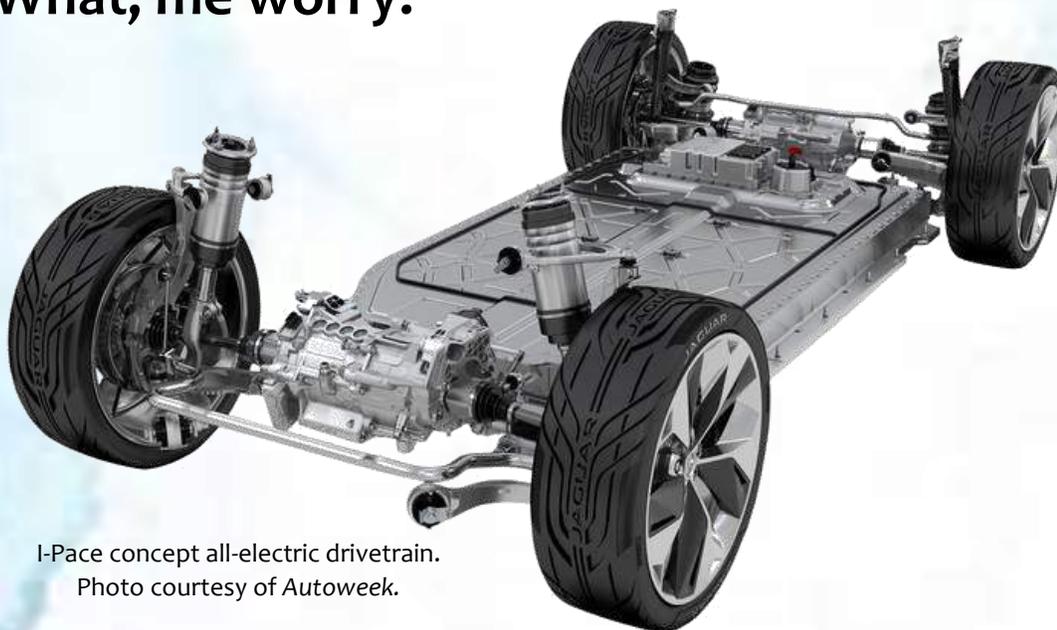
Cover Photo: The Book's 1992 Jaguar XJS at the Victor Cemetery. The photo was taken for the "Spirit of Jaguar Adventure" photo challenge. 📷

Electric Jaguars?



Jaguar Land Rover announced that every vehicle line launched from 2020 on will have an all-electric or hybrid version. We currently (no pun intended) have the I-Type 2 e-racer and the I-Pace SUV, it's I-Pace eTrophy variant for a 10-city international race series for a production battery-electric car, and the intriguing E-Type Zero concept, a restored E-Type with an electric powertrain. It's shocking (pun intended) to think of Jaguars as ElectriCats, but it's happening. Are the XK engine designers, William Heynes, Walter Hassan and Claude Baily, reciprocating in their graves? Are these electric/hybrid cars even Jaguars without the snarl of a DOHC six, V-12 or V-8?

What, me worry?



I-Pace concept all-electric drivetrain.
Photo courtesy of Autoweek.

I am delighted to see Jaguar leadership's physical and psychic investment in the racing and grace, space and pace philosophy reflected in the continuation series of the lightweight E-Types and XKSS, the 592-hp XE SV Project 8 and 576-hp F-Type Project 7.

Even more heartening is that Jaguar's USA management embraces the past. VP of

Sales & Marketing Kim McCullough demonstrates her passion by campaigning her 1954 XK120 and at iconic sports car venues, such as the Mille Miglia and Pebble Beach.

So, what does this all mean to the Jaguar enthusiasts in our club? Is it the end of the road for Jaguars as we love to preserve and remember them? Is it an exciting addition to our passion? How do you feel about Jaguar? Send me an email if you have any comments.

Kurt Jacobson
President
kurtjacason@gmail.com



Kim & Mitch McCullough's Pebble Beach Preservation Class 2nd-Place-winning XK120 on the Pebble Beach Tour d'Elegance. Photo by Kimball Studios and published by Autoweek.

JUDGE'S CORNER — By Chief Judge Zane Ware



WOW! What a summer it has been. The car shows, driving trips, farmer's markets, projects (car related and not). Two and a half months with no rain and smoke like you can't believe. This really is a year to remember. The changes they keep on coming but as they say the more things change the more they stay the same.

Our Club is changing as much as it is staying the same. We have seen the reintroduction of the slalom event this year. Having gone missing for a decade or so it has made a welcome return to our calendar. Drivers are the apparent emerging segment of the Club. The newer cars and younger members are pushing the focus on performance and handling toward more driving events and the Club leaders are listening. Our Board meetings are open to all members and all input is encour-

aged. Also the possibility of "on line" meetings is in the near future. (nothing better than missing a nasty commute through Seattle on a dark rainy night)

Other changes come from you. Longtime member or new to our Club, your ideas and a small amount of your time can make a great difference in future events and direction the Club is moving. If you have any interest in volunteering or being a part of the Board please contact Kurt Jacobson, Club President.

Was standing in line at the Grocery store in Coupeville the other day and who was in front of me but Rudy Parhaniemi! I followed him out to his car where we talked for a bit. He is looking very well and sounded great. Rudy is a long time member and keeps up on Club doings through the Jag Mag. Seems that the Whidbey Island Jag community just keeps getting bigger. Yes he still has his XK150!

So don't just participate, facilitate. Innovate and lead! Make it a point to volunteer at one Club event this coming year! Run for a Board position! Get involved on line! All of the above or any of the above or something completely new!

SPIRIT OF JAGUAR ADVENTURE PHOTO — Photo by Al Fenstermaker

Al Fenstermaker's submission for the "Dick's Drive in" category shows his XK120 in front of the iconic Dick's Drive In at Lake City.

Al is certainly enjoying his car this summer as shown by the number of photos he's submitted to the "Spirit of Jaguar" contest.



2017 JAGUAR XF

MAKE A STATEMENT WITHOUT A WORD



A car you can't help but notice. The 2017 Jaguar XF, with its beautifully designed curves, available 380 horsepower and responsive handling, offers true sports car performance with the looks to match. And with the protection of Jaguar EliteCare, our Best-In-Class coverage*, you can drive with added confidence. This is not business as usual.

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THE ART OF PERFORMANCE

Vehicle Shown: 2016 Jaguar XF S. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR or visit your local Jaguar Retailer. © 2016 Jaguar Land Rover North America, LLC

Holiday Party

Sunday, December 10th
11:00 a.m.

Shake the moths out of your ugly holiday sweater, box up your auction items and aim your sleigh to

Robb's 125th Street Grill
12255 Aurora Ave N,
Seattle, WA 98133

We will have our popular auction of Jaguar stuff contributed by our members with proceeds going to Neighborhood Harvest. People also like to bid on unique experiences, so think of something to contribute that bidders can enjoy.

\$35 per person
No-host beverages

Contact Steve Christianson
206-234-3765

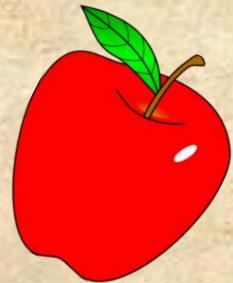
FALL COLORS DRIVE TO THE WENATCHEE BRITISH CAR SHOW & SHINE — by Kurt Jacobson

Photos by Kurt Jacobson

The perfect temperature, the yummy food vendor offerings in the historic, industrial Pybus Market and “the world’s best farmers’ market” weren’t enough to attract more than two JDRC member cars to the Wenatchee British Car Show & Shine, September 16. Randy Niman drove his XK140 MC down from Chelan. Curt Kyle sprinted over the Cascades from Olympia in style in his XKR with Kurt Jacobson as his co-driver. There they connected with new XK8 owner Doug Jackson and his wife. Doug may not yet be a member of our Seattle Jaguar club, but he is “one of us” and attended 2017 Jaguars on the Green. We met Doug Page, who explained that he has worked on several of Bill Young’s cars. If you are younger than 50, the following won’t mean a thing; Sitting on the passenger seat of Doug’s blue Lotus Elan was blown-picture of Emma Peel of the Avengers in an Elan similar to Doug’s.



Curt Kyle, Kurt Jacobson and Randy Niman with Randy’s XK 140 in front of Pybus Market



**PYBUS
MARKET**

Doug Jackson from the Western Washington All British Field Meet drove from Seattle in his new-to-him XK8



There is nothing quite like a summer drive through Western Washington in an early Jaguar Roadster that's just been restored to perfect health, especially in late August. The sky is so blue, the forests and fields so green, the air is so fresh and the sun is so warm. That big twin-cam, XK engine purring away up front, your lady beside you enjoying the ride through shady glens and balmy boroughs. It is surely one of life's great pleasures.

Our summer trip from California to Canada and Western Washington was at the peak of enjoyment. This was the time we'd allotted to visit friends and family and truly enjoy the thrill of driving one of the world's most beautiful cars through one of the world's most beautiful places. From this description, you might think I'm a little prejudiced but I'm not, I'm not, I'm NOT! I'm just reporting the facts!

Of course my family had heard about Mabel and our adventures so far—news travels fast in our clan. So one important duty was to stop by my mother's for a visit to assure her we were now safe and not in any further likelihood of being stranded (which we weren't at the moment).



It was wonderful to see mom after living so long, so far away. Strange thing about mothers, as we grow older, they seem to shrink. I could've sworn mom was always taller than me! Oh well, chalk it up to a faulty memory.

After our mandatory visit with mom, Lisa, Mabel and I just had to make the rounds of all my siblings who live up in Skagit Valley. As usual, Mabel was always the star of the show.

All this visiting burned up the whole day. We had planned our 'family visiting time' to end by having dinner that evening with my father and step-sister in Ever-

ett. This too, was another one of those warm family reunions one has after being absent for so long.

Since Labor day weekend was fast approaching, our plan was to spend the night at my Dad's house, pack Mabel the next morning and begin our voyage back south to California. Yes, there would be heavy traffic heading home, but our work schedule demanded that we be back next week so we had no choice but to tough it out.

And so it was that on Saturday August 30, 1997 we got up about 8AM and had some of Dad's famous pancakes complete with the mandatory bacon and maple syrup. Having three whole days for the trip home, we were not worried about leaving early so we lingered over breakfast and visited until about noon.

Finally it was time to pack Mabel and say our good-byes.

My long time friend, Phil Mitchell came by to visit



and see us off. We mixed our visiting time with the trip preparations. While we were talking, I figured it was a good time to warm Mabel up before we left. So I fired her up. It was then I heard it.

"Oh, NO," I thought, "What's that squealing noise? Is that the generator again? We just fixed that."

"Hey, Son, What's that squealing noise?" Dad is always alert, darn it! Not only that but, as an American Car Aficionado, he was not always understanding of my love for 'them little furrin' cars.'

"Ok, Mabel, why you gotta do this in front of friends and family and embarrass me like this! What's a matter, I no treata you so good?" Well, pleading doesn't help, so it's time I got the wrenches out and found out what's happening.

So I jacked Mabel up and started to remove her generator. Since my brother and I had just done this job day before yesterday, I knew I had to release the pulley tension and get at the generator bolts through the left



120, I'd never had generator problems. Did I always oil its generator regularly? I couldn't remember. But there they were, those three incriminating little letters, "OIL"! You mean, that's been my problem this whole time? Maybe it is a good thing Mabel squealed at me before we left on our trip. So, abashedly, I oiled the rear bushing with one of Dad's old fashioned oil cans. With Phil's help I spent another twenty minutes struggling to get the generator re-installed. It sure helped to have someone to keep the generator aligned from above while struggling

wheel well. "Getting out and getting under" was bad enough but the watchful eye of my father made it all the more embarrassing. I'd always bragged about how reliable Jaguars were and here I was, upside down in his driveway, wrenching away just before a long trip.

Phil helped as I grunted and strained to reach the generator bolts. The XK engine room is so narrow at the front of the engine that it is an achievement to get two wrenches on the bolts holding the generator in. With Phil holding and me twisted up over the front wheel hub (careful, there's grease on that hub and a greasy shirt is more embarrassment), we finally extracted the offending generator.

I carefully pulled the two long bolts that held the generator casing together and pulled guts out to inspect the commutator and bearings. At first, nothing seemed amiss. The rear bushing did seem a little dry.

Then I noticed on the back of the case where it bulged out to hold the rear bushing there was a little hole in the center of the bulge. Next to it were three little letters lightly cast into the housing. "OIL"

"What?" I thought. "I didn't realize that. You mean you have to oil the generator?"

Hmm, slowly the light bulb came on in my mind. For the thousands of miles I'd owned and driven my XK-

against the pulley tension to get the bolts to go into the holes. Finally, the generator was back in, the wheel was on and I could wipe the grease off my hands and reach for Mabel's starter button.

"Voila!" Problem solved. No more noisy generator.

And so, it was smiles and hugs and fair wells as Lisa and I climbed in Mabel around three that afternoon to begin our long voyage back home.

I was now relaxed and happy to be heading home at last. It had been a wonderful vacation adventure but now I was looking forward to a comfortable, eventless cruise down I-5 to the Bay Area.

What I didn't know is that the most challenging part of our trip lay just ahead.

----- TO BE CONTINUED -----





Joan Gleadle was the wife of John Gleadle. They joined the club in the late 60's and were constant members until John passed in 2010.

The Passing Lane John and Joan held many positions within the club over the years. In the 70's John was the Chairman for our JDRC/NWA group that participated in being corner workers at the SCCA Sports Car Races at Pacific Raceway. John was also Chief Judge for many years.

They had many club events at their home in Woodinville and on the great lawn in front of their last home on Camano Island.

They owned several Jaguars including a Mark VII, XJ6, XJR and an E-type 2+2.



From a diverse selection of fine, classic Jaguar examples available from our showroom...



1971 XJ6 4.2 Sedan
VIN: 1L616198W

1963 Mark II 3.8 Sedan
VIN: P220371

1959 XK150S 3.4 DHC
VIN: T838092DN

1965 XKE Series I 4.2 OTS
VIN: 1E10758

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Our services are for the Jaguar enthusiast who wants the restoration done their way. Here, you set the standards and specifications and any other options and features you desire. Once set, we'll put our staff of dedicated craftsmen to work on making your personalized Jaguar vision a reality!

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• CONCOURS PREPARATION

PRE-SHOW: Before your Concours event, ask us to pre-judge your car, and we'll tell you what it needs to reduce deductions in scoring. Let us do a complete detail to prepare for your Concours! POST-SHOW: After the show, bring us your score sheets, and we'll give you an estimate for correcting any deductions you may have received.

Behold: Jaguar's I-PACE, a five-seat SUV. Here it looks somewhat similar to Tesla's Model X.



Jaguar

See what I mean?



Tesla

The I-PACE is a preview of Jaguar's electric, five-seat production car coming in 2018. That production car will be Jaguar's first ever battery-powered vehicle. The brand new red I-PACE debuted at the Geneva Motor Show in March.

The car features a "cab-forward design." Jaguar was able to execute this design because the car doesn't need an engine upfront.



Reuters/Lucy Nicholson

Jaguar said in a statement that taking a cab-forward design

approach frees up room in the interior to make it more spacious.



Jaguar

The I-PACE's design is why many will consider the vehicle a crossover SUV. It has a compact body and is fairly low to the ground for a traditional SUV, but it still seats five while offering plenty of cargo space.

Newspress

The Jaguar I-PACE has the same suspension system as the F-PACE, which [Business Insider's Matt DeBord](#) called "the most beautiful SUV on planet Earth" in 2015.

Jaguar has admitted the design it chose is unique in that sense. "The I-PACE Concept is, however, something altogether new: not a traditional sports car, saloon or SUV and absolutely not a traditional Jaguar," the automaker wrote in a press statement.

Jaguar

The car comes with a 90 kWh battery pack that powers two, 200 hp electric motors sitting over each axle.



Jaguar

JAGUAR IS RELEASING ITS TESLA RIVAL IN 2018—AND IT'S STUNNING! - From Business Insider

Jaguar claims the car has a range of 220 miles, allowing it to compete most closely with the Model X 75D that offers 237 miles of range and starts at \$85,500.



Reuters/Lucy Nicholson

There's no word on how much the Jaguar electric SUV will cost yet, so it's hard to really compare it to the competition just yet. But Joe Eberhardt, CEO of Jaguar Land Rover North America, said in a Business Insider interview it will be comparable to luxury offerings from brands like Porsche.

Jaguar

As [Business Insider's Benjamin Zhang](#) pointed out, that means you're looking at an asking price north of \$50,000, which, again, not to beat a dead horse, really places it as a competitor with the luxury Model X in both offerings and price.

Jaguar said the car will offer 400 hp and 516 lb./ft. of torque, allowing it to accelerate to 60 mph in 4 seconds. That outpaces the Model X 75D and 90D, which can accelerate to 60 mph in 6 seconds and 4.8 seconds, respectively.

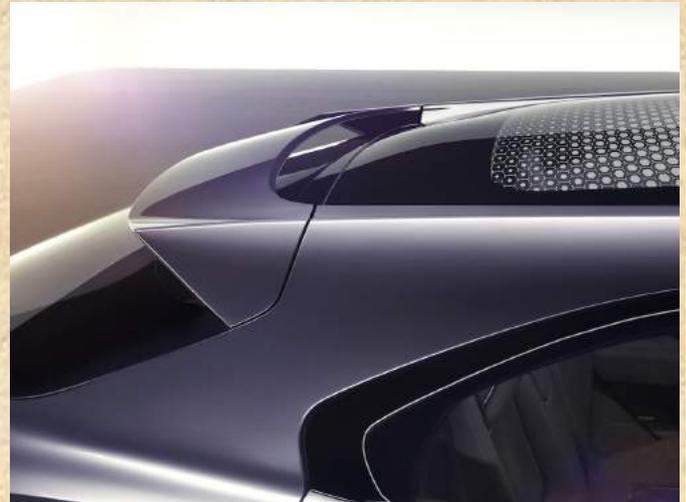
Jaguar

The I-PACE comes with a rear spoiler...



Reuters/Lucy Nicholson

... And a full-length panoramic sunroof.



Jaguar

Using a 50 kW DC rapid charger, it will charge the car in two hour



Jaguar

The interior itself is striking. The seats are made of fine Windsor leather that matches the light color palette used inside.



Jaguar

JAGUAR IS RELEASING ITS TESLA RIVAL IN 2018—AND IT'S STUNNING! - From Business Insider

The cockpit comes with two touchscreens on the center console.



Jaguar

The traditional driver's instrument was also replaced with a virtual screen that can be controlled using buttons on the steering wheel. The buttons offer haptic feedback when in use.

Jaguar

Here's another shot of the cockpit, which was finished with dark walnut veneers.



Jaguar

It's easy to see the attention to detail, from the stitching on the seats...



Jaguar

... To the seamless integration of metal and wood...



Jaguar

... To Jaguar's personal engraving etched with laser on the instrument panel's wood surface.



Jaguar

From what we know about the car so far, it seems Jaguar's car has the potential to be a real contender in the electric car space when it arrives in 2018.



CAR CARE PROGRAM FOR FAVORABLE DRIVING CONDITIONS. See Inside Front Cover For Unfavorable Conditions.

CRANKCASE					TRANSMISSION					DIFFERENTIAL					FUEL TANK	RADIATOR	
Model	Capacity Quarts	LUBRICANT			Model	Capacity Pints	LUBRICANT			Model	Capacity Pints	LUBRICANT			Capacity Gals	Capacity Quarts	
		Symbol	SAE GRADE Above 90°F	SAE GRADE 90 to 32°F			SAE GRADE 32 to 10°F	Symbol	SAE GRADE Above 32°F			SAE GRADE 32 to 10°F	Symbol	SAE GRADE Above 32°F			SAE GRADE 32 to 10°F
All	6.6	MS	←10W/20W/30→			Automatic	18	←TF→			MP	90	90	1966-67 16 1/2 Others 14 1/2	"2.4" 11 1/4 "3.4" "3.8"		
			40	or 30	20W	Conv Trans with Odriv	3 4 3/4	MS	30	30						"2.4"	3
						4-Spd, All synchromesh	3	MP	90	90						"3.4"	3.2, 4.2

SAE 20W/40—Also recommended by car manufacturer.
BELOW 10°F—See "Low Temp Operation" in Service Guide.

DASH ARROWS—Optional equipment, or different service for different models.
STUB ARROWS—Service same as like point left side.

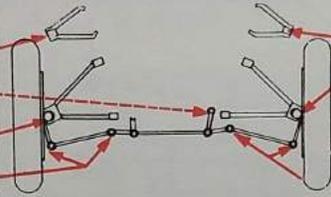
RADIATOR: 1 qt additional with heater.

SERVICE EVERY 60 DAYS

All Points Listed Below

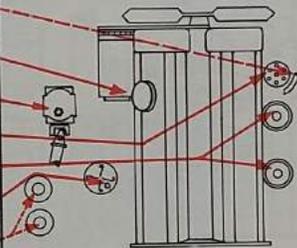
FRONT END POINTS

LUBRICANT	SERVICE	POINT
CG	1 fitting each	STEERING BALL JOINT, UPPER
CG	1 fitting	STEERING IDLER
CG	1 fitting each	STEERING BALL JOINT, LOWER
CG	2 fittings each	TIE ROD



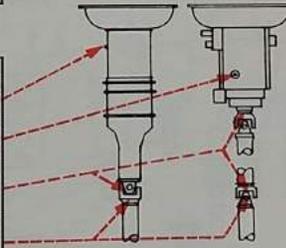
UNDER HOOD POINTS

LUBRICANT	SERVICE	POINT
See Table	check level	AUTOMATIC TRANS (Late)
See Table	drain, refill	(1) CRANKCASE
MP SAE 140	check level	(2) STEERING GEAR (Manual)
Oil SAE 30	3 or 4 drops	(3) DISTRIBUTOR Under Rotor
Oil SAE 30	2 oil plugs	(4) CARBURETORS
TF	check level	POWER STEER RESERVOIR
BF	check level 2 reservoirs	(5) HYD BRAKE & CLUTCH TANKS 1 reservoir On Automatic Drive models



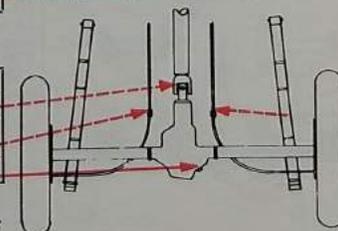
CENTER CHASSIS POINTS

LUBRICANT	SERVICE	POINT
See Table	check level	(6) CONV TRANS & OVERDRIVE
See Table	check level	(7) AUTOMATIC TRANS (Early)
MP SAE 140	1 fitting ea	(8) UNIVERSAL JOINTS
CG	1 fitting	SHAFT SPLINE Automatic Trans and Overdrive only



REAR END POINTS

LUBRICANT	SERVICE	POINT
MP SAE 140	1 fitting	(8) UNIVERSAL JT
CG	1 or 2 fittings	BRAKE CABLE
See Table	check level	DIFFERENTIAL



COOLING SYSTEM DRAIN: Radiator Cock, under hood, handle at top left side of radiator. Cyl Block Cock, under hood left side, rear.

HOIST INSTRUCTIONS

Frame Contact Hoists
Car Frame: Type B

CHECK CLEARANCE AND SECURITY

NO LUBRICATION REQUIRED

- Fan-water pump unit
- Generator w/o oil hole
- Power steer gearbox
- Prop shaft spline
- Rear springs (inserts)
- Starter
- Steer idler w/o fitting
- Univ joints w/o fittings

NOTES FOR 60 DAY SERVICES

NEW CAR BREAK-IN: Drain crankcase at first 500 mi. Drain conv trans and odrive at first 1000 mi.
 (1) CRANKCASE OIL FILTER: Change at drain giving nearest to 4000 mi service from filter.
 (2) STEER GEAR: Fill to level of hex plug. Adjustable Steer Wheel Lubricate when adjustment is sticky. Extend wheel fully, compress spring under wheel to expose spline and felt washer. Apply HO to felt, coat splines lightly with CG. Wipe off excess.
 (3) DISTRIBUTOR: Also apply 2 or 3 drops oil SAE 30 through hole at edge of breaker plate.
 (4) CARBURETOR: Remove plug on top of each carburetor and fill piston chambers.
 (5) HYD BRAKE & CLUTCH: Maintain level 1/4 to 1/2 inch from bottom of filler hole. Clean around cap before removing. Disconnect wires some models.
 (6) TRANS-ODRIV: Drain 2 drain plugs. Refill At transmission. Drive rear axle with engine. Refill.
 (7) AUTOMATIC TRANS: Pull back floor mat on tunnel and remove cover to reach filler-dipstick.
 (8) UNIVERSAL JOINTS (With Fittings): Use low pressure hand gun.
 CARBURETOR AIR CLEANER: Dry Type Clean and test. Replace when cracked or clogged. Oil Types Inspect. Service when dry or dirty.
 CONTROLS: Operate pedals and gearshift. Lubricate linkage if squeaking or hard to operate.
 BODY LUBRICATION: Refer to Body Diagram.
 CAR CARE INSPECTION: Refer to Check List.

SERVICE EVERY 6 MONTHS

(Not to Exceed 5,000 Mi)

CRANKCASE VENT (1963-67): Remove and clean vent hose and tubing from front of engine to air cleaner.
 GENERATOR (With Oil Hole): Apply 3 or 4 drops oil SAE 30 through oil hole in rear bearing end cap.
 REAR SPRINGS (Without Inserts): Apply PO on spring leaf ends.
 REAR WHEEL BRGS: Apply WB at fitting until lube appears at vent on rear of axle.

SERVICE ONCE A YEAR

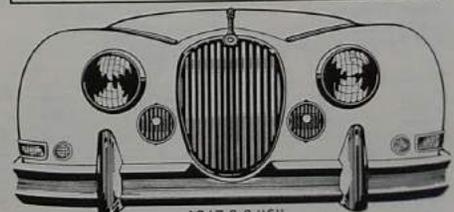
(Not to Exceed 10,000 Mi)

GEAR CASES (Differential, Conv Trans, Odriv): Drain, refill. Overdrive Remove and clean pump screen. Limited-Slip Diff Use only MP recommended for this unit.
 FRONT WHEEL BRGS: Clean, repack.
 SPEEDOMETER, TACH CABLES: Lubricate.

SERVICE EVERY 2 YEARS

(Not to Exceed 20,000 Mi)

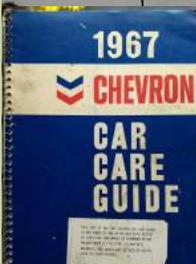
AUTOMATIC TRANS (Borg-Warner): Drain refill.



1956-67

JAGUAR

2.4 Litre, 3.4 Litre, 3.8 Litre



SYMBOLS See Inside Front Cover.

FROM THE 1967 CHEVRON CAR CARE GUIDE —

CAR CARE PROGRAM FOR FAVORABLE DRIVING CONDITIONS. See Inside Front Cover For Unfavorable Conditions.

CRANKCASE					TRANSMISSION					DIFFERENTIAL					FUEL TANK	RADIATOR	
Model	Capacity Quarts	Symbol	LUBRICANT			Model	Capacity Pints	Symbol	LUBRICANT		Model	Capacity Pints	Symbol	LUBRICANT		Capacity Gals	Capacity Quarts
			Above 90°F	SAE GRADE 90 to 32°F	32 to 10°F				Above 32°F	32 to 10°F				Above 32°F	32 to 10°F		
XK-E	9	MS	←10W/20W/30→			Automatic	18	←TF→		All	3 3/4	MP	90	90	16 3/4	19 1/4	
Mark 10	7.3		40	30	20W	Conv Trans with Odriv	3	MS	30								30
						4-Spd, All synchromesh	3	MP	90	90							

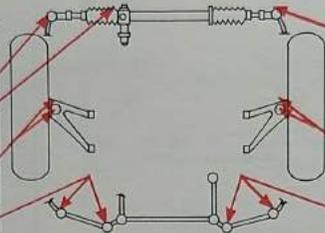
BELOW 10°F—See "Low Temp Operation" in Service Guide.

SERVICE EVERY 60 DAYS

All Points Listed Below

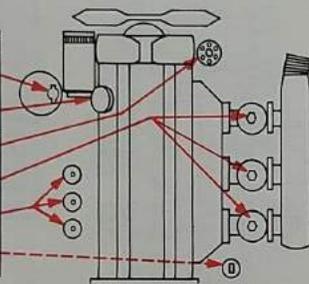
FRONT END POINTS

LUBRICANT	SERVICE	POINT
XK-E		
CG	2 fittings	TIE ROD
CG	1 fitting	(1) STEERING GEAR
ALL MODELS		
CG	2 fittings each side	BALL JOINTS Upper & Lower
MARK 10		
CG	2 fittings ea	TIE ROD



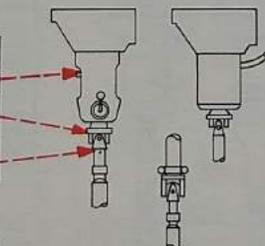
UNDER HOOD POINTS

LUBRICANT	SERVICE	POINT
TF	check level	POWER STEER TANK Mark 10
See Table	drain, refill	(2) CRANKCASE
Oil SAE 30 or 4 drops	hole in spindle	(3) DISTRIBUTOR Under Rotor
Oil SAE 20	3 oil plugs	(4) CARBURETORS
BF	check level 2 or 3 tanks	(5) HYD BRAKE & CLUTCH TANKS
See Table	check level	AUTOMATIC TRANS Mark 10



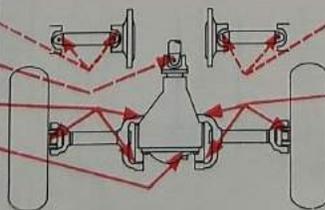
CENTER CHASSIS POINTS

LUBRICANT	SERVICE	POINT
See Table	check level	(6) CONV TRANS TRANS-ODRIV
CG	1 fitting	(7) UNIVERSAL JT Early XK-E
CG	1 fitting	(7) SHAFT SPLINE Early XK-E



REAR END POINTS

LUBRICANT	SERVICE	POINT
CG	2 fittings each side	(8) HALF-SHAFT UNIV JOINTS
CG	1 fitting	(7) UNIVERSAL JT Early XK-E
CG	3 fittings each side	WISHBONE PIVOT BRGS
See Table	check level	DIFFERENTIAL



COOLING SYSTEM DRAIN: Radiator (XK-E) Cock, under car, on bottom tank left side. (Mark 10) Cock, under hood, handle at top right side of radiator, Cyl Block Cock, under hood left side, rear.

HOIST INSTRUCTIONS

Use Hoists Car Frame—Type F

CLEARANCE AND SECURITY

WEIGHTS See Inside Front Cover.

NO LUBRICATION REQUIRED

Fan, water pump
Generator (Some)
Power brake unit
Power steering gearbox Mark 10
Prop shaft assembly Mark 10
Starter
Steer idler arm Mark 10
Steer column UJs
Univ joints w/o fittings

*RADIATOR: Capacity includes heater.

FUEL TANKS (Mark 10): Capacity left tank 12 gals, right tank 12 gals.

NOTES FOR 60 DAY SERVICES

NEW CAR BREAK-IN: Drain crankcase at first 500 mi. Drain conv trans and odrive at first 1000 mi.

(1) **STEERING GEAR (XK-E):** Use taper tip gun. Avoid pressure.

(2) **CRANKCASE OIL FILTER:** Change at drain giving nearest to 4000 mi service from filter.

(3) **DISTRIBUTOR:** Also apply 2 or 3 drops oil SAE 30 in opening at edge of breaker plate.

(4) **CARBURETOR:** Remove hex plug on top of each carburetor and fill piston chambers.

(5) **HYD BRAKE & CLUTCH TANKS:** Maintain level at "Full" mark. Disconnect wires to remove brake cylinder caps, install wires after servicing; they operate warning light on dash when fluid is below safe level.

(6) **TRANSMISSION:** Fill to level of plug. Mark 10 Reach from under car. XK-E Reach from inside car. Remove seat cushion, move seat to rear, lift carpet and remove plate from left side of floor tunnel.

TRANS-ODRIV (Mark 10): Make-up Add through transmission. **Drain** 2 drain plugs. Remove and clean filter, accessible through overdrive drain hole. **Refill** Fill through transmission. Drive rear axle with engine to distribute lubricant. Recheck level.

(7) **UNIV JOINT & SHAFT SPLINE (XK-E With Fittings):** Use low pressure hand gun. Reach from inside car, same as described in note 6 above.

(8) **HALF-SHAFT UJ: With Fittings** Use low pressure hand gun only **With Plugs** No lube required. **CARBURETOR AIR CLEANER: Dry Type** Clean and test. Replace when cracked or clogged.

CONTROLS: Operate pedals and gearshift. Lubricate linkage if squeaking or hard to operate.

BODY LUBRICATION: Refer to Body Diagram.

CAR CARE INSPECTION: Refer to Check List.

SERVICE EVERY 6 MONTHS

(Not to Exceed 5,000 Mi)

CRANKCASE VENT (1963-67): Remove and clean vent hose and tubing from front of engine to air cleaner.

GENERATOR (With Oil Hole): Apply 3 or 4 drops oil SAE 30 through oil hole in rear bearing end cap.

SERVICE ONCE A YEAR

(Not to Exceed 10,000 Mi)

GEAR CASES (Differential, Conv Trans, Odriv): Drain, refill. Limited-Slip Diff Use only MP recommended for this unit.

FRONT & REAR WHEEL BRGS: Clean, repack.

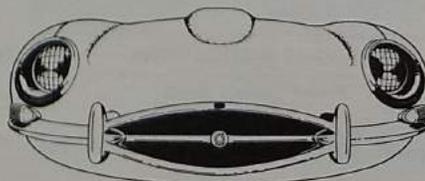
SPEEDOMETER, TACH CABLES: Lubricate.

SERVICE EVERY 2 YEARS

(Not to Exceed 20,000 Mi)

AUTOMATIC TRANS (Borg-Warner): Drain, refill.

Services marked † are Mechanic's Jobs.



1962-67

JAGUAR

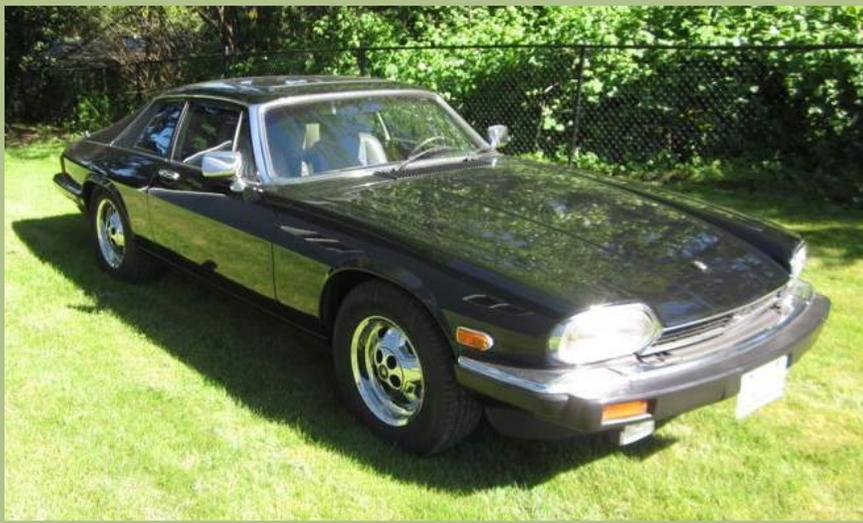
XK-E and Mark 10



jaguar parts for sale



We have a complete XK 120 set of seat frames; SS1 valve cover; numerous other valve covers, engine and brake parts; skirts, and lots of other parts. Wr.young@live.com or call Bill at 425 641 7529 ⁷⁻¹⁷



I am selling for my sister. This was her husbands car and she has to sell it. The car is in great shape, has 66,900 miles on it and it has a V-12 engine. It has new tires and new brakes, and has always garaged or covered. acheson5@comcast.net Michael 425-478-3445 ¹⁰⁻¹⁷



FOR SALE—

Excellent as new ORIGINAL blue vinyl owners manual cover for most 1950s models see attached image.. club price \$100.00 usd + shipping. available until Nov 5 after which they will be listed on eBay for more.

Godfrey

[250-415-](tel:250-415-)



FOR SALE:

2000 XJ8 for sale. Car owned by former import shop owner and impeccably maintained. 116K miles. Near perfect condition inside and out. Beautiful driving car, no squeaks or rattles. Transmission has no forward gears and recent back injury prevents me from repairing the car. Engine has had timing chain updates and absolutely no fluid leaks. Everything works, A/C, ABS, Traction Control, CD player, heated seats front and rear, etc. Great sound system. Good tires and battery. All manuals, spare keys, etc. Would love to see this car go to a new home rather than the wrecking yard or crusher. \$600 or best offer. Contact Mike, drmendbenz@comcast.net or 425-879-7888.



FOR SALE:

Seeking a good home for a 1977 Jaguar XJ12L that I need to sell. It is in very good condition, with the exception of some minor scratches and paint blemishes and the fact that it doesn't run well. I've taken it to my mechanic and after some effort diagnosing the issue, he determined that there is rust in the fuel system. He recommends new fuel tanks and cleaning the fuel system. Except for that, it is really a very nice car with low mileage. The interior is in excellent condition. It just requires more space, energy, time and passion than I have to give to it at this time. Please come look at it in Port Orchard and make an offer.



Michael 360-286-0338 mhedt@yahoo.com

FREE

FREE:

I have a right front fender, a front bumper skin and a new set of brake pads. The body parts are used but I believe they are in good shape. They were bought for a 1996 XJ6. I would like to give them to some one who could use them.

Contact Dave islbeachbum@yahoo.com

FOR SALE:

1985 Jaguar XJ6 VDP. California car. Totally original. Second owner since 1990. Garaged since new. Silver sand beige/doeskin interior. Serviced by Sovereign Motors/Classic English Cars. Collector



plates. Driven regularly. Recent service/head gasket at Silk Cat Jaguar. JCNA previous scores Class 12 91.85/Driver's Class 6 9.841. Includes Jaguar Manuals, Parts Manuals and \$2500+ of new and used parts. \$3500

Gordon avauthor@outlook.com



JAGUAR HERITAGE

Production Record Trace Certificate number 37616
Prepared for Mr Steven R Miller

We certify that the following is an extract from an original Car Record Book:

Make and model	Jaguar XK 150 3.4 litre
Body style	Fixed-head coupe, left-hand drive
Date of manufacture	23 March 1959
Chassis number	S 836140 BW
Engine number	V 6689-S
Body number	J 9973
Gearbox number	JBX 1402 A
Transmission	Automatic
Exterior paint colour	Cream
Interior trim colour	Red
Hood (soft top) colour	Not applicable
Original distributor	Jaguar Cars, New York, USA
Original dealer	Not recorded
Date of dispatch	11 April 1959
First owner	R L Weiss PE, Encino, California, USA
Registration mark	Not recorded
Remarks	

This certificate was issued by the JDHT on 13 May 2013

Andrew Diller Classics - Jaguar Heritage Archive



FOR SALE:

My name is Pat Graybeal-Miller. My husband Steve Miller was a member of the Club briefly before his death in 2013. He left me with a partially restored 1960 XK 150 (with automatic transmission) which should be completed by August 31st. He purchased it from Britsport in Ballard about 10 years ago. It is being painted silver and will have burgundy leather Upholstery.

Seeking a good home for a nearly newly restored 1960 XK 150 Email me at graybealmiller@icloud.com