



# JagMag

**March 2019**

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

**Vol 63 Issue 3  
In this issue**

**Screamin' Sedan Deals  
Jaguar Model Name Logic  
Proud to be an Amateur  
The Best of Britain  
Progressive Dinner**

*Photo of Mark Jones and Frank Brockman by Ernie Umemoto*



## TWO JUDGES TRAINING SESSIONS

**Sun. Mar 17, noon—2p, Pyramid Alehouse, 1201 1st Ave S, Seattle**

**Sat. Apr 6 noon—3p, Heron's Key, 4340 Borgen Blvd, Gig Harbor**

New and seasoned judges and members who want to see how judges judge their Jags at our concours, join Chief Judge Zane Ware at the two training sessions.

The first is Sunday, March 17, noon at Pyramid Alehouse, 1201 1st Ave S in Seattle. Zane will go over his PowerPoint talk covering the new concours changes. Parking is free if parked in back or front of their building across from T-Mobile Field. Order lunch (the fish and chips are great!), and they might have green beer on that St. Patty's Day too.

The second is Saturday April 6 at a community meeting room at Heron's Key as guests of Bob and Ann Alness. The address is 4340 Borgen Blvd, Gig Harbor. There will be a cost for lunch.

Come and enjoy members who love Jaguars! Please confirm attendance and find out about driving directions to Heron's Key and parking instructions: Zane Ware, Chief Judge, 206 650-3190



## **2 -1/2-DAY, 2-NIGHT OLYMPIC PENINSULA LOOP TOUR**

Friday, June 7 through Sunday, June 9

**Accommodations** Friday evening, June 7, meet and stay in Ocean Shores at Shilo Inn Suites. Saturday evening, June 8, Port Angeles Red Lion Hotel. Reservations: Shilo Inn (360) 289-4600, mention the Jaguar car club, special group room rates, \$149/per night for a Single King Junior Suite or a Double Queen Junior Suite. Red Lion Hotel (360) 452-9215, mention the Jaguar car club, special room rates, \$189/per night for either Exterior Room or Standard Room and \$214 for a Premier Water View Room.

**What to Expect** Participants drive to Ocean Shores any way they'd like. We'd like to encourage caravanning to this motel, if people are interested. Check-in is 4:00PM, but if you'd like to get there early, there are a few unique things that Ocean Shores offers, including the ability to drive on the beach. We'll have a special parking area at this motel as well as a "car washing station."

The official beginning of this multi-day activity will be a Friday, June 7 7:00PM group dinner get-together at the Shilo Inn's restaurant.

The actual drive will begin Saturday, June 8th at 9:00AM with a brief drivers meeting at 9:00AM, after check-out and breakfast, and as organizer Doug Jackson says when he goes on motorcycle rides, "It's full tanks and empty bladders, before we start." Contact [douglasejackson@hotmail.com](mailto:douglasejackson@hotmail.com), 206-284-1732

# WHAT'S UP?



## Greetings from President Debbie Read

Hi Everyone,

2019 is off to a great start. The progressive dinner in Madison Valley in early February was, thanks to our own Joey Manley and Michael Watts of The Pretty Fork, outstanding.

I highly recommend this event in the future to all! Act fast though as it sells out quickly. There is much to look forward to locally, nationally and internationally. There are drives, tours, concourse and car shows. Jaguar Clubs of North America will be holding their Annual Meeting in Mahwah, New Jersey in March. Although we do not have a delegate going this year, I would like to thank Carole Borgens and Barbara Grayson, JCNA Northwest Regional Representatives for acting on our behalf.

We also have opportunities to use our passports. There is an All British Field Meet in the beautiful VanDusen Botanical Gardens in Vancouver, B.C. and a stand-out weekend in Victoria, Jaguars on the Island. (JOTI) Check out the *Jag Mag* and the website frequently to keep up with events this year. And please contact any board members with ideas of your own, especially VP Activities, Jim Sanders—jsandersfaia@comcast.net and VP Tech, Ernie Umemoto—theumees@gmail.com.

*Seattle Jaguar club members captured their snow cats in February; Ray Papineau left photo and Michael Watts right. Were you aware of black jaguars*



**Spring Thing and other changes** If you have made plans to participate in Seattle Jaguar club events based on the calendar entries in previous *JagMags*, please recheck the calendar and announcements in this issue and look for more up-to-date emails.

**Whidbey Spring Thing** Spring Thing will now be Saturday, May 11 on scenic Whidbey Island, organized by Zane Ware and Vickie Kollmar with stops at the garages, shops and collections of other Island members. **Ron Smith event postponed; replaced by Judges Training**

The previously-scheduled April 6–or 7 visit to Ron Smith's house is postponed and replaced by the Saturday April 6 Judge's Training session at the beautiful Gig Harbor retirement community that is home to Bob and Ann Alness. See article on page 2.



**Are you receiving your emails from the club?** If you are receiving one or two emails a month about events from the club, that's fine. But if you have not been receiving emails at least monthly, please send your correct email address to [membership@seattlejagclub.org](mailto:membership@seattlejagclub.org)

### **Contributed by President Debbie Read**

Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!—Bill Hancock

**Cover: Screamin' deals on sedans** We have heard that sedans generally, and Jaguars specifically, are not selling well. One dealer told me, "I would make anybody a screaming deal on this XE." Seattle Jaguar club member John Mangan discovered exactly that when he bought his new XE. Plus, the dealer gave him a great trade-in offer on his 2006 S-Type and 2005 X-Type Sport Wagon, both familiar sights at club events.

John and Sondra's XE is the 25T R Sport AWD model and trim in Loire Blue with Eclipse Blue and black interior and a huge sunroof. If you haven't driven one, you should. John is impressed with how well it drives, as is Jeremy Clarkson, who says, "If you leave this car's gearbox in Sport mode it's a better buy than anything BMW, Audi or Mercedes will sell you for the same money."



# CALENDAR

## MARCH 2019

**Thu Mar 7** 7p board meeting. Yankee Grill, One Grady Way, Renton. Contact Debbie Read.

**Sat Mar 9** 11a Georgetown Steam Plant tour. Get there early. Think steampunk, Jules Verne, movie set, history, huge machinery. You must get directions from the website: [www.georgetownsteamplant.org](http://www.georgetownsteamplant.org) Contact Ernie Umemoto, [theumees@gmail.com](mailto:theumees@gmail.com)

**Sun Mar 17** Noon to 2 p first Judges Training, Pyramid Alehouse, 1201 1st Ave S, Seattle. Contact Zane Ware, [jagsforus@aol.com](mailto:jagsforus@aol.com).

**Sat Mar 23** Jaguar Clubs of North America, Annual General Meeting, Jaguar Land Rover North America, Mahwah, NJ.

## APRIL 2019

**Thu Apr 4** 7p. board meeting. Location TBD. Contact Michael Watts.



**Sat Apr 6** noon-3p, second Judges Training, Heron's Key, 4340 Borgen Blvd, Gig Harbor. Contact Zane Ware, 206-850-5996.



**Sat Apr 13** 10a Griot's Garage Flagship Store, general meeting and presentation by Kurt Jacobson about the March, 2019 Amelia Island Concours, auctions and related events. Optional lunch following at BJ's Restaurant and Brewhouse, 1.2 miles away on the south end of the Tacoma Mall. Contact Kurt Jacobson, 253-229-6905.

**Sat Apr 27** Tulip Rallye. 8a registration opens; 9:30a drivers meeting. Cascade Mall, South Burlington Blvd, Burlington. Contact [tuliprallye.org](http://tuliprallye.org)

## MAY 2019

**Thu May 2** 7 p.m. board meeting. Location TBD.



**Sat May 11** Spring Thing Whidbey Island tour. Visit Jaguar collections and garages, contest with roadside clues, dinner following. Contact Zane Ware, 206-650-3190 or Kurt Jacobson 253-229-6905.

**Sat May 18** 7 a.m.—4:30 p.m. Vancouver All British Field Meet, VanDusen Botanical Garden. **Sat May 19**, 8:30 a.m. to 3 p.m. Vancouver-Whistler All-British Run, starting from Park Royal, West Vancouver. [www.westerndriver.com/?page\\_id=10937](http://www.westerndriver.com/?page_id=10937)



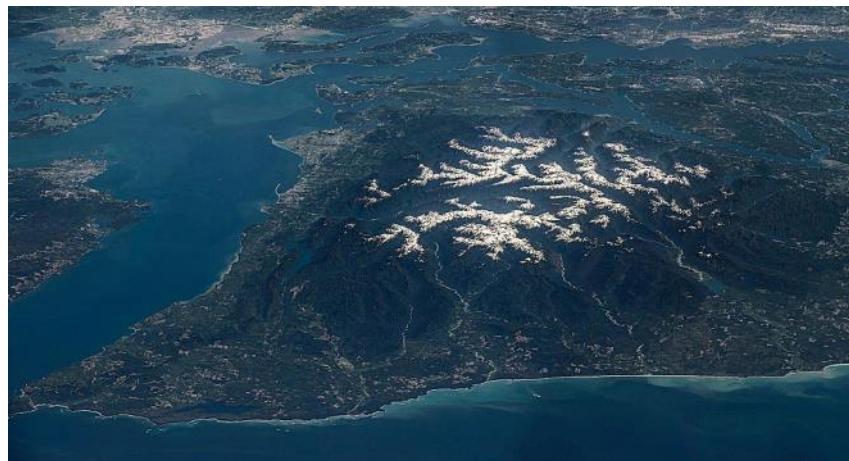
## JUNE 2019

**Thu Jun 6** 7p board meeting. Location TBD.

**Fri Jun 7—Sun Jun 9** Olympic Peninsula Loop Tour starting with a Friday night stay in Ocean Shores, Saturday night in Port Angles and finishing near Shelton at Ridge Motorsports Park. See complete description on page 3.. Contact Doug Jackson, douglasejackson@hotmail.com or Jim Sanders, jsandersfaia@comcast.net.

*Photo: Geekwire*

**Sat Jun 29** TBD Greenwood Car Show. Contact Glen Read.



## JULY 2019

**Sat Jul 13** Chuckanut Drive tour and lunch with the Canadian XK Jaguar Register & Classic MG Club and probably MG Car Club Northwest Centre. Contact Kurt Jacobson or Jim Sanders.

**Thu Jul 11** 7 p.m. board meeting. Date moved due to conflict with 4th of July holiday. Location TBD. Contact Bob Book.

**Sat Jul 20** 8 a.m. Western Washington All British Field Meet, Saint Edward Park, Kenmore WA. [wwabfm.com](http://wwabfm.com) Contact Kurt Jacobson.

**Fri Jul 26-Sunday Jul 28** Jaguars on the Island weekend, at Windsor Park Oak Bay / Victoria. Cocktail party Friday. July 27 concours and awards banquet Saturday. Tour, brunch and a JCNA sanctioned slalom Sunday. [www.vijaguars.ca/wp/jaguars-on-the-island-welcome](http://www.vijaguars.ca/wp/jaguars-on-the-island-welcome)



## AUGUST 2019

**Thu Aug 1** 5 p.m. JDRC Jaguars on the Green concours field setup, and 7 p.m. board meeting, probably at Johnny's Dock restaurant, Tacoma WA. Contact Ray Papineau.

**Friday Aug 2** JDRC Jaguars on the Green hospitality event, Best Western Plus Tacoma Dome Hotel.

**Sat Aug 3** JDRC Jaguars on the Green Concours at LeMay—America's Car Museum, followed by awards ceremony at Best Western Plus Tacoma Dome Hotel. Contact Ray Papineau.

**Sat Aug 24** JCNA-sanctioned Canadian XK Jaguar Register & Classic MG Club Concours, 50th Anniversary Heritage Classic weekend, South Surrey/White Rock. [www.jaguarmg.com](http://www.jaguarmg.com)

**Sun Aug 25** 11 a.m.-3p.m. San Juan Island Concours, San Juan Vineyards, 3136 Roche Harbor Rd, Friday Harbor. Contact Ray Papineau.

## SEPTEMBER 2019

**Sat Sep 7 (NOT Labor Day weekend)** JOCO JCNA-sanctioned concours weekend, part of Sep 7-9 Portland All British Field Meet. [www.abfm-pdx.com](http://www.abfm-pdx.com). — **Sun Sep 8** JCNA-sanctioned slalom. Inquire at Jaguar tent Saturday for starting times and eligibility.

**No date set yet** Fall Colors Tour.

**No Date Yet** JDRC JCNA-sanctioned slalom, Emerald Downs, Auburn WA. Contact Bob Book

## OCTOBER 2019

**Thu Oct 3** 7 p.m. Board meeting. Place TBD.

## NOVEMBER 2019

**Thu Nov 7** 7 p.m. Board meeting. Place TBD.

**Sat Nov 9** General Meeting, your opportunity to plan Seattle Jaguar club events for 2020. Time & Place TBD Think ahead! Get on next year's calendar. What tours, drives, dinners, happenings, do you wish for? What's your idea!

## DECEMBER 2019

**Thu Dec 5** 7 p.m. Board meeting. Place TBD.

**Holiday Party** Date and venue TBD.

# A ROSE, AN IN-DEPTH STUDY OF THE CURIOUS METHOD OF THE NAMING OF JAGUAR MODELS



*Article and photos graciously provided by Stick Holmes (left at last year's Jaguars on the Green) from the his August 2009 article in the San Diego Jaguar Club's Jaguar Tracks magazine.*

The manner in which Jaguar names its models seems, simply put, baffling. But you will be happy to know that after years of painstaking and exhaustive research, I have finally been able to make sense of the matter. Let me try to straighten this mess out for you once and for all.

Since Sir William Lyons dropped the "SS" moniker due to its unwitting reference to Hitler's dreaded Schutzstaffel during World War II, the Marque has been called Jaguar.

At that time, somewhere around 1945, the three Jaguar models available were named for the size of their engines and included a tag "Saloon" to identify it as an enclosed car body style with a separate boot (trunk).

## **Named after a unit of measurement**

Engine size was measured in liters. A liter is defined as a special name for a cubic decimeter which may be further defined as the volume of one kilogram of pure water at 4°C and 760 millimeters of mercury . Now it all begins to make sense! A Jaguar 1.5 Saloon had an engine that could contain 1.5 kilograms of water (although they seemed to leak mostly oil), a Jaguar 2.5 had a 2.5 liter engine and a 3.5 could hold the most water of all.

*Let me try to straighten this mess out  
for you once and for all*

*When a change  
is made to a piece  
of military equipment  
without change  
to the basic design, it  
is called a Mark (Mk)*



So far so good, but when the highbrows at Jaguar came to the realization that eventually they would be forced to put the same engine in more than one Jaguar model, a new approach was adopted regarding the naming of their vehicle models. Having recently been working with the military producing sidecars and other war hardware, they chose to use military terminology.

When a change is made to a piece of military equipment without change to the basic design, it is called a Mark (Mk). The first change is a Mk 1 and so on. The name "Mk V" was chosen by Jaguar as its first model because it was the fifth prototype of the first Jaguar. All previously aforementioned Jaguars were retroactively called a Mk IV. There was no Mk I, II or III.

See? Next would have been the Mk VI but Bentley had already used that name so the Mk V successor became the Mk VII. After that came the Mk VIII, Mk IX, Mk X, and (you guessed it) the 420G. Someone, who must have been under the influence of something, named that last in the series of large saloons after the engine size in liters (old habits die hard), removing the decimal point and adding a zero for good measure, and finally a "G" was added which stood for "Grand" because it was the largest of the large saloons. Large saloons ended production in 1970.

*From top, Rich "Stick" Holmes' Mk IX,  
a Mk IV and a 420G (Wikipedia)*



## **Named after its maximum speed**

Right about the same time the Mk V began production (1948), Jaguar came out with a line of sport cars. These were much more logically named than the large saloons. The first, the XK120 was named after the type of engine it had and the speed it was capable of attaining. Hence the XK120 had an XK engine and could attain a speed of 120 miles per hour. The next in line, the

XK140, could go 140 mph and its successor, the XK150, could go faster than anybody else.

Realizing they would soon run out of speeds (as they had run out of liters in case of the large saloons) Jaguar named the XK150 replacement the “C -Type”. It had an XK engine but let's not complicate things. They could not have called it the A-Type as A and B-Type names were already being used to identify a type of head or cam or something. They decided the “C” would stand for “Competition” as this auto was engineered exclusively for competing on the race circuit.

## **Different names in different countries (XK-E, E-Type)**

The C-Type was naturally followed by the D-Type, then E-Type which they manufactured as a street-legal sport car. In the United States, the E-Type was named the XK-E for no readily apparent reason.

Strangely enough, the successor to the E-Type was not the F-Type or even XK180, but the XJ-S.

Why? No one knows. All I know is the “XJ” stood for Experimental Jaguar and was borrowed from the XJ Saloon (more on that model later) on which it was based. The designation “S” was apparently blithefully pulled out of the air.

*Above: E-Type, XK-E or XKE*

*The designation “S” was apparently  
blithefully pulled out of the air*

## **Named after a suspension?**

Let's jump back in time to the small saloon cars. They came out about the same time as the XK140 and the Mk VII. Having not learned their lesson, the first small saloon was called the 2.4 (here we go with the liters again!) followed by the 3.4. Once again, realizing their error, the successor to the 3.4 was called a Mk2 and the 2.4 and 3.4 were retroactively re-titled Mk 1. (As an aside, Jaguar differentiated between the large and small saloon monikers by using Roman Numerals for the large, and numbers for the small.) The successor to the Mk 2 was the Mk3. Just kidding. It was actually called the 3.8 S-Type and it actually did not replace the ...

### **Mk2.**

When they found it was a little slower, they continued to make Mk2. The "3.8" once again stands for liters this time including the decimal point and excluding the extra zero. The

"S" (some think) stood for "Suspension" since it sported an independent rear suspension unlike the Mk2. The 3.8 S-Type was superseded by the 3.8 T-Type.

Kidding again! It was actually replaced by the 420 (not to be confused with the 420G large saloon).

Some of you might be inclined to think that this car could go 420 mph but this simply is not the case. In fact, once again we're back to liters with missing decimal points and a superfluous zero. That model ended the small saloon line.



*Above: 3.8S*

*Some of you might be inclined to think  
that this car could go 420 mph but  
this simply is not the case*

## *...then the XJ300 which probably was capable of going 300 mph*

Everybody still aboard? Okay, hold on 'cause the going gets a little rougher. The backbone of Jaguar and the replacement of both large and small saloons was the XJ-6. We learned earlier that the "XJ" stands for Experimental Jaguar. Since we can be fairly sure that the car could achieve a greater speed than 6 mph, the "6" must stand for the number of cylinders. Well why not? We used up liters and miles per hour and even used a suspension, why not use the number of cylindrical chambers in which the pressure of exploding gas moves a sliding piston inside the engine block? Problem was, when the next modification came out, it could not be called an XJ-7 since it still had 6 cylinders. Oops. Let's call it a XJ-6 Series II and name its predecessor the Series I. The Series II was followed by the Series III. The successor to the Series III was the XJ 40 which I assume had 40 cylinders and then the XJ300 which probably was capable of going 300 mph.

*Top: XJ Series III.  
Bottom: Michael Watts'  
XJ 40 reminding us  
how snowy  
February 2019 was.*



## **Named after the number of cylinders**

Getting back to the sport car line, the replacement for the XJ-S was the XK8. Whereby the XK8 did not have an XK engine, the “8” rightly stood for the number of cylindrical holes inside the engine block. It was succeeded by a completely different sport car called simply the XK. One would now naturally assume that the new [as of 2009] XK (which also does not have an XK engine) had no cylinders at all. Now, to exacerbate patrons even further, the supercharged models of the older XK8 and the newer XK are both called XKR! [*Old XKR above; newer XKR below*]



Wait, it gets better! Back in 1998, after discerning that Jaguar patrons were not confused enough, Jaguar came out with another model they called the S-Type which in no way resembled the original 60s version except for the oval grill but was given the same name! Let's not forget the XJ220 which, once again, returned us to naming models for their attainable speeds.

Then there's the X-Type and the newest XF. Where did those names come from??!! [*Maybe Stick will tackle the F-TYPE, F-PACE, the electrified I-PACE, the non-electrified E-PACE and XE small sedan. And why they are all capitals? - Ed.*]

*Let's not forget the XJ220 which, once again, returned us to naming models for their attainable speeds.*

Well, I don't have the time to cover all the models Jaguar has manufactured over the years let alone the many other transmutations. I guess, suffice it to say, we Jaguar enthusiasts (confused though we may be) don't care what Jaguar Cars names their product as long as they keep up the good work. You can call the next one Throckmorton for all I care, just keep pumping out the high-quality, luxurious cars chock full of pizzazz like you always have and we'll keep buying them. As Juliet stated, "A rose by any other name would smell as sweet".

I'm glad I could completely clear up the mysteries of this heretofore complex issue for you. Watch for another soul-searching, in-depth article regarding the various body styles available for each model above. Let's see, there's the sedan, saloon, hardtop, coupe, drop head coupe, roadster, convertible, open two seater, and cabriolet for a start..... pip pip!

*We Jaguar enthusiasts (confused though we may be) don't care what Jaguar Cars names their product as long as they keep up the good work*



*Decal photo courtesy Jag-Lovers.org*

# PROUD TO BE AN AMATEUR

By Ron Smith

Perusal of vintage and collector car advertisement is inevitable for the enthusiast, whether shopping, assessing value, or simply participating in the process of vetting via forum such as “Bring a Trailer”. It is often that I run across the description “amateur restoration” and I’m often troubled by the context in which it is used. Although sometimes merely descriptive, it is commonly used as a criticism of the restoration process, implying a less than thorough or questionably “correct” job. Although that may be the case, the likelihood of well-done work is not assured by the fact that it was done in a “professional” shop.

To understand what I mean, consider the origin of the word “amateur”. Originally this was from the Latin, *amator* which means lover. It was modified by the French to our current form (who would know more about love than the French?). The root for the word is love, referring to performing a task for enjoyment rather than for compensation. Although it has taken on other usage over time including the mentioned pejorative meaning, the original form better describes the kind of work that we try to do as stewards of our vintage cars. We do high quality work because we love to do it, and we take whatever pains are necessary to see it done right.

*Author Ron Smith, below left, with another proud amateur, Bob Alness*



So, what differentiates a professional from an amateur? By definition, a professional works for financial compensation. While there is no substitute for experience, practice may allow one to do a job faster, but not necessarily more accurately. The correct process for most restoration tasks can be learned from books, classes, club members, or the internet and most are within the reach of the talented enthusiast. There are always restoration tasks that require a level of expertise or tooling beyond what we can

do in our home shops, but this applies to restoration shops as well. For example, the aluminum door skin on my xk120 project needs some repair. I have access to a local expert who can spray weld aluminum to the defects, or I can remove the skin and have it repaired by an advanced sheet metal specialist. Many professional restorations shops would have the same choice,

or they might just replace the part at the customer's expense, often these days cheaper considering the hourly rate.

Additionally, without hourly compensation we don't have the same concern of cost overruns from labor intensive tasks. Take the example of a friend in our Jaguar club who recently reproduced a piece of metal interior trim for an early E-Type, an unavailable item from any Jaguar supplier. He learned from his own research that the same material was used by Aston Martin and was able to obtain it from them, subsequently manufacturing the part himself. Such an endeavor would be very expensive to have done by a professional shop, and you might not find one interested in doing it. Ehab gets an attaboy on that one!

*Additionally, without hourly compensation  
we don't have the same concern of  
cost overruns from labor intensive task*

I think that most everyone knows these days that it's unusual to have a car restored professionally without having more money in it than it's worth when completed. We all know that there are reasons beyond finances that cars get restored. However, it doesn't take much imagination to see that a restorer or owner, when faced with costs that exceed the end value of the product, may choose to cut costs, so one also needs to understand the circumstances of the restoration.

So the problem with using the term amateur rather than profession as one to differentiate the quality of the job is that it may not work. You always have to know who did the job, what their standards are, and whether any constraints were placed on them in the funding of the project.

At the end of the day, I'm happy to be an *amateur* at the many things I enjoy doing, including auto restoration, and embrace the label as it was originally intended. It also allows me to meet a lot of interesting and wonderful people who share my interests, and who I would never know otherwise.

*So the problem with using the term amateur rather than profession as one to differentiate the quality of the job is that it may not work*



*Yes, an amateur like Ron can have a rotisserie.*

# ROY PRINGLE AND THE BEST OF BRITAIN

In 1958, Roy Pringle left behind his '40 Ford coupe and his graduating class in Port Jefferson, NY, and joined the Air Force. After serving on Okinawa, he was stationed for a year and a half at RAF Mildenhall, Suffolk, England.

While there, he purchased his first English car, a 1939 MG VA Open Tourer, a four-seat, 1548 cc, 54 horsepower car with a fold-down windscreen.

He also met his future wife, Sheila who was a college student at Cambridge. Roy and the MG returned to the U.S. where he sold the car.



*Top: Roy with his then-red 1939 MG VA at RAF Mildenhall.  
Middle and bottom: Sheila in 1962 during one of the coldest winters on record with the repainted BRG MG, with no heater*

Roy took a job in California, bought an MG TD and in a year, Sheila rejoined Roy and they married. They moved on to a 1958 Austin-Healey 100-6. They eventually purchased a more comfortable British car, a 1985 XJ6 Vanden Plas. Among their British cars were an 1997 XJ6, the last year of the in-line six-cylinder engines. Their next Jaguar saloon was a 2004 XJ8 which was replaced by the brand new XF in a rich Aurora Red Metallic that was awarded the “Most Elegant Car” trophy at the 2018 Concours on the Green. They are also members of the Jaguar Car Club of Victoria and enjoy tours.

Sheila and Roy were married in Pasadena, CA. She taught there for 16 years while Roy was a middle school shop teacher. In 1980 they moved to a geodesic dome on Orcas Island where Roy continued teaching. In 2005 they retired and moved to Anacortes, near Skyline Marina.

They enjoyed sailing, including on a Hobie Cat in California here in Washington a 27-foot sloop, which they sold after Roy took up cycling. He joined the Skagit Bike Club, enjoying the company of up to 25 riders peddling 35-40 miles per outing.



*Above: Sheila Pringle in 1965 in Pasadena, with their 1958 Austin-Healey 100-6.*



*Left: JCNA Northwest Representative Carole Borgens poses with Roy and his “Most Elegant Jaguar on the Field” trophy at the 2018 Jaguars on the Green.*



## MADISON VALLEY DINNER



Slick roads dominated initial conversations as the thirteen members and two fill-ins who gathered at the first of three Madison Valley restaurants for the 2019 Seattle Jaguar club progressive dinner. Pussyfooting best describes how we negotiated over and around the icy stretches between our cars and the restaurants. Winter roads weren't a factor for Arlayne and Chris Eseman. Arlayne walked a couple blocks from their waterfront condo on Eagle Harbor on Bainbridge to the ferry terminal in Downtown Seattle where she met Chris near his office, then hailed an Uber ride out Madison. Curt Kyle earned the long-distance blue ribbon for coming from the Lacey area, then carpooling from Tacoma with Cheryl and Kurt Jacobson.

*Clockwise from left: Linda Roberts, Annique Atwater, Cheryl Jacobson, Arlayne Eseman, Samah Sous, Curt Kyle, Joey Manley, Kurt Jacobson, George Atwater, Chris Eseman, Ehab Sahawneh, Glen and Debbie Read. The Atwaters subbed for Greg Rienhold. Photo by Ray Papineau.*

**Pussyfooting best describes how we negotiated over and around the icy stretches between our cars and the restaurants**

*“...a great evening—great food, good company. We can't wait to do it again”*



Organized by club member Michael Watts and joined by his and husband (right foreground next to Curt Kyle and Samah Sous) Joey Manley, through their The Pretty Fork business, the evening featured three dishes at three restaurants with an optional wine pairing. By the time your silverware clinks onto your plate for the last time at the last restaurant, you realize that what might normally seem small portions are more than you can eat after nine courses.



The day before the Wednesday, February 6 event, diners received an email with instructions about the rendezvous restaurant, in this case The Harvest Vine. We next walked to Voilà! Bistrot and finished the evening at Luc, the Thierry Rautureau (Chef in the Hat) restaurant named after his father.



The multitude of simultaneous animated conversations is what made the evening fun. The bad part is that one person can't partake in all of them.

The consensus of the club bon vivants was that we will have another progressive dinner next year. As Glen Read commented on Facebook, “It was a great evening—great food, good company. We can't wait to do it again.”

*Story by Kurt Jacobson. Photos by Jacobson, Ray Papineau and Seattle Business*





## Volunteer Leadership



Jaguar Drivers & Re-  
storers Club  
of Northwest America  
(JDRC/NWA)  
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President—Debbie Read  
Vice President, Activities  
—Jim Sanders  
Vice President, Technical  
—Ernie Umemoto  
Treasurer—Linda Roberts  
Secretary—Chris Eseman  
Past President—Kurt Jacobson  
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Trustee—Ray Papineau  
Trustee—Ehab Sahawneh  
Trustee—Glen Read  
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Sunshine—Open

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# WHY SHOULD YOU BE A MEMBER OF THE SEATTLE JAGUAR CLUB?

The Jaguar Drivers and Restorers Club of Seattle and the surrounding area welcomes enthusiasts with new and old Jaguar cars, in the market, or just fans; Jaguar ownership is not necessary, just a passion for these beautiful cars. Our events appeal to a range of fans and include activities like Jags and coffee, drives, shows, and technical sessions.

Join the club or renew your membership for 2019 for just \$68 a (calendar) year. It includes all of the benefits of Jaguar Clubs of North America (JCNA) which you can find at [www.jcna.com](http://www.jcna.com) plus our local club. The current and past issues of JagMag at [www.SeattleJagClub.org](http://www.SeattleJagClub.org) give the best look at our club. Attend an upcoming event and check out the group. Membership in our local club includes membership in JCNA, and offers the greatest benefit to you through local activities, services and information.

Your membership includes a subscription to the *Jaguar Journal*, the leading North American Jaguar magazine bringing to you the latest news and features on Jaguars and activities in North America.

JCNA and JDRC/NWA members are also eligible for substantial discounts on new Jaguars plus some Land Rovers, and a 5% discount on collector car insurance from Hagerty. You'll also receive updates on local events, drives, and shows in addition to a local eMagazine called JagMag highlighting the Seattle Jag Club activities. Membership gives you the opportunity to participate in a wide range of activities of diverse interests with many events where families take active part too. JCNA Members are eligible for a number of annual championships.

*Our events appeal to a range of fans and  
include activities like Jags and coffee,  
drives, shows and technical sessions*

Jaguar Drivers and Restorers  
Club of Northwest America



Seattle Jaguar Club  
P.O. Box 544, Mercer Island, WA 98040  
SeattleJagClub.org

## MEMBERSHIP INFORMATION

New Member       Renewing

### APPLICANT(S) INFORMATION

Primary member last name:	Primary member first name:	
Current address:		
City:	State:	ZIP Code:
Home phone number:	Email:	Birthday (MM/Day):
Cell phone number:	Ok to receive texts? <input type="checkbox"/> Yes <input type="checkbox"/> No	Past/present occupation:
Partner member last name:	Partner member first name:	
Current address:		
City:	State:	ZIP Code:
Home phone number:	Email:	Birthday (MM/Day):
	Ok to receive texts? <input type="checkbox"/> Yes <input type="checkbox"/> No	Past/present occupation:

### 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 care 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			

### GENERAL INFORMATION – Please check your interests

- |                                                                                                                    |                                             |                                          |
|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Rallies                                                                                   | <input type="checkbox"/> Event organization | <input type="checkbox"/> Drives          |
| <input type="checkbox"/> Tours                                                                                     | <input type="checkbox"/> JagMag assistant   | <input type="checkbox"/> Overnight trips |
| <input type="checkbox"/> Annual concours                                                                           | <input type="checkbox"/> Slalom             | <input type="checkbox"/> Ideas? _____    |
| <input type="checkbox"/> If you are a renewing member, would you like to mentor a new member from your local area? |                                             |                                          |

To join or renew go to [SeattleJagClub.org](http://SeattleJagClub.org)

If you would rather you may complete this form and mail it with a check for \$68 to the address at the top of this form

1-16-2019

2019 JAGUAR F-PACE

# A SPORTS CAR FOR FIVE



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## THE ART OF PERFORMANCE

Vehicle shown: 2019 Jaguar F-PACE S with optional equipment. <sup>†</sup>All prices shown are Base Manufacturer's Suggested Retail Price. Excludes \$1025 destination/handling, tax, title, license, retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. \*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 vehicle pricing and Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC

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# CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

Advertise your Jaguar parts and vehicles here in JagMag. Ads are free for members and **only \$10 for 3 months for non-members**. Clean out your garage and place your ad now. Contact Kurt Jacobson. Classified ads must be Jaguar-related.

## COMMERCIAL ADVERTISING RATES

Advertising requests must be received by the 20th of the month preceding publication. Payment should be sent to Attention: Advertising, Seattle Jag Club, PO Box 544, Mercer Island WA 98040. And the ad should be sent electronically to [jagmag@seattlejagclub.org](mailto:jagmag@seattlejagclub.org).

	Qrtly	Yrly		Qrtly	Yrly
Full Page	\$250	\$950			
Half Page	\$134	\$450			
Third Page	\$100	\$350	Business Card Member	N/A	\$110
Quarter Page	N/A	\$250	Business Card Non-Member	N/A	\$150

### Two Low-Mile Jaguars for sale

**2007 Jaguar XJ-8** White exterior with light saddle interior. Only 21,927 miles.  
\$12,000.

**2012 Jaguar XK-R** Supercharged, white with black leather and suede interior. Only 23,183 miles. \$40,000

I keep complete service logbooks. XK-R has a bumper-to-bumper warranty with over a year and a half to go and is transferable. Contact Gary Perkins, (208) 772-2384. Located near Coeur d'Alene at Dalton Gardens *Editor's note: Gary sent prints which would not reproduce or show the cars well; awaiting digital.*  
*3-2019 pmt pending.*



## Boxes of Jaguar

**Literature and dealer materials** Godfrey Miller is the Seattle Jaguar club's most enthusiastic collector of all things Jaguar whom you probably have never heard of, in part because he lives on Pender Island, B.C. He owns an exotic XJ220, and an XK120 he is re-restoring with primarily NOS parts and has owned a C- and D-Type Jaguar. He is also probably the greatest collector of Jaguar ephemera, including the items for sale; boxes of dealer literature, materials, sales binders, color cards and much more, plus a complete collection of *Road & Track* from the same era, mostly recent-modern models from XJ-S through S- and X-Type. Make Godfrey an offer for some or all materials: arrageus@shaw.ca. *XJ220 photo courtesy Xclusively Jaguar* 3-2019





(Left, top) **For sale, set of Jaguar XJ8 wheels.** Four 18x8 OEM eight-spoke silver finish alloy wheels in excellent condition, with tires, from a 2004 XJ8. Asking US\$500 for the set. Ctc. Roy Pringle, Anacortes WA. email [rfifesky-line@frontier.com](mailto:rfifesky-line@frontier.com). Photos of individual wheels can be emailed to interested party. Jan 2019



(Right, bottom) **For sale, set of Jaguar X-Type wheels.** Four 18x7.5 OEM Aruba ten-spoke silver finish alloy wheels in good condition from a 2007 X-Type. Asking US\$400 for the set. Ctc. Roy Pringle, Anacortes WA. Email [rfifesky-line@frontier.com](mailto:rfifesky-line@frontier.com). Photos of individual wheels can be emailed to interested party. Jan 2019

**1967 3.8 Litre Mk 2 for sale** Second owner, purchased in 1970. Driven (as second car) until 1992, at which time steering and brake issues developed. Car has been on blocks, covered with a tarp and parked in driveway since 1992. Body is in sound condition with exception of small dent, rt. front fender and broken right front window. Original beige paint, black interior. Some areas of rust which appear to be surface only. Service Manual and Spare Parts Catalog available. Can be viewed at my home in Lake Forest Park, WA. Please contact Sharon Brooksbank at 206-365-3517. 2-2019



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31

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