



JagMag

June 2019

Jaguar Drivers
& Restorers Club
of Northwest America

Vol 63 Issue 6

In this issue:

Whidbey, wow!

John Holmes' Spring
Thaw

CALENDAR

JUNE 2019

Thu Jun 6 7p board meeting. Yankee Grille, Renton. Contact Ernie Umemoto.

Fri Jun 7—Sun Jun 9 Olympic Peninsula Loop Tour starting with a Friday night stay in Ocean Shores, Saturday night in Port Angeles 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.

Sat Jun 15 11a show & potluck at Debbie and Glen Read's waterfront home in Edmonds WA. *(Details in this JagMag)*

Sat Jun 29 Greenwood Car Show. Contact Glen Read. At 5:30am, meet at the Fred Myer parking lot, 3rd Ave NW and NW 85th St. We must drive together to the staging area to ensure our Jaguars are parked together. If you are late, call Glen Reed to save a space. Counting both sides of the street, it's a mile and a half of common, strange and exotic enthusiast cars.

Go to the website <https://www.greenwoodcarshow.com/vehicle-registration> and pull up the registration form. **DO NOT SEND IT IN** as instructed on the web page. Instead, send it with a check for \$25 (it goes to charity) made out to Greenwood Knights, NOT to Glen, and send it to Glen Read at 9947 Water St. Edmonds WA 98020. That way Glen keeps all the registrations together and he will take them to the organizer. Must be in Glen's hands no later than June 20. Remember, fill in the registration form and send it and a check made out to Greenwood Knights, to Glen.

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 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



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. Concours only 2.6 miles from Blaine WA truck route border crossing. www.jaguarmg.com

Sat Aug 24 11 a.m.-3p.m. San Juan Island Concours, San Juan Vineyards, 3136 Roche Harbor Rd, Friday Harbor. Contact Ray Papineau.



SEPTEMBER 2019

Thu Sep 5 7p Board Meeting, place TBD. Contact Chris Eseman.

Sat Sep 7 (JOCO JCNA-sanctioned concours weekend, part of Sep 7-9 Portland All British Field Meet. www.abfm-pdx.com. — **Sun Sep 8** JCNA-sanctioned slalom. Inquire at Jaguar tent Saturday for starting times and eligibility.

Sat Sep 14 Exotics@RedmondTownCenter British Car Day. Get there early to park on the streets. Club lunch to follow. Contact Ray Papineau.

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

Calendar continued on following page



OCTOBER 2019

Thu Oct 3 7 p.m. Board meeting. Host and venue TBD.

Sat Oct 12 Time TBD, shop tour and potluck at Ron Smith’s home near Olympia. Details to come.

Sat Oct 26 Fall Colors Tour, 10 Bridges of Snoqualmie Valley. Contact Debbie Read or Jim Sanders.

NOVEMBER 2019

Thu Nov 7 7 p.m. Board meeting at home of Bill & Rosemarie Young. Contact Glen and Debbie Read.

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!

Sat Nov 23 10:30a Jeff McKay garage & collection visit, followed by lunch at 7 Seas Brewery, Downtown Tacoma, near Tacoma Dome. Contact Kurt Jacobson

DECEMBER 2019

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

Sun Dec 8 Holiday Party Date at the Seattle Yacht Club. Time and other details to come. Contact Debbie and Glen Read.

Cover Glen and Debbie Read’s XK150S parked across the road from Dave and Jan Clarkes’ beachfront home, the fourth stop of the Whidbey Island Spring Thing, Poker Run and Garage Tour.

Local car shows not shown on the Seattle Jaguar club calendars

Jun 29	Greenwood Car Show	Aug 19	Snoqualmie Railroad Days Car Show
Jul 7	Return to Renton Car Show	Sep 8	Edmonds Classic Car Show
Jul 14	Mercer Island Car Show	Sep 29	Snohomish Classic Car & Hotrod Display
Jul 26-28	Puyallup Goodguys Rod & Custom Car Show		

Thanks to Linda Roberts & Ray Papineau

SEATTLE JAGUAR CLUB VOLUNTEERS REQUESTED FOR WESTERN WASHINGTON ALL BRITISH FIELD MEET

Our Jaguar Drivers & Drivers Club is one of the organizing clubs of the All British Field Meet. As such, we provide some of the many volunteers at the event. This year we will staff the event booth. There are other opportunities as well. In addition, we need volunteers to guide our Jaguars to the proper row at the event. Please contact Kurt Jacobson to volunteer for one of our shifts: 253-229-6905, KurtGJacobson@gmail.com.

Date - Sat Jul 20 8 a.m. to 4 p.m., Saint Edward Park, Kenmore WA.. Contact Kurt Jacobson, 253-229-6905. We need three people to volunteer for two-hour shifts: 10 a.m. to noon, noon to 2 p.m. and 2 p.m. to 4 p.m.

Location - ABFM Booth

Shift - 2 hour (may perform multiple shifts)

Duties

Answer any questions people have to the best of your ability. There will be a large reference map of the field on display showing a visual layout of the grounds and locations of vehicles, food areas, bathrooms, etc. to help.

Distribute pre-paid but unclaimed "regalia" or packets (they will be labeled with the owner's name). Sell merchandise CASH ONLY (shirts, posters, dash places, etc.) make change and there will be a "cash box." Hand out any brochures or other information that may be provided. HAVE FUN!

Alert show officials via walkie talkie of anomalies or emergency situations. **If you must leave your post, immediately use you walkie talkie to alert leadership of your need to be relieved.**

Requirements

Must be capable of providing gracious customer service remaining effective in a fast pace environment. Must be able to conduct transaction and make change. Must remain on duty for full shift(s) - DO NOT LEAVE TILL RELIEVED! Must be able to operate a walkie talkie.

(Continued)

(Western Washington All British Field Meet Volunteers—continued)

Equipment

Walkie/Talkie (**Channel 14**)

Duties List / Emergency Contact List

Booth Supplies and Tools

EMERGENCY CONTACT LIST

Emergency Number: **911**

First Aid Kit & Fire Extinguisher
Located at the ABFM Tent

NO SMOKING - except in designated areas

Hospital: Evergreen
Medical Center 5.1
miles 14 minutes

2333 NE130th Ln
Kirkland, WA
425-899-1000

Co-Directors: Lee Orphan **253-312-7200**;
Lois Buhman **206-267-8056**

Volunteer Coordinator:
Matt Boswell **206-406-3115**



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PRESIDENT'S MESSAGE

Happy Spring! We had a splendid start to the season with our “Spring Thing Poker Run” on Whidbey Island. Hats off to Lisa and Gene Kahn, Colleen and Rudy Pahraniemi, Jan and Dave Clarke and especially to Vicki Kollmar and Zane Ware for welcoming us into their garages and homes for a unique experience. Vicki and Zane did an outstanding job of planning which culminated in 40-plus participants enjoying a sun filled day of driving and cars and a lovely dinner at 13 Moons in the Swinomish Casino.

Glen and I were fortunate to take advantage of another sun filled Saturday the following weekend at the Vancouver ABFM held at the stunning VanDusen Botanical Garden. We were slightly spat upon driving up on the Friday but the clouds cleared away and sunny skies followed. Over 500 cars were on display in 61 classes. Celebrations were underway for the 100th anniversary of Bentley Motors and the 60th anniversary of the iconic Mini. That covers a wide spectrum!

And what would a Saturday be without a little shopping in the Sale Corral (*right*). Let's see, will it be the '67 Rolls Royce Silver Cloud, Jaguar XJS or Aston Martin? — *Debbie Read (top photo)*





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

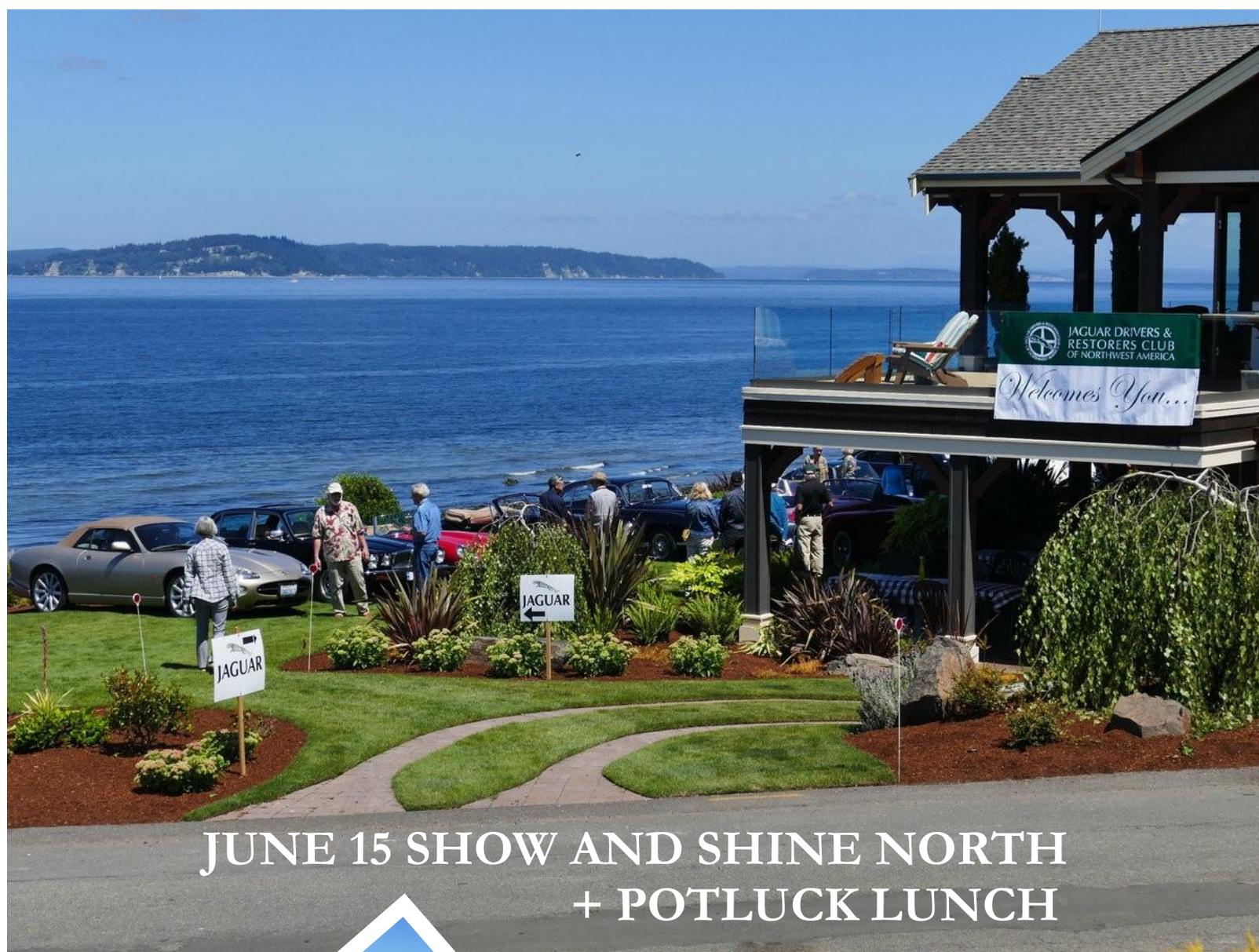
Friday, June 7 through Sunday, June 9

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.

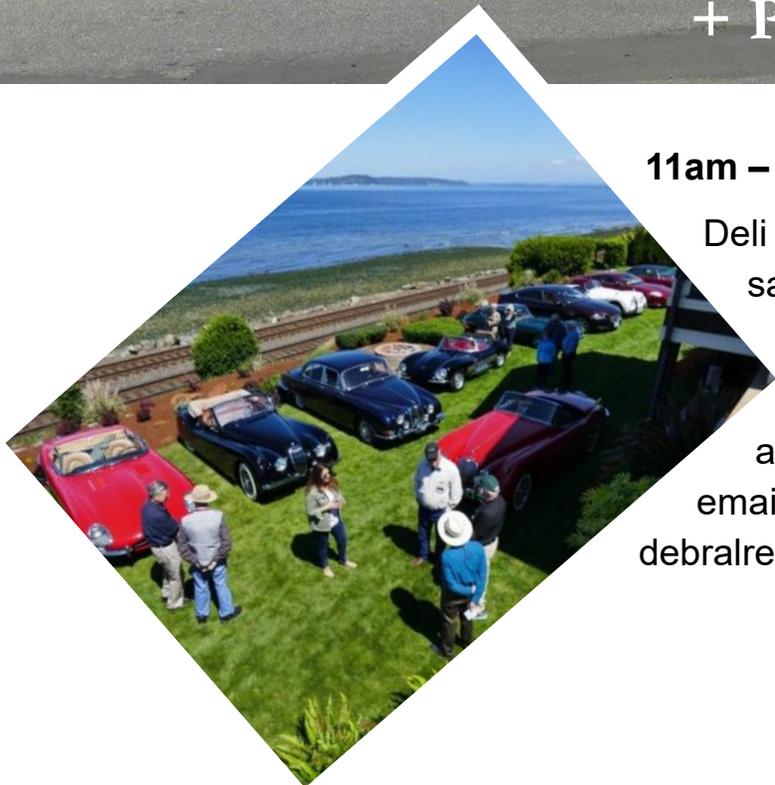
What to Expect Participants drive to Ocean Shores any way they'd like. We'd like to encourage caravanning to this motel, if people are interested. Check-in is 4:00PM, but if you'd like to get there early, there are a few unique things that Ocean Shores offers, including the ability to drive on the beach. 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, 206-284-1732



JUNE 15 SHOW AND SHINE NORTH + POTLUCK LUNCH



11am – 3pm, 9947 Water Street, Edmonds

Deli platters provided for build-you-own sandwiches. Please bring side dishes (salads, dips and chips, treats).

Reserve your spot on the grass at Debbie and Glen Read's home by emailing either wgleread@gmail.com or debralread@gmail.com

GREENWOOD CAR SHOW

Sat. June 29 9a—4p (5:30a meet up)

From our organizer, Glen Read (below)

Meet at the Fred Myer parking lot on the corner of 3rd Ave NW and NW 85th St at 5:30am. Unfortunately we have to be there early in order to travel together to the staging area. This will ensure the Jaguar club is in one group on the street. If anyone is late just phone me and we will have them save a space for you.

This will be our second year. Everybody had such a great time last year we look forward to doing it again. It is advertised as one and a half miles of cars of all

types lining both sides of the street. It is truly a spectacle with more exotic and strange vehicles than you could ever imagine.

Go to <https://www.greenwoodcarshow.com/vehicle-registration> and pull up the registration form. **DO NOT SEND IT IN** as instructed on the web page. Send it with a check for \$25 **MADE OUT TO GREENWOOD KNIGHTS - NOT TO ME** and send it to my address - 9947 Water St. Edmonds WA 98020. That way we keep all the Reg's together and I take them to the organizer and "Grand Pooh Bah" Jerry Barclay at Crown Hill Motors. These should be to me by June 20th at the latest. Remember - fill in the registration form and send it and a check made out to Greenwood Knights, to me. All proceeds from the car show go to charity.

REGISTRATION OPEN FOR WESTERN WASHINGTON ALL BRITISH FIELD MEET

The Seattle Jaguar club always has a large turnout for this event and has a position on the board. Go to wwabfm.com. Check out the regalia. Be prepared to volunteer to help. And make sure the July 20 date is on your calendar.



JAGUARS ON THE GREEN

Jaguar Drivers Club of NW America
2019 Concours d'elegance and car show



Saturday August 3rd 2019
Tacoma, WA



AMERICA'S CAR MUSEUM®

Registration and more information at www.SeattleJagClub.org

To print the Concours registration forms, go to www.SeattleJagClub.org, click on the JagMag tab, then click on, "Past Issues." Open the most recent issue, which will be a PDF, and print the pages you need.



JAGUARS ON THE GREEN 2019
JDRC/NWA Concours d'Elegance and Jaguar Show
August 3rd at the LeMay-America's Car Museum, Tacoma, Washington



Show your Jaguar on the 3.5 acre grass field next to LeMay - America's Car Museum. This year in addition to the 350 car gallery, the featured exhibit will be "Cadillac - The Standard of the World. View Examples from 1906 to present day concept cars. Entry fee to LeMay Museum is \$18.00 per person. Reduced price tickets will be available at our registration tent for \$10.

REGISTRATION FEES

Enthusiast	_____	# Cars	X	\$25	=	_____
Champ/Driven/Sp.	_____	# Cars	X	\$45	=	_____
Awards Banquet	_____	# Meals	X	\$60	=	_____
Extra Box Lunch	_____	# Meals	X	\$15	=	_____
GRAND TOTAL						_____

Make sure to attend our Saturday evening Awards Banquet at the Best Western Tacoma Dome Hotel. Enjoy Herb Roasted Chicken Breast, Mushrooms and Oregon Shrimp, Rosemary Roasted Pork Loin with Port Wine Sauce, Fresh Seasonal Vegetables, Wild Rice Pilaf, Fresh Garden Salad, Fresh Baked Rolls and Butter. Followed by assorted Deserts!
 Only \$60 per person!

Friday Hospitality Suite - NO CHARGE
Saturday Box Lunch - NO CHARGE - One supplied per car. For extra lunches see above.

First Name _____
 First Name _____
 Street Address _____
 City/State _____
 Home Phone _____
 JCNA Affiliation _____

Last Name _____
 Last Name _____
 Email Address _____
 Zip/Prov, Post Code _____
 Work Phone _____
 JCNA # _____

Year	Model	Body Style	Color	Champion/Driven/ Special Divisions*	Enthusiast Class

*See the JCNA Classes Page 3 & 4

I am an Uncertified Judge Certified JCNA Judge. JCNA Judge's Number: _____

I prefer to judge classes of models: _____

Cutoff date for judged XK120 entries is July 20, 2019.
 Cutoff date for all other judged entries is July 29, 2019.

CHECKS AND MONEY ORDERS ONLY
NO CREDIT CARDS OR PAYPAL
REGISTRATION FEES ARE US FUNDS
CANADIAN APPLICANTS PLEASE ADD 25%

Checks & Money Orders payable to: JDRC/NWA
 Send registration and payment to:
 Ray Papineau
 420 240th St. SE.
 Bothell, WA 98021

Release of liability for all entrants including enthusiast class cars:

It is an entrant's privilege to participate in any JNCA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the 2019 JDRC/NWA Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Jaguar Drivers & Restorers Club of Northwest America (JDRC/NWA), and the Concours d'Elegance committee of all liability for injuries, damage or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Entrant

Date

QUESTIONS? Please contact: Ray Papineau at (206) 383-6892 or via email papineaus@aol.com



JAGUARS ON THE GREEN 2019
JDRC/NWA Concours d'Elegance and Car Show
August 3rd at the LeMay-America's Car Museum, Tacoma, Washington



Hospitality Suite

<p align="center">Friday, August 2 7pm – 9pm</p>	<p>BEST WESTERN TACOMA DOME HOTEL 2611 East E Street, Tacoma, WA 98421 Phone 253-272-7737</p> <p>7:00pm-9:00pm..... Free Hors d'oeuvres and No Host Beverage Social</p>
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Jaguars on the Green

<p align="center">Saturday, August 3 8am – 3pm</p>	<p>LEMAY-AMERICA'S CAR MUSEUM 2702 East D Street, Tacoma, WA 98421</p> <p>8:00am..... Car placement begins (Coffee and pastries provided by JDRC/NWA)</p> <p>11:30am..... All cars on the field</p> <p>11:30am..... Rags down</p> <p>11:30am – 12:00pm..... Judges meeting</p> <p>12:00pm – 1:00pm Lunch</p> <p>1:15pm Judging begins</p> <p>3:00pm Cars permitted to leave the field</p>
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Awards Banquet

<p align="center">Saturday, August 3 6:30pm – 11pm</p>	<p>BEST WESTERN TACOMA DOME HOTEL 2611 East E Street, Tacoma, WA 98421 Phone 253-272-7737</p> <p>6:30pm No Host Social Cocktail Party</p> <p>7:00pm No Host Awards Banquet Dinner</p>
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Please Note: The Friday and Saturday Jaguars On the Green activities are all within walking distance of the Tacoma Dome landmark, directly next to Interstate I-5 in Tacoma. In the past we have provided written driving directions to LeMay and the host hotel, Best Western Tacoma Dome Hotel, but again in 2019 ongoing construction on Interstate I-5 the weekend of JOTG may require alternate routes. We have no way of anticipating this. We recommend using a mapping program before leaving home to determine the latest routing information. If you prefer to use dead reckoning, and barring construction detours, you will want to take any exit from I-5 marked "City Center"(Tacoma), then quickly exit to East 26th Street, which puts you a few blocks west of the Best Western Tacoma Dome Hotel. We are sorry for this inconvenience.

OUT-OF-TOWN GUESTS

15 rooms have been set aside for \$140 King Size, \$160 (2) Queen Size & \$180 Suite per night at Best Western Tacoma Dome. Hotel is only one block from the LeMay Car Museum. The Awards Banquet and Hospitality Suite are in this hotel. Covered, secure & reserved parking. Address: 2611 East E Street, Tacoma, WA. **Make reservations no later than July 9, 2019 at 253-272-7737.** Ask for the "Jaguar Car Club Rates". Jaguar washing station will be provided at rear of building.

QUESTIONS? Please contact: Ray Papineau at (206) 383-6892 or via email papineaus@aol.com



JAGUARS ON THE GREEN 2019
JDRC/NWA Concours d'Elegance and Car Show
August 3rd at the LeMay-America's Car Museum, Tacoma, Washington



CHAMPION DIVISION CLASSES

- C1/PRE:** Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) See Note 1
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) See Note 1
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) See Note 1
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK and XKR Coupe and Conv. (2007-On)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On), XE (2016-On)
C20/F: F-TYPE (2013-On)
C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.

Appendix D – Classes Appendix D - Page 1
JCNA Concours Rule Book – 2019 Edition

QUESTIONS? Please contact: Ray Papineau at (206) 383-6892 or via email papineaus@aol.com

DRIVEN DIVISION CLASSES

D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150

D2/E1: E-Types (1961-67)

D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)

D4/E3: Series 3 E-Types (1971-75)

D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70);

Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)

D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **See**

Note 1

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **See Note 1**

D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.

D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.

D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)

D11/XK: New XK and XKR Coupe and Conv. (2007-On)

D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009)

See Note 1

D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)

D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)

XE (2016 Model Year)

D15/F: F-TYPE (2013-On)

D16/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.

Special Division Classes

S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars **privately** prepared and modified for competition

S2/MOD: Modified

S3/REP: Replica (non-production, Jaguar powered)

Appendix D - Page 2 Appendix D – Classes

JCNA Concours Rule Book – 2019

QUESTIONS? Please contact: Ray Papineau at (206) 383-6892 or via email papineaus@aol.com

WHAT A DAY! THE WHIDBEY SPRING THING HAD IT ALL.



*Art Foley's D-Type Lynx
and Zane Ware's and
Vickie Kollmar's
service station*

Could we have asked for more? A Puget Sound voyage on a 360-foot WSDOT yacht, breakfast and coffee at restaurant hidden deep in the woods with a Lynx D-Type provocatively posed in front, a mini concours of meticulously restored Jaguars, an unexpected vintage poster collection, a Route 66 Mobilgas service station complete with dinger hose, a house on the ocean beach with a day-old completion of a 420 saloon restoration, historic waterfront towns, temperatures in the high 60s while Seattle was baking in mid-80s, a gourmet meal the Samish Flats and Mount Baker out the window and Jaguar club member cars ranging from the most current back to the classic X series.

*Story by Kurt Jacobson. Photos by Ehab Sahawneh, Glen Read, John Mangan,
Jim Sanders, Vickie Kollmar and Kurt Jacobson*



The May 11 Spring Thing Whidbey Island Poker Run and Garage Tour attracted approximately 40 happy, sun-kissed Jaguar enthusiasts from as far away as Wenatchee, in the case of Cordell and Marti Newby and Olympia, in the case of Curt Kyle and Art Foley, the owner of the Lynx D-Type replica. Some left the Clinton ferry terminal about 11 a.m. and drove directly to Gene and Lisa Kahn's home.

Others met at Mukilteo Coffee Roasters for caffeine and breakfast, creating an impromptu Jaguar car show in the parking lot to the delight of other diners, as well as members of our club.

The first poker hand card draw was at the new home and showcase garage of Gene and Lisa Kahn. Those who have participated in our club's Jaguars on the Green concours have admired a few of their exceptional cars on the LeMay show field. An XK120 OTS, XK140 DHC, XK150S OTS, Mk2, 3.8S, E-Type OTS, Corvette split-window and a c. 1950 Chevrolet pickup are displayed in a former garage and horse stable remodeled into what is frequently referred to as a, "garage mahal." It's probably nicer than most of our homes. Along the walls are what appears to be a world-class collection of automotive- and food production-themed vintage posters. In the garage's library were exceptional seed catalogues. Gene added "tech session" to the event with an educational display of Jaguar locks and keys.



Top: Tom Hilton and Margaret Ames on the ferry. Middle: 1901 seed catalog. Bottom left, l to r, Tom Hilton, Art Foley, Kurt Jacobson, Mary and Bill Buegel. Bottom right, Debbie Read middle and Cheryl Jacobson right.



Next stop was the home of Vickie Kollmar and Zane Ware with a view across Admiralty Inlet to Port Townsend. In the corner of the lush lawns and gardens is what appears to be a 1950s Route 66 Mobil station with product displays and even a dingy that signals your arrival.



This was a great backdrop for car portraits. Just inside the open garage door is the XK120 OTS Zane is diligently restoring.



After enjoying more mellow miles revealing scenic and historic sites like the Fort Casey gun emplacements and wind-sculpted trees and Downtown Coupeville, Jaguar club members turned the corner to see a 1951 Packard sedan, 1949 Morris Minor convertible a fin-era Mercedes 220S and an elegant Mercedes 280S cabriolet.

From Top: Sahawneh E-Type & Kahn Mk2;



Fenster-makers' XK120; Fort Casey trees.

At Pahraniemi's, l to r, Kurt Hrubant, Samah Sous, Michael Watts, Ehab Sahawneh, Carol & Jim Sanders, Ray Papineau, Cheryl Jacobson, Linda Roberts, Joey Manley, Debbie & Glen Read and



Right: Marti and Cordell Newby reconnecting with host of the third stop, former Jaguar club President, Rudy Pahraniemi.

Last to come into view was a Sherwood Green 1960 XK150 FHC displayed in front of vintage gas pumps. This was the home of Colleen and Rudy Pahraniemi. Rudy was President of the predecessor XK Jaguar Restoration Club in 1981 and 1982, and in 1987 President of the Jaguar Drivers Club of NW America. Both clubs merged into our current single club in 1987.



Above: Linda Roberts, Michael Watts and Joey Manley chat as Margaret Ames and Tom Hilton head out to the next stop.

Left: Samah Sous and Ehab Sahawneh oblige the photographer's request to pose with Colleen and Rudy Pahraniemi's elegant Mercedes Benz 280S.





After collecting the third playing card at Pahraniemi's, drivers and navigators headed out to pick up their fourth card at the home of Dave and Jan Clarke. It faces the force of wind and waves powering in from the Strait of Juan de Fuca. Because it is situated on a low isthmus between a lagoon and what is essentially an ocean beach, the Clarke's home is built around concrete columns and laminated beams, which are exposed as part of the architecture. Their view includes the Olympic Mountains, Vancouver Island and the Smith and Minor Island Aquatic Preserve. Out in the driveway, between their high-performance XE and F-Type was the jewel-like 1967 420 with its restoration completed the day before we arrived.

Clockwise from top left: Spring Thingers' Jaguars parked along the road; co-host Jan Clarke with (l to r) Joey Manley, Michael Watts, Rick Stewart, Chris Eseman and Glen Read behind her; the beach- and view-side of the Clarke's home near Oak Harbor.





With four cards in hand and hopes for a winning hand either being dashed or buoyed up, the majority of the participants continued on to get the fifth card at the 13 Moons restaurant at the Swinomish Casino & Lodge between Anacortes and Mount Vernon. The restaurant prepared three special menu items which were excellent, as was the service and the view northwest toward Mount Baker. The members with the top two winning poker hands received baskets of Whidbey Island goodies, collected and wrapped by hosts Vickie Kollmar and Jan Clarke. Third- and fourth-place hands earned Griot's products provided by Kurt and Cheryl Jacobson. All participants also received ample samples (about enough for one small car) of Best of Show Wax courtesy of Griot's Garage.



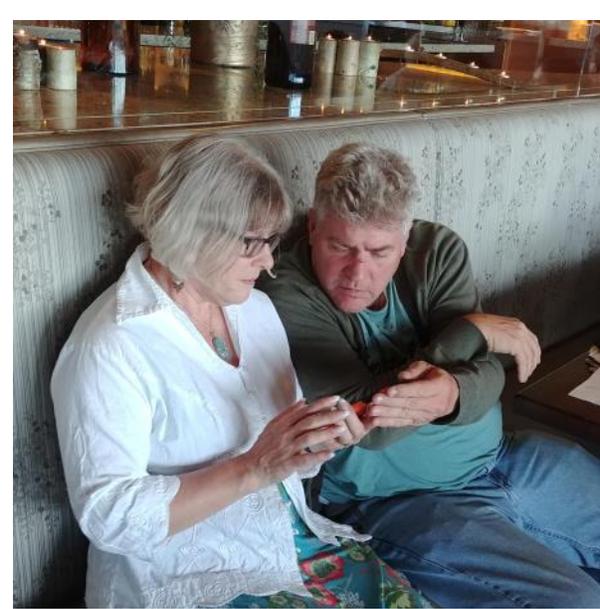
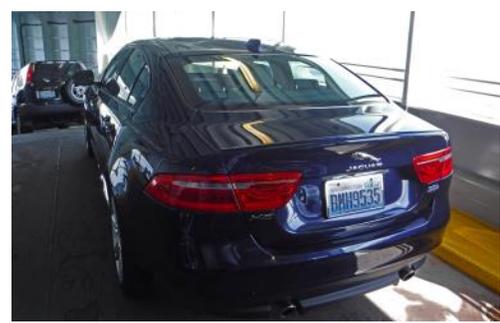
Top: Dinner at 13 Moons. Middle: Vickie Kollmar, Kurt Jacobson and Zane Ware greeting participants. Bottom: Friend of Lisa Kahn, Lisa, Gene Kahn and Zane Ware.



The Sanders' XJ6, the Kahns' Mk2 and the Mangans' XE at Swinomish Casino & Lodge

This was also the time to recognize the organizers and volunteers who made this one of the most enjoyable and memorable events in recent years. From the time Vickie Kollmar and Zane Ware purchased their home and property they planned to do this event. They got their service station and garage ready, worked on their property, worked with Jan Clarke to set up the route and write excellent driving directions, called on their new Jaguar club "neighbors" (if you call somebody tens of miles away neighbors) to prepare their homes, garages and cars for visitors and to provide food and refreshments. That includes the Kahns, who recently moved to their new home from elsewhere on the island; the Pahraniemis, who unfortunately were called away to a funeral; and the Clarkes who arranged for the poker run playing hands from Jaguar of Seattle and just completed a major upgrade with new windows and more to their quite-exposed home and finished their 420 restoration. Additional thanks went to mechanic Jeff Cross who ran sweep with a car hauler and helped with mechanical issues (yes, they were called into service); to Vickie's brother Dwayne, and to Deniece who helped in many ways, including marshalling cars into and out of the Kollmar/Ware home; to Cheryl and Kurt Jacobson who pre-ran the course and handed out cards at the Pahraniemi home.

Shortly before the event, former JDRC member Rick Stewart, called Jacobson for an update about the club. Hearing about the Whidbey event, he decided to participate with his E-Type OTS. At dinner he said that this was best car club event he's ever been to. Most participants would agree.



Left, from top: Kurt Hrubant's F-type; Kurt Jacobson flanked by Barbara and Hank Snider; Vickie Kollmar with brother Dwayne; Michael Watts and Joey Manley. Middle, from top: The Reads' XK150S; Rick Stewart's E-Type; Curt Kyle's XKR and Kurt Hrubant's F-Type; Pahraniemi's XK150. Right from top: The Kahns' Mk2; Mangan's XE and Kahn's poster.



Intro In April of last year, my son, Bill, and I drove our 1959 XK 150 in the Copperstate 1000 Road Rally, a well-known thousand mile vintage car rally in Arizona. The web site is: <https://www.mensartscouncil.com/cs/>. The Copperstate 1000 is a fund raiser for the Phoenix Art Council. It is a high-end event that costs a ton of money to participate. Bill and I had the time of our lives, though, and vowed to do it again. Not being as financially endowed as some of our fellow Copperstate participants, though, we searched for alternatives.

Extensive research revealed several interesting possibilities that did not entail transporting the car, flying to the starting point and forking out vast quantities of moola. We settled on a three-day event in British Columbia sponsored by Hagerty called the Hagerty Spring Thaw Classic Car Adventure. It is a private event (not a fund raiser) that is in its 11th year. It is organized and run by Dave and his company, Classic Car Adventures (“CCA”). CCA’s web site is www.classiccaradventures.com.

1,200 MILES OF SPRING THAW

Story and photos by John Holmes, additional photos by Bill Holmes



CCA is based in B.C., but it puts on several events in the U.S. including Colorado and Oregon. CCA describes its events as follows: “CCA events are full of amazing sports and touring cars of all marques, with no discrimination or preference for ‘the nice ones’.”

CCA bills the Spring Thaw as a “budget minded alternative” to the big, expensive tours (e.g., Copperstate 1000). It is open to pretty much any car built before 1979, and sometimes later years if the car is “interesting.” The Spring Thaw is a tour (not a time, speed, distance rally) over 1,000 kilometers of interesting roads in B.C. for three days in April. We could not find much in the way of reviews or articles about the Spring Thaw, but it looked interesting and was close enough to drive to. So, Bill and I took the plunge and signed up.

Finding and joining another multi day driving event is only part of the story here. The other part is the car itself. On the Copperstate 1000 last year, our beautiful XK 150 consumed 11 quarts of oil in 1,000 miles. Yes, that’s right: 11 quarts. We knew before the trip that it was thirsty, so we took eight quarts with us. We scrounged the additional quarts from the support trucks that accompanied the group. When we returned, Mark Jones at BritSport checked out the engine and pronounced it “tired.” The engine that was in the car was not original and was not even an XK 150 engine. It was from a later Mark 2. So, rather than have that engine rebuilt, we found a true XK 150 engine with numbers showing it was from the same year and model as our XK 150. We bought the engine and arranged to have it rebuilt.

Bill and I really wanted to have the car ready for the Spring Thaw and were concerned about the timing, even though the rebuild started in summer of 2018. The engine came together on time and more or less within the estimated budget. The engine was delivered to BritSport who did its usual excellent work in installing all the bits and pieces and installing the engine.



Driving out from BritSport, though, brought a horrible surprise: clouds of blue smoke!

We picked the car up about 2 months before the start of Spring Thaw, which was enough time to do the break in miles, retorque the head and change the oil, plus all the other jobs necessary to prep a vintage car for a long trip. Driving out from BritSport, though, brought a horrible surprise: clouds of blue smoke!

The story of the rebuild is long and still not over. After weeks of trying various cures suggested by the builder, we had just about decided to cancel the Spring Thaw for this year. That would not have been a problem, as the Spring Thaw sells out quickly and has a long wait list every year. But, the builder suggested we take the car and see if the engine would heal itself after hundreds of miles of spirited driving. So, once again we loaded the car up with oil (12 quarts this time), and headed for B.C.

Day One The Spring Thaw starts on a Friday in a different town every year. It is designed to be run in a three day weekend, finishing on Sunday afternoon in time to return home on Sunday evening for those who chose to do so. This year, it started in Harrison Hot Springs, just north of the Washington border. Still, with the border crossing, it could take several hours to drive there. Accordingly, we decided to drive to Harrison on Thursday, as did most of the participants.

I had not been to Harrison Hot Springs in 30 years and Bill had never been there, so we left early to have time to explore. The border crossing took all of 5 minutes and we arrived about 3 ½ hours after leaving home. We drove 153 miles that first day and consumed 2 quarts of oil. I was wondering whether 12 quarts would be enough to finish the drive.

Harrison Hot Springs has not changed much in 30 years, other than adding many condos filled with retirees. It is a delightful small town on a gorgeous lake surrounded by mountains. The community pool is fed by hot springs making for a wonderful soak.

CCA arranged rooms at a steep discount at the Harrison Lake Hotel and a buffet dinner for anyone who arrived on Thursday. We mingled with and met the first of many new friends, including the owner of a freshly restored Series II E-Type coupe (*right*) who bought the car barely used many years ago. After driving it as a daily driver for many years, he began the restoration about 30 years ago, took it apart and there it sat until just last year. He finally took it to a restoration shop in Vancouver who did a great job of restoration, as the car had only 500 break-in miles when we began the trip and it finished without a hiccup!



We also met Morris and Coralie, the owners of a red 1958 XK 150 roadster (*right*). Morris knows Glen Read, who introduced us by email before the trip. Morris and I emailed each other regarding the cars, and spare parts, before we left. Between the two of us, we figured we had enough parts to repair anything that two amateurs could repair on the side of the road or in a parking lot. After a long, fun evening, we retired to our rooms to begin the Spring Thaw on Friday morning.



Day Two CCA changes the Spring Thaw route every year. It does not announce the route until the day of registration. We registered on Thursday evening and received our route book with detailed instructions about the route. It is professionally done with minute details of driving instructions, plus interesting tidbits about the roads and places we drove through. It was detailed enough that the instructions for just the first day filled 30 pages of the book. We barely had enough time to glance at it before we headed out Friday morning.

I knew the route well. It included about 25 miles of twisty uphill road

As we left Harrison and started following the route book, we discovered that it was really well done. The instructions were easy to follow and included many landmarks, signs, stores, etc. designated and placed in the guide book so the navigator could assure the driver every few miles that we were on the correct route. We usually were following, or being followed by, fellow participants; but it was risky following someone else if we were lost as they were probably as lost as we were.

The roads chosen by CCA were all an adventure. The scenery was fantastic. We were often surrounded by mountains covered with snow. Bill and I both remarked about how good the roads were (with a few exceptions) and how little traffic there was. The route took us north through Hope, then up the Frazier River Valley through Spuzzum and Lytton to Spences Bridge, south to Lower Nicola, then north again through Cache Creek and east to Kamloops.

We followed the instructions patiently, except for skipping a short optional loop. The route took us on many interesting roads through rural areas. One particularly “interesting” road was about 20 miles on a “paved” road that had basically been washed out in numerous places over the winter. It was not closed, but probably should have been. We followed a small Lotus Elan whose exhaust was nearly dragging even when on a good road. He apparently knew what he was getting into, as he pulled over before turning down the rough road and found an alternate route. We managed to pick our way through the rough sections without bottoming out, but many cars were not so lucky. Dave the organizer profusely apologized for the section and swore it was not that way when he drove it in February.

The end of the day took us through Kamloops and up to Sun Peaks Ski Resort where we spent the night. My wife, Cathy, and I had just been to Sun Peaks skiing in January, so I knew the route well. It included about 25 miles of twisty uphill road to arrive at the ski resort. Lots of fun.

We managed to snag one of the parking spots in the basement of the hotel, but others were not quite so lucky. Morris's XK 150 roadster was mostly covered. A beautiful, unrestored Aston Martin DB4 was not so lucky and parked in the outside lot with several other participants. Buffet dinner was served in a community hall, a short walk away. The food was great and we met many more new friends. Just as with the Copperstate 1000, the best part of the trip was the people. Everyone was driving interesting cars and loved to talk about them. We had a great dinner and social hour and retired to a local bar who knew we were coming. They built a bon fire outside the bar, but it was too cold to really enjoy. Most of us wound up inside learning about all kinds of interesting cars including the Minis, Triumphs, MGs, Alfas, Renaults, Porsches, Lotuses (Loti?) and others that we passed and that passed us.

On day two, we drove 225 miles and consumed two more quarts of oil.

Day Three The parking spot snagged the night before was important because we woke up to fresh snow in the morning. I looked outside to see a beautiful snowfall and thought "Why wasn't it doing this when we were here in January?!!" By the time we left that morning, about 3 inches of very nice fresh snow covered the road. The DB4 and its original paint was covered with snow (*lead photo*),

as was the nose of Morris's XK 150 (*right*). The snow stuck to the road for only a couple of miles, though, and then it was just wet pavement. Most of us made it down OK, although one early Mustang wound up in the ditch. It suffered minor damage but made it to the end of the day with no more problems. With a tem-



perature of 26 degrees and snowing, the guys with fully open cars (a Mini Moke, Meyers Manx dune buggy, and others) were suffering.

The party began in the parking lot when everyone started arriving around 5:00ish and continued there after dinner

Saturday was the longest day in both hours and miles of driving. From Sun Peaks, the route circumvented Kamloops on the back roads, through Salmon Arm, Vernon and Cold Stream all the way to the ferry crossing at Arrow Lake. The participants do not depart in any particular order or any specific time, so we were generally spread out during the day. This is good because the little ferry at Arrow Lake can only take a certain number and could not possibly accommodate all 80 cars in the tour at one time.

After crossing the lake, the route went north through Nakusp, then south through New Denver and Slocan to the picturesque small town of Nelson where we stopped for the night. Nelson is on an arm of the Kootenay Lake. The hotel was first rate, on the lake and beautiful. Dinner was again fantastic, especially for buffet style service, and the company was again really fun. The party began in the parking lot when everyone started arriving around 5:00ish and continued there after dinner.

On day three, we drove 330 miles and consumed 3 quarts of oil.

Day Four Sunday was the last day of the tour. CCA designs Sunday to be a relatively short day so that participants who chose to do so can finish the tour and still leave early afternoon for home. We departed Nelson fairly early, around 9:00, headed for Osoyoos. There are not many secondary roads between Nelson and Osoyoos, but the main road is quite entertaining. We passed and were passed by many of our favorite participants, including a very fun guy driving a hopped-up Renault R8 Gordini that just screamed as it past us going uphill.

CCA encourages spirited, but reasonable, driving. It emphasizes safety and has a system of warnings to drivers who are reported to be unreasonable. CCA is not shy about disinviting any participant who engages in unreasonable behavior, which makes the tour safer and more fun for all.

The Sunday route went through more locations I had never visited including Castlegar, Trail and Rossland, home to a fantastic coffee shop and Red Mountain Ski Resort which I have not yet visited. Leaving Red Mountain, the road was wide and wide open. No one seemed to be on the road except us and our fellow participants. We stopped at the life-size statue of Sasquatch *(right)*



and continued on a great drive through Grand Forks, Midway, Rock Creek and on to Osoyoos.

We arrived at Osoyoos around 1:00ish. Many of the participants were from the Vancouver area, and many left for home shortly after arriving. Bill and I had early on decided to stay in Osoyoos for the night and make the long drive home on Monday. The final lunch was served at our stopping point at Spirit Ridge, which includes Nk'Mip wine cellars. After a buffet lunch and several good-byes to new friends, we found our way to the wine cellars and the bar. We enjoyed refreshments with many folks who also stayed, tried unsuccessfully to pronounce the name of the winery and made plans for the drive home. Snow was forecast for some of the Washington passes.

On day four, we drove 223 miles and consumed 1 quart of oil.

Day Five Day five was Monday when we headed for home. At least one other participant from Washington had gone ahead of us on Sunday afternoon, as the border officers told us when we arrived early Monday. The border crossing at Osoyoos is great. We were the only car in sight.

We had planned to go over the North Cascades. It had just opened up a week earlier. The forecast, though, called for snow showers. We had already driven the car in snow and that was enough. We headed south through Omak and Chelan to Stevens Pass. We stopped at the Omak Stampede Stadium to check out the local facilities and drive through town. We drove through Chelan and stopped in Leavenworth for lunch.

We have a long history with Leavenworth. Cathy and I have visited regularly since Bill was a small child. We even tried to buy a vacation home there but took the down payment and bought our XK 140 instead. It may not have been the best financial decision, but we have never regretted it.

Leaving Leavenworth, we hit the most rain, and the most traffic, we had seen since we left. It rained hard over the pass, but we were comfortable and watched the poorly designed wipers try to keep up.

We arrived home around 3:00 tired and happy. Other than smoking and consuming lots of oil, the car performed flawlessly. The XK 150 coupe is one of the best vintage cars available for long distance touring. Parked next to the Minis, Lotuses (Loti?) and many other smaller cars, you can see that the Jaguar XKs were large touring cars. Thanks to BritSport, the car handled as new and was a delight to drive. Now, if we can get that smoking issue resolved . . .

On day five, we drove 280 miles and consumed 1 quart of oil.

Summary The Hagerty Spring Thaw Classic is a great tour. For us, driving long distances for multiple days over interesting roads with like minded enthusiasts is the best way to enjoy our classic



Jag. The Spring Thaw will take place again next April. We will be there.

The engine consumed 9 quarts of oil in about 1,200 miles. The smoking got better but did not go away. As one participant who followed us for many miles in a very cool lowered Mercedes commented, “It was not quite so embarrassing!” The oil consumption also got better but did not go away. The engine did not “heal itself”. The story on the engine is not over. More on that later, but we are optimistic for a successful and happy conclusion that will include a perfectly performing engine for the 2020 Hagerty Spring Thaw Classic.

JUDGES' CORNER

Chief Judge Zane Ware

So why is it that there is not a multiplier for restoration of Jaguars like there is for difficult dives in the Olympics? Degree of difficulty factored with judged score. HMMM. I could be on to something here. It could be very satisfying to receive added recognition for extreme effort invested in a particularly difficult restoration. Maybe an additional one-time class for first shown restorations with the difficulty factor thrown in. (kind a like an extra two-and-a-half twist)

Judging a newly restored Jaguar is daunting. The car looks brand new so you are pressed to find something wrong or you are dazzled out of your wits and see a perfect car. There must be something wrong somewhere so don't panic, keep your focus. Cleanliness (impeccable) Authenticity (excellent) Condition (showroom quality) Pizzazz, oh yea! Elegant (come on it's a Jag). That's it! The entrant is wearing Argyle socks! But wait! There is no place for the deduction. Alas, could this be the unicorn, the holy grail, the elusive 100 point car?

The Judges may catch that last missing item on the new restoration that showed up in your class. All the effort could be recognized finally.

Cleanliness, Condition, Authenticity is the equalizer. Whether your Jag sports a new restoration or a 20-year-old face lift, each car is judged the same. If you wash and wax, clean and treat, and pay attention to all the details you could have to make your Jaguar all it can be. Then this could be your unicorn year. The Judges may catch that last missing item on the new restoration that showed up in your class. All the effort could be recognized finally. Just think you could be the star of Jaguars on the Green. It doesn't have to be just a dream!

Maybe we should add points for difficulty. In the meantime, however, prep your Jag in between summer drives and get ready for Concours. It will be here sooner than you think. Study the rule book and keep watching out for that new restoration! If it was easy, anyone could do it.



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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 plus our local club. The current and past issues of JagMag at 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.

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

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Seattle Jaguar Club
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New Member

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APPLICANT(S) INFORMATION

Primary member last name:		Primary member first name:	
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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:			
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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)

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2006 S Type R project car. (3 photos below) Probably needs new transmission, not currently drivable. About 130,000 miles. Best offer. Located in Kenmore, WA. Contact Peter 206-295-5208. 4-2019



Who will be the first club member to acquire an exciting new I-PACE?



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: artrageus@shaw.ca. *XJ220 photo courtesy Xclusively Jaguar* 3-2019





Lots of toy Jaguars For 40 years we collected Jaguar Toy Cars. Many were acquired in foreign countries visited, which included the fun of joining 3 World Jaguar Club tours – 2 in Europe and one Australia. We are happily retired but our downsizing just doesn't have the space to display them

properly. Hopefully each car will find a new home. If your home needs another Jag, visit our web site - www.rtreasures.net where they are displayed. They are organized by group with an inventory at the bottom of each group with the price and any notes remembered. Any additional information or pictures please contact us or take a drive up to Mt. Vernon for a visit to see them and possibly a boat ride on our lovely Lake Cavanaugh. Jim & Marilyn Stroncek (old members - active in the 80's & 90's), 360-422-6086, www.rtreasures.net, jimair43@gmail.com

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

Owner: "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. 3-2019 pmt pending.

