

JagMag

May 2020



Jaguar Drivers
& Restorers Club
of Northwest America

Vol 64 Issue 5

In this issue:

Keep on Keepin' on:
Member Stories

NEWS FROM OUR VP ACTIVITIES

Hello, everyone. Welcome to our May issue of *JagMag*. As I write this, our governor has still not announced any changes to the mandatory closures currently in force. We are all hoping we start the return to normal soon. As you all know, all club activities for the month of May have been cancelled. Soooo, lets look forward.

The annual Tulip Rallye was cancelled, but the route was published. In true rallye fashion, the course is challenging and should prove to be an enjoyable drive. Sharon and I plan to run the course and enjoy the scenery. The tulips are still blooming! If you would like a copy of the course, email me and I will send it to you. No cheating by using Google Maps!

Hopefully in June we will be able complete two club activities.

First is Glen and Debbie Read's Show & Shine and Potluck, June 13th, at their fabulous waterfront home in Edmonds. Come on out, see old friends and make new ones. Every one of our Cats in the garage are waiting to go.

Second is a Prowl to Raymond/South Bend WA on June 20th. Join Kurt & Cheryl Jacobson, Sharon and I, other members of the Seattle Jaguar club and members of the Jaguar Owners Club of Oregon as we meet in Chehalis wind our way west to Raymond for lunch and possibly a visit to the local Carriage Museum. This is an ideal family event as you may see Elk and other wildlife along the way along and get a look into the past to see how our ancestors traveled before we had Jaguars.

With the warmer weather, it's time to pack a lunch and take a drive. We have taken a short road trip every month. Destinations included Roslyn, a trip to Anacortes and back down the island to home, and a drive through the back roads to Buckley and back. We did this with little or no contact with others. I encourage all of you to get out and enjoy yourselves.

Be safe, everyone.

Brian Case, VP Activities
sbcase253@hotmail.com, 253 329 9126

WHAT'S NEW

Cover: The passing of Sir Stirling Craufurd Moss He won 40% or more of the races he entered, 212 (or 222, sources vary) of 529, in many classes and marques, including Jaguar. Some of the general media and probably most of the automotive media have covered his life story, which I assume Editor Peter Crespín will also do in the JCNA *Jaguar Journal*. I wonder if any of our Seattle Jaguar Club members have personal stories to share about this remarkable driver. *Cover photo by AP and MyNorthwest.com.*

CALENDAR

As of publication in early May, no events on this calendar are absolutely firm. We should assume that events scheduled in August and later are likely to remain, but that is not a given. — Kurt Jacobson, Editor

MAY 2020

Thu May 7 7 p.m. Board meeting via conference call. Contact President Debbie Read.

JUNE 2020

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

Sat Jun 13 noon–4:30 p.m. Show & Shine Potluck at the Read's home in Edmonds. Contact Debbie Read.



Sat Jun 20 With Jaguar Owners Club of Oregon, beautiful drive from Chehalis to Raymond and South Bend. This may also get canceled. Brian Case is keeping people updated. Contact Kurt Jacobson 253-229-6905, KurtGJacobson@gmail.com (*Photo, left, by Jim Nieland*)



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

JULY 2020

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

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

Sat Jul 18 **Canceled** Western Washington All British Field Meet.

Sun Jul 19 **Pacific Grove Concours, the venue for the Jaguar Owners Club of Oregon (JOCO) Concours, canceled. No news yet about the JOCO Concours.** Contact Brian Case.

Fri Jul 24-Sunday Jul 26 **Concours and all associated events cancelled.** Jaguars on the Island weekend

AUGUST 2020



Sat Aug 1 **Cancelled** Jaguars on the Green Concours and associated events.

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

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

SEPTEMBER 2020

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

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

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

OCTOBER 2020

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



Sat Oct 10 Sat Fall Colors Tour, 10 Bridges of Snoqualmie Valley. Contact Jim Sanders.

NOVEMBER 2020

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

DECEMBER 2020

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

Holiday Party Date and venue TBD.

MAY 2021

Sun May 2 10 a.m. Spring Thing, Griot's Garage, Tacoma to Gig Harbor Peninsula to PowellsWood Garden. Contact Kurt Jacobson, 253-229-6905



AUGUST 2021

Thu Aug 5 JDRC Jaguars on the Green concours field setup at Swinomish Casino & Lodge (right), Anacortes. **Fri Aug 6** JDRC Jaguars on the Green hospitality event at Swinomish Casino & Lodge, Anacortes. **Sat Aug 7** concours & awards dinner.



MAY 2022

Sun May 1 10 a.m. Spring Thing, tour of the Osceola Mudflow (Enumclaw Plateau), ending at PowellsWood garden. Contact Kurt Jacobson, 253-229-6905.

KEEP ON KEEPIN' ON

That headline emerged from my repressed memories of the seventies in time to describe what some of our Seattle Jaguar club members have been doing during the Covidemic. Thanks, Bob Alness, for suggesting that putting the question to members. Here are their responses, followed by a description of a local drive from Ernie Umemoto and a complete story from Mike Andrews. Please let us know what you are doing by sending me an email at KurtGJacobson@gmail.com or calling 253.229.6905.

Adrian (and Hilda) Brennan Adrian reports that he took his XK coupe out to have a Jaguar race with his wife Hilda in her XK8 convertible. Their "Redondo Grand Prix" took them from their Marine Hills home in Federal Way down through the waterfront community and back home.

Ben Brown says, "I brought the car [*XK120 Drophead Coupe*] out of winter storage for the first time in late March, started right up but the throttle linkage return spring (I'm guessing at the name) broke during the first 5 min of driving. Other than being a little terrifying when it happened while accelerating it was an easy driveway replacement. I've been missing taking the car to events"

Kris (and Petra) Mukerjee, "Moved the car, (*2009 XKR Portfolio, right*). from Redmond, Washington to Vancouver, Canada. Safe and sound!"



Jeral Godfrey (and Alene Watson) "I moved my '48 jeep from in front of the door of the garage that houses my XK120 and checked all of the vital liquids in the Jag. I had half a tank of gas which I hope is enough to prevent any tank wall condensation. I aired up all of the tires to 35 psi to make the handling feel light and took it for a spin around the block. Everything felt and sounded normal and I made sure that the engine reached maximum thermostat temperature and held steady and then drove around some more. I am looking forward to getting the car rewired. I have bought the wiring harness kit from British Wiring and am ready to have the rewiring done. I think rewiring will be the only step that I need to fully restore the car. I've owned this Jag since 1970 in Georgia and drove it out to Seattle in 1976, Chevy powered, painted it in Everett, and put the Jaguar engine in it in 2010 after retiring from Boeing. Well, that's the short story. Thanks, stay healthy."



John Mangan “Ha! Hose off the pollen [*from the XE, above*] twice a week and plug in a battery maintainer once per 2 weeks. Exciting eh? Most driven vehicle is the lawn tractor.”

Godfrey Miller “Now is the perfect time to attend to all those roun-tuit jobs! I’ve been at it for weeks, given that travel ‘off island’ [North Pender, B.C.] is discouraged. The whole island is creeping like a nun. Shhh ... listen ... you can hear the birds! Anyone who is around and about had better have a good reason or they will be shamed on Facebook (ask me if I care), but many do. Running the farm, there is always too much to do here, and spring is springing.

You might like to post our wedding announcement, June 20 2020, midsummers day, in Bohol Philippines at the Bilar Baptist Church Her name is Anafe Bucar Rabuya. If anyone would like to join us, contact me. I’d love that someone might share in our joyous celebration. We have made arrangements for the ceremony to be videoed and posted to YouTube for those who can’t attend. May God bless us. Best wishes, Godfrey”



Bill (and Mary) Buegel “After finishing all of my leftover home projects such as soffits, crown molding, trim painting and other boring miscellaneous jobs, I was finally able to turn to our Jags. The cam cover gasket on the XJS became an obsession as it began to leak again after using a silicon gasket product guaranteed to work although operator error may have more to do with it. Anyway, I was determined to fix it using the proper Jaguar gasket and the proper torque spec that scared me to death! So far, so good although the copper washers provided by a supplier were the wrong size, new ones are on their way.



Next was the window actuator on the XJ6, as I’ve done this on the three previous doors so this was simple fix once I received the new motor. Next was two new rearview mirrors for my truck, I know it’s not a Jag but it comes in handy when I have to tow one home! Now to the boat.”



Tanya (and Bob) Book

“We took that entire [2018] Spring Thing Jag drive out through Ravensdale, did some Geocaching, and a bit of side driving. That was a good day in Tanya's life.

We had the top down, wind blowing through our masks, FREEDOM! I was surprised that the Kleenex mask that I glued on our leaper lasted the entire drive and will be good for another as long as it is dry out.”

Glen (and Debbie) Read “Hi Kurt, Anything new on your XK120? I am sure you are really excited and looking forward to it being back in your stable and we definitely want to see it. If it is at home we would love to do a little driving tour in Deb's new car [Roy and Sheila Pringle's XF] and come and see it. (at six feet of course). My car [XK150S OTS] seems to run OK when it is warm but is really cranky if not fully warmed up. The starting carb seems to be giving me trouble now. The engine starts OK but slowly the revs reduce until it stops. I have to stay in the car with a little throttle applied until it comes off the choke. I have a few projects lined up but little ambition to do them with this virus stuff.

Wonder when we will be able to have meetings again. You asked for a pic of Deb's new car. I did take several but they were not good with the light wrong. I'm sorry that I haven't got a good one yet but we have been totally locked in since mid-March. I did take her car to check on the boat a couple of times to give it a little exercise but she hasn't driven it but a couple of times. Another thing is trying to figure out the best angle for the sun to reflect that beautiful paint job. Roy kept it like new.”

Ron (and Deb) Smith “I've been busy with cars and boats, but not so much Jaguars, although I do have to replace a front wheel bearing on the Mk2 today.

I spent a lot of time getting a variety of problems straightened out on my Morris Minor truck, including finally tracking down an unusual noise to a loose ring gear on the starter, a new one on me. Managed to do a welded repair in place, and the truck is finally back on the road and running great.

I finished the welding on the XK120 rear fenders last month which turned out to be a lot more time and work than I had anticipated. I hope to get primer on them and start the final body work in the next couple of weeks.

But ... we're starting to get some warmer weather and the sailboat will need exercise, so we'll see. I also finished machining the replacement parts for the old Dries and Krump box and pan sheet metal brake, and it's back in service, a great tool for the shop. I'll try to get a look at that draft of “Sheet Metal II” in the next few days. Best, Ron.”

Zane Ware (and Vickie Kollmar) “It is indeed a strange time. My XK120 went into a body shop (*right*) just before all this started. The good part of this is that business dropped way off which means great progress has been made and the car should be back to me by June in paint.

Purchasing parts has been strange as things from the East Coast show up in three to five days but from California it has been much longer.

So at the 2021 Jaguars on the Green Concours, you will probably see at least two additional XK120's. Start dreaming about clear blue sky, sunny, with a slight breeze off the water and everyone with the drink of their choice (all with little umbrellas in them) looking back at the extra year they had to prepare their Jag for judging and wondering just how can it get any better (and yes, you still missed something).”



Test fitting bling

Kurt (and Cheryl) Jacobson “This is a shot of us virtually nipping the apex in our white XK120 with a red interior. Actually, it's a two-inch toy sent to us by Jim Sanders to enjoy while we wait for our car to emerge from British Specialty in time for local spring and summer drives.”



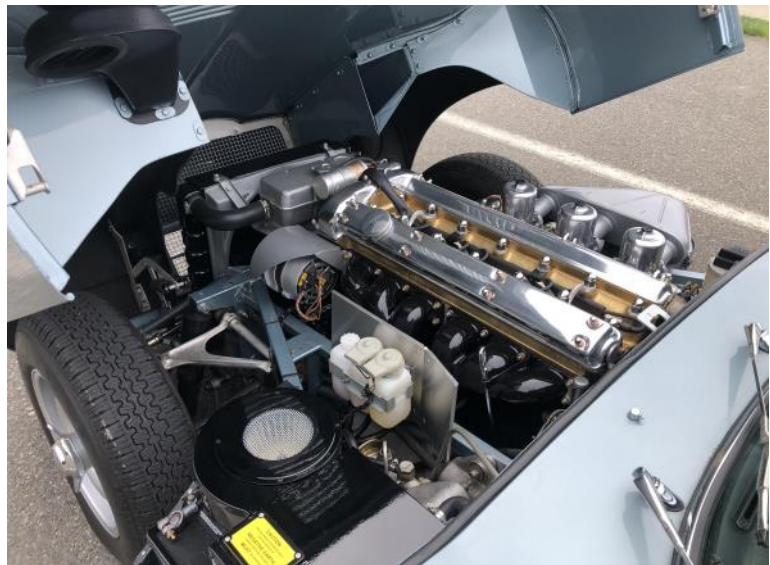


Mark Jones “This is my response to your call for club members activities with their Jags during these trying times.

Attached are photos of my four-owner 1967 Jaguar E Type I have owned since 2003. It has 48,000 original miles with one respray in the 80's. An assortment of small issues caused me to embark on a 2 year complete mechanical rebuilding from the front engine pulley to the rear diff cover, including engine, clutch, gearbox, propshaft, complete rear suspension rebuild, brakes, engine harness, cooling, plus all ancillary engine components. In short, everything that turns or moves. This work was completed earlier this month. A nice warm no rain Sunday caused me to take a trip around Alki Beach to enjoy the fruits of my efforts.”

“On another note, about three weeks ago I participated in the first annual ‘2020 Covid-19 damn we are tired of sitting around” car tour. Some friends and I gathered in a vacant lot off Rainier Ave and launched up I-90 with a tour around Mercer Island and returned to Seattle all going our separate ways isolated in our cars. Included were an Aston Martin DB4, Jaguar 3.8 Litre MK2 Saloon, a Pebble Beach winning BMW race car, Ford GT40, Triumph TR6, Triumph TR3, and I closed the back door of the tour in my XK120 DHC.

Perhaps members of the Jag Club could host the 2nd running of the Covid tour? The highways are empty. Cheers, Mark.”



A WINTER EXERCISE

Story and photos by Ernie (and Sharon) Umemoto



Sharon Umemoto and her and Ernie's XK coupe.

While winter storage besets all manner of cherished motorcars, our XK is kept ready to be exercised as weather conditions allow. Modern meteorology still requires the occasional “day of event” adjustment, but retirement has provided the benefit of schedule flexibility sufficient to permit brief excursions at least fortnightly throughout this past winter season. The following are observations from one brief outings while waiting out winter only to find that this spring is a new and different challenge altogether.

On the last dry winter drive, just before mandated business closures and social distancing began this, we motored out Highway 522 E to Monroe, exited after the high school, went through the roundabout (2nd exit) onto W Main Street past the correctional complex, the middle school and the large flagpole, then into the historic center of town. Parking on the old Main Street was limited but easily accessible due in part to the curbless parking spaces; no curbs, no fear of curb rash on alloy wheels.

Across the street on a vintage building, a sign offered 'Coffee & Pie' in a bustling shop filled with locals, including a many-nimble-fingered knitting circle. The cordial shop owner expressed excitedly that a newly installed baking oven would soon be providing a variety of fresh on premise pies.

This historic district has an array of imaginative businesses catering to locals and visitors alike, including the well-established Sky River Bakery (*left*)



which, among their many daily offerings, produces a very nice loaf of brown bread which, when sliced, toasts up to a beautiful delicate crunch. They sell out daily.

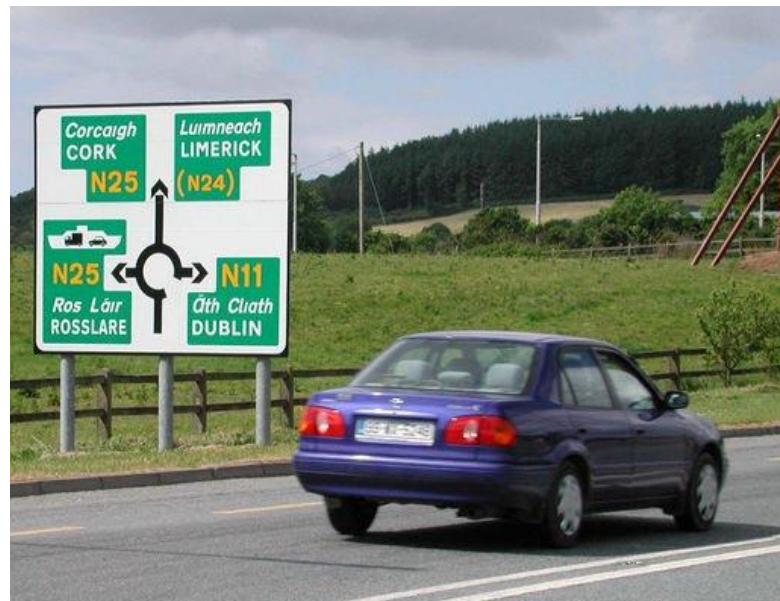
South, off of Main Street, a short way along Route 203, is the Lewis Street Park.

On the left before the bridge over the Skykomish River is a car park, small gazebo and visitor area just waiting for a picnic basket and friendly company (*left*).

The upstream view is a broad river bottom with shrubbery and small trees clinging to sand and gravel bars formed by divided river arms swiftly rushing to merge under the bridge and flow on as one.



Beyond this point is an access road which winds under the bridge to a large parking area and a boat launching ramp. Drivers beware, the road is rough and rutted. Boaters also beware. Here the boat launch ramp (*right*) has been cleverly directed straight into an eddy pool which predictably has formed a gravel bar mostly submerged, and waiting.



Returning back on W Main Street through the old business district toward 522 westbound, there was yet another experience to highlight our time in Monroe, the challenge and enjoyment of a double roundabout (*above left*). Just a heads-up. On the approach, small signs diagram the traffic flow and exits, but these signs do not label the exits with street names, route numbers nor destinations as do large imposing displays in the UK, Ireland (*above right*) and elsewhere. Enter first circle, take second exit; enter second circle, take third exit, 522 W. Remember, if you miss your exit, just go around and try again.

THIRTY-FIVE YEAR'S ON, MY SERIES 1 3.8L FHC IS FINALLY ON THE ROAD TO RESTORATION!

Story and photos by Mike Andrews



*Kerry and Mike
Andrews*

*I vowed that
one day, I too
would own
and drive my
own Jaguar
XKE*

Some days I still can't believe that the time is finally here; that I've finally begun the restoration of my 1964 3.8L FHC! This thirty-five-year journey has been a struggle against time, distance and the elements.

Although this car and I have been together for many years, the total time that I actually was able to drive it was relatively brief; about two years. And even at that, we didn't go very far, about 7-8 miles a day commuting to work while I was stationed at NAS Whidbey Island.

I guess that this odyssey really began around 1967 when my seventh-grade typing teacher, who had been saving for many years, one day drove onto the campus with a brand new 4.2L Pale Primrose FHC. I was in awe of that car (as were all the other fourteen-year-old boys) and I vowed that one day, I too would own and drive my own Jaguar XKE.

Fast forward eighteen years to Beeville Texas where I was a Navy flight instructor and Landing Signal Officer (LSO). One day while sitting next to a runway grading student pilots who were training to qualify to land on an aircraft carrier, I was talking with the student who was assigned to help me record each pilot's landing.

There are usually a few minutes between each landing and our idle chat turned to cars (as guys are wont to do).

*His brother who lived in Oregon had
a Jag that he wanted to sell,
and the rest, as they say, is history*

After I mentioned that I had always wanted to own a Jag, my partner in conversation said that his brother who lived in Oregon had a Jag that he wanted to sell, and the rest, as they say, is history.

The car, when it arrived in Texas, was in pieces (it had been recently been re-painted). So I put it back together and drove it slightly. But then we moved back to Seattle and the car stayed parked until we finally settled on Whidbey Island. And as I mentioned earlier I was able to drive and somewhat enjoy it a little more.

In the fall of 1988, I hired on with Flying Tigers, an air cargo airline based in Los Angeles. My wife and I decided that we would remain in Oak Harbor to raise our young family but at least twice a month I would need to drive to SeaTac. Somehow, I decided that a (then) twenty-four-year-old British sports car would probably not be the most reliable mode of transportation to make the eighty or so mile drive to Seattle (is there any British sports car enthusiast out there who would disagree with that logic?).

So like a dope, I threw a tarp over the car and left it out in the Pacific Northwest weather for about twenty years, no long-term prep for the engine, no Stabil added to the gas, so eventually the fuel that was in the tank would remain there until it turned to varnish and of course the car just gradually began to slowly rust and mold until I built a large detached garage about ten years ago (in part to get it out of the weather) and it has been indoors ever since.

Although living on Whidbey Island is a retirement dream for many who have lived and worked in Seattle, my wife and I did just the opposite and sold our property there and built our retirement home in Redmond in 2014. In the fall of 2018 I finally retired from the airline (Flying Tigers was purchased by FedEx in 1988) and although I had purchased a BendPak lift in 2018 for my garage to do the work, I still had much to do before I could begin to start the long restoration process.



About a year ago I joined the Jag club and began poking around on the forum and website looking for information and answers to the thousands of questions that I had about the project I was about to begin and what resources were available to me. After a post or two on the forum I believe that it was webmaster Michael Watts who put me in touch with editor Kurt Jacobson. Kurt and I were able to speak by phone for about a half an hour and he proved to be a wealth of information, providing me with many contacts and tips about who could help me and where.

I consider myself to be a fair “shade tree” mechanic, I grew up helping my Dad work on cars and I have rebuilt engines and cars on my own over the years. But, to quote a famous line from one of the Dirty Harry movies, “a man’s got to know his limitations” and a full Jaguar XKE restoration is probably well beyond my limitations. Andy [Macdonald] is now my “go-to” for any and all questions and techniques involved in disassembling my aging relic. I plan to have Andy and British Specially help me with all of the mechanical aspects of the restoration and Jon Carson of Fenders and Fins of Woodinville (<http://fendersandfins.com>) has agreed to take on the body restoration for me, hopefully sometime this fall.



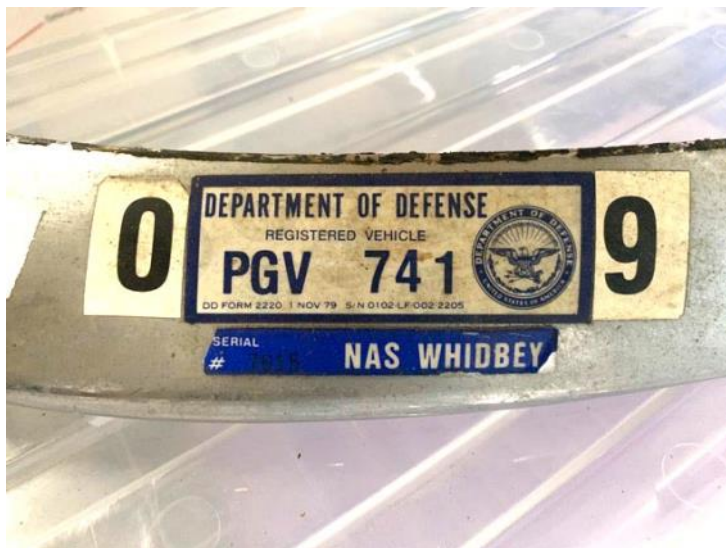
The engine came out April 23rd and going to Maple Valley the following weekend



As near as I can tell, my car is for the most part a complete Series 1 E-type. All of the major components are original and only a few items are missing (windshield washer bottle, radio, ashtray, etc.). But time and the elements have taken a toll on many of the parts that were exposed to the weather. As I go through the process of disassembly I'm finding many more items that will need replacing (engine and bonnet subframes, fuel tank, exhaust, etc.) The good news is that many of the components manufactured today are much improved on the original British product so with a little bit of luck (and of course a whole lot of "Benjamins") and time, my car will "live" to drive another day. The engine came out April 23rd and going to Maple Valley the following weekend.

An interesting footnote to the photos of the window stickers (*Top photo, below*), the military stopped issuing auto decals a few years ago due to security reasons and technology. ID cards are now scanned at the gate to gain access to military installations. Finally, note that the last year that the car was licensed to drive on the road was during the Washington State Centennial; 1989: (*Bottom photo*)

Barring any future pandemics or other catastrophes that may befall the world, I too will one day have my own shiny “new” XKE to bring to JDRCNW gatherings. Hope to see you all then!



*I too will one
day have my
own shiny
“new” XKE to
bring to
JDRCNW
gatherings.
Hope to see
you all then!*

JUDGES CORNER

So there are a few changes in our Club activities this year. Change is Good? Well change is necessary anyway. We have all been impacted from slightly to completely depending on our personal situations. So what's changed with our cars? Have they been impacted as well?

*I'm thinking a very good wax or sealer
would help any little CV particles slide
right off*

If you have a daily use Jag and follow sanitizing recommendations you have a very clean Jag indeed. You are cleaning it with rubber gloves and mask in place (not on the car, on you). I'm thinking a very good wax or sealer would help any little CV particles slide right off (just be careful not to step on them). Also if someone in the car in front of you sneezes out the window they will blow right by and not stick.

As I see it, a properly maintained Jag will actually help us get out of isolation quicker. How? As the engine runs it sucks in air, a lot of air, and burns it along with whatever else is in it. In this case CV and if that's not hot enough it still has to go through the catalytic convertor (possibly good point for convertors). If you are worried about your 60 year old Jag's health, you know that exercise is very important and I suppose you could figure out how to fit a mask on the front just in case!

Chief Judge Zane Ware

Be Safe and Healthy!

Self- isolation or distancing is a very personal choice do what is best for you!



Volunteer Leadership



Jaguar Drivers &
Restorers Club
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(JDRC/NWA)
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President—Debbie Read

Vice President, Activities
—Brian Case

Vice President, Technical
—Ernie Umemoto

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Trustee—Ray Papineau

Trustee—Ehab Sahawneh

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Chief Judge—Zane Ware

Slalom Chair—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 2020 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.

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? ☐ Yes ☐ 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? ☐ Yes ☐ No

Past/present occupation:

JAGUAR #1 INFORMATION – May Send Photo of Car Separately

Model:

Body:

Color:

Year:

Condition of Jaguar: ☐ Original ☐ Restored ☐ Daily driver ☐ Restoration in progress ☐ Parts

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

Model:

Body:

Color:

Year:

Condition of Jaguar: ☐ Original ☐ Restored ☐ Daily driver ☐ Restoration in progress ☐ Parts

GENERAL INFORMATION – Please check your interests

☐ Rallies

☐ Event organization

☐ Drives

☐ Tours

☐ JagMag assistant

☐ Overnight trips

☐ Annual concours

☐ Slalom

☐ Ideas? _____

☐ 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

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

CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

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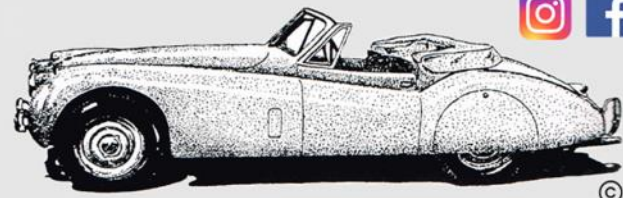
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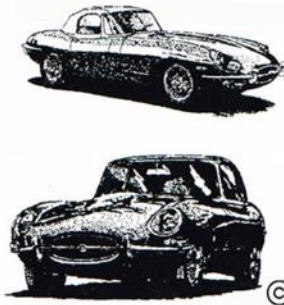
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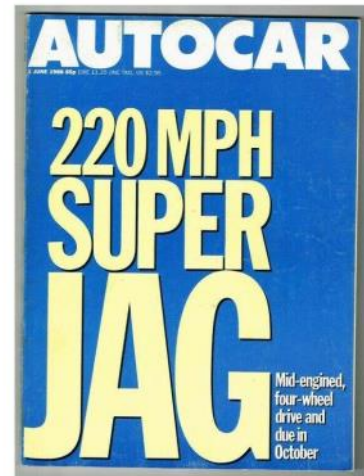




Magazines wanted

I wondered if anyone in the club had a copy of either of these magazines they would be willing to part with *Classic & Sportscar* is from July 1984 Thank you, best wishes. Godfrey Miller at artrageus@shaw.ca

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1989 XJS for sale A three-owner 50,751-mile car that has been well maintained by its current owner of 17 years. Finished in Glacier White, ISIS Blue interior, chrome lattice wheels with Pirelli P4000 tires, and factory air conditioning. The car is in the Seattle area, and has a clean Title. Asking price is \$8,900. Contact Jeff Dana at jeffd@theshopclubs.com. Link to photos: <https://photos.app.goo.gl/qbp1zuEh3orpWXMN8> Mar2020





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