



JAGUAR



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

JagMag

March 2018

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THE GREAT SPRING THING DRIVE



*Are you
ready for
the
greatest
driving
event in
America?*

I am.

Are you ready for the greatest driving event in America?

I am. I just had my car checked out by my top-notch mechanic and she said that we are good to go.

Don't miss out on your chance to get together with friends to enjoy this great driving adventure. I know some people think the Indy 500 is the greatest driving event but let's face it, how much fun is it to just turn left!

8:30 – Coffee and donuts at Auburn High School Auto Shop located across from Auburn Memorial Stadium in Auburn. Since the shop is at the back of the school on 4th St NE, it shares the Auburn Pool parking lot. The closest street address is Auburn Pool 516 4th St NE.

9:00 - Drivers meeting

9:30 - First car out

Noon – No-host lunch with awards at Black Diamond Bakery. We will be able to choose directly off their menu.

Reserve your space at
SeattleJagClub.org/events/Spring-Thing-Drive
or Bob Book, at bbook939@gmail.com,

CALENDAR

Some tentative or wishful thinking events shown in Italics. Check your emails and www.seattlejagclub.org, for up-to-date information. Contact Kurt Jacobson with additions and changes. If you want to organize an event, invite a speaker, host a meeting at your home or restaurant, or lead us on a drive, contact one of the volunteer leaders .

APRIL 2018

Sat Apr 14 Grand Tour to Evergreen Aviation and Space Museum, McMinnville OR and drive to overnight stay at Astoria OR with the Portland Section of the Mercedes Benz Club of North America.

At 7 a.m. we will depart the Tumwater WA McDonalds, .5601 Capitol Blvd SE, near I-5 Exit 102 and convoy directly to the Museum at 500 NE Captain Michael King Smith Way, McMinnville, OR. One planned pit stop at the Fort Gee rest area near Exit 11. The clubs will meet at the museum close to 10 a.m. There is a special display area for our cars. Admission paid at the counter. If we have 15 people, we can

request a docent. Adults \$27 with generous discounts for seniors, retired military (proof of service required) and AAA.

For those who wish to participate, we will depart the Evergreen Museum at 3:00 p.m. and caravan for a coastal ride up to Astoria, Oregon. This is the second half of our weekend event. If you plan to go to Astoria it is essential that you make your own lodging reservations as soon as possible as Astoria rooms book up quickly in the spring if the weather is nice. Arrangements have been made with the Silver Salmon Grille in Astoria for lunch on

Sunday, 15 April 2018 at 11:30 a.m. **Please RSVP::** Kurt Jacobson, kurtgjacobson@gmail.com 253-229-6905

Also Sat Apr 14 Tulip Rallye, 8 a.m., Cascade Mall, South Burlington Blvd, Burlington WA. \$15 pre-registration by PayPal regular mail; \$20 day of event. T-shirt orders may be sent to you, for an additional fee. Sweatshirts, not available at the Rallye, must be pre-ordered no later than March 14th without the shipping option. JDRC contact: Jon Rogers. Sponsored by MG Car Club Northwest Centre . <http://www.tuliprallye.org>



MAY 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu May 3 7 p.m. board meeting, at Deb & Glen Read's Edmonds home. Contact the Reads.

Sat May 5 Spring Thing Rally & Drive. 8:30 am Auburn High School Auto Shop to Black Diamond Bakery. Reserve your space at SeattleJagClub.org/events/Spring-Thing-Drive or Bob Book, at bbook939@gmail.com, call or text 253-293-1050.



JUNE 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Jun 7 7 p.m. board meeting, location to be determined. Contact Steve Christensen.

Sat Jun 9 The Harstine Island Pot Luck, Show & Shine and Judges' Training the Al-ness' home is replaced by the same activities at the Edmonds waterfront home of Deb & Glenn Read. Contact the Reads. Time and address to come by email.

Sat Jun 30 6:30 a.m. Greenwood Car Show, JDRC space. Enter 6:30 a.m., exit only at 4 p.m. Contact Glen Read www.GreenwoodCarShow.com

JULY 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Sat Jul 7 Dirtfish Rally School Open House, noon to 5, multi-make show 'n shine, raffle for hot lap in a professionally-driven rally car, food and coffee trucks, prizes and great museum. <http://www.dirtfish.com/> Contact Kurt Jacobson.

Thu Jul 12 *Tentative board meeting (Conflict 4th of July, date). Board Meeting 7 p.m. Location to be determined. Contact Steve Christensen .*

Sat Jul 21 8 a.m. Western Washington All British Field Meet, Saint Edward Park, Kenmore WA. <http://wwabfm.com> Contact Kurt Jacobson.

Fri Jul 27 Jaguars on the Island weekend, at Windsor Park Oak Bay and surrounding venues near Victoria B.C. it's the largest annual Jaguar concours, show, and slalom in North America. Cocktail party Friday, concours on Saturday followed by a banquet, then on Sunday a tour, brunch, and a JCNA sanctioned slalom.

Sun Jul 29 In conjunction with Jaguars on the Island, 7 a.m. – 3:30 p.m. is the Oak Bay Collector Car Festival. JDRC will join with Mercedes-Benz Club of North America. Vintage and collector cars of all makes and models. Oak Bay Avenue is transformed into a pedestrian walkway as 250 to 300 cars are showcased to admiring spectators and aficionados. Contact Kurt Jacobson.

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu Aug 2 4:30 p.m. Jaguars on the Green concours d'elegance field setup at LeMay—America's Car Museum. — 7 p.m. or immediately after field setup, Board meeting follows at Johnny's Dock Restaurant, 1900 E D St, Tacoma. Contact Ray Papineau.



Fri Aug 3 7-9 p.m. Jaguars on the Green hospitality event, Tacoma Dome Best Western, free to concours participants. Contact Ray Papineau.

Sat Aug 4 8 a.m. Jaguars on the Green Concours d'Elegance, LeMay—America's Car Museum. — 6:30 p.m. Concours Awards Banquet, Tacoma Dome Best Western.

Sun Aug 5 Tentative JDRC JCNA-sanctioned slalom, Emerald Downs, Auburn WA. All skill levels and types of cars welcome, including F-Tots. Contact Steve Christensen.

Sat Aug 18 JCNA-sanctioned Canadian XK Jaguar Register Heritage & Classic MG Club Concours, Waterfront Park, North Vancouver, BC during the CXKJR's Heritage Weekend which runs from Friday, August 17 through Sunday, August 19, 2017. Details will be published at www.jaguarmg.com about May 1st.



Sun Aug 19 CXKJR Heritage Classic JCNA-sanctioned slalom, Pitt Meadows Airport, part of the August 17-19 weekend that includes the Saturday, August 18 JCNA sanctioned concours. Look for additional information in case the slalom date is bumped./.

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SEPTEMBER 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu Sep 6 7 p.m. board meeting. Location to be determined. Contact Steve Christensen.



Sat Sep 8 (NOT Labor Day weekend)

JOCO JCNA-sanctioned concours weekend, part of Sep 7-9 Portland All British Field Meet. ABFM & SOVREN will lose 2018 Labor Day weekend to a national event, The Grand Prix of Portland. www.abfm-pdx.com. — **Sun Sep 9** JCNA-sanctioned slalom. Inquire at Jaguar tent Saturday for starting times and eligibility.

Sat Sep 22 10 a.m. tech session at Andy Macdonald's British Specialty shop. If no rain, drive your Jag for an impromptu show and shine and then lunch either at Andy's or nearby. Contact Kurt Jacobson.

OCTOBER 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu Oct 4 board meeting. Location to be determined. Contact Steve Christensen.

Sat Oct 6 *Tentative Fall Colors Tour. Contact Steve Christensen.*

Thu Oct 18 *Tentative general dinner meeting .*

NOVEMBER 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu Nov 1 7 p.m. board meeting Location to be determined, but probably Rosemarie & Bill Young's house. Contact Steve Christensen.

Thu Nov 1-4 JCNA International Jaguar Festival, Santa Barbara CA

Sat Nov 17 *Tentative tech session or drive.*

DECEMBER 2018

First Saturday each month, Caffeine & Gasoline at Griot's Garage.

Thu Dec 6 7 p.m. board meeting. Location to be determined. Contact Steve Christensen.



CLUB INFORMATION

Jaguar Drivers & Restorers Club
of Northwest America (JDRC/NWA)
PO Box 544, Mercer Island WA 98040
info@seattlejagclub.org

Current members can access complete directory of member information at a restricted, password-protected site, details to come.



2018 VOLUNTEER
LEADERSHIP



President—Steve Christensen
Vice President, Activities—
George Wheeler
Vice President, Technical—
Debbie Read
Treasurer—Linda Roberts
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membership@seattlejagclub.org
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Chief Judge—Zane Ware
Slalom Chair—Steve Christensen
JagMag Editor/Advertising —
Kurt Jacobson
jagmag@seattlejagclub.org
Webmaster—Michael Watts
Sunshine—Kristy Lee



ANDY'S GARAGE

Andy Macdonald is the owner of British Specialty: a repair and restoration shop with over 40 years' experience on all British sports cars & sedans. www.britishspecialtyauto.com or contact directly at 206-818-8530.

Hello again everyone, it's been a month since we started up again, and I am eager to continue with my second installment on the E-type Bonnet. We covered the center section, louvers, headlights, signals and horns.

In this installment, we will finish up with bumpers, venting & cooling air, wiring (in the bonnet) and lastly, if time, assembly and components. First, bumpers. Series One cars had the prettiest bumpers of all. They provided little crash protection but were the most pleasing to the eye. Two crescent shaped bumpers on the front corners, tapered from front to rear and closed in on the bottom. They're chrome work was very nice, with few flaws.

The bumpers were finished out in the front (next to the opening) by two over riders or bumperettes. These were small and tasty, and also closed in at the rear. (Less expensive cars, such as MG's used a cheaper open back over rider). In between the overriders in the bonnet opening was the icing on the cake. The motif bar. A tapered badge holder, oval shaped in the middle. In the center it held a Jaguar badge, very fitting to say the least.

Lastly there were two quarter round motif bar holders off the inside of the bumperettes. With hidden slots and rubber mounts the bar was hung central in the bonnets mouth. Beautiful and exotic. Old school charm, paint curves and bright work. Lastly, I forgot to mention that the bumpers have very slight reliefs to accommodate the turn signal assemblies.

The space between the bumper and the bonnet is occupied by rubber

Continued

strips. The strips curl from the bumpers lower side (about 2" long) then curl up around the ends. They travel along the top, behind the bumperette curling back on the motif bar holder. Usually black weather strip adhesive is helpful when fitting. A small clip holds the end of the rubber from pulling off. Be careful to clean the parting agent from the rubber strip with alcohol (or it won't stick)! Apply with a small brush and mask the bumper with tape; all except ¼ of an inch. Now on to the venting. All cars need clean air directed over the radiator. They also need air to the heater and to the induction.

Although not all cars have a folding noise, this mandates some interesting hardware. The noise has a central large opening that funnels the cooling air over the radiator. Smaller in series one cars 3.8 & 4.2. Larger in Series three. The early cars had some inbred cooling issues. As the grill opening enlarged, two fans replaced one. The radiator was bigger and the crossflow became clean flow. Series one had a header tank, Series two fill tank integral with radiator. Series three V12 back to the header tank.

All cars triggered the fans with a coolant heated thermal switch. Series one in the front of the header tank. Two in the right front of the radiator. In V12's or Series three "otter switch" was placed in an aluminum housing in the lower hoses. Lastly, in front of all the radiators was placed a rock screen, to help prevent radiator damage.

On both sides of the large grill opening are box sections that run rearwards. These have two functions. Once is to add strength to the bonnet and provide support to the center section. The second, and more pertinent to our discussion is to deliver clean air to the heater and to the induction system.

Continued



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Andrew Macdonald (206) 818-8530

On the left or driver's side (U.S.A.) cars the tube culminates at a flat bulk head. On the other side a 90 degrees fiberglass plenum drops onto the heater box when the bonnet closes. This delivers fresh air that doesn't travel over the engine. On the other side the air is blown in front of the large snorkel on the cannister air filter.

Series three still employs the same set-up for HVAC fresh air (heating, ventilation, air conditioning) systems; an acronym used industry wide. Dual turned snorkels are attached to the air filters with rubber bellows. Small clamps ensure the rammed air does not escape.



Wow, much to say still. Next time, we will finish up with "in bonnet" wiring & plug. And then some thoughts about bonnet assembly. Until the next time, keep it under one hundred. And the wheels on the ground. Any questions or work on British cars? Carb rebuilding or other call me. —Happy Motoring, Andy

North Pearl Street, Tacoma WA
—Kurt Jacobson photo



JUDGE'S CORNER

Air 'em up and Air 'em out! Yes indeed Spring is here and a few sunny days should have everyone at least thinking about getting outside and opening the garage door to revive your cat and get your prowler on. Give them some air and get the "musties" out of them. Open the bonnet and give everything a good Judge type going over.

Be systematic, Check the hoses and coolant, check the oil and look underneath for any drips or worse, go over the wiring as you charge the battery and check for small teeth marks. (I leave the bonnets up on my jags now it deters the mice from nesting in the valley between the cams) Lost a set of plug wires to some ones lunch and I have heard of cars that the urine has eaten right through the aluminum head if left long enough.

Air the tires! They might look ok after winter but could be quite low and not look it. At the very least a badly under inflated tire will cause a brake pull! If driven long enough the tire will overheat and blow out or catch on fire. So always check your tires after storing any car for a period of time.

Unless you have stored your car for more than 4 months the fuel should be fine but drive through a tank or so before rush off to the shop for a driving complaint. Again Judge your cars performance and remember after sitting all winter long you will have to give it a little time to "limber up"

Be careful on your first drive! Try the brakes at lower speeds a few times. There is a possibility that things may stick or lock up. A skid or hard pull may occur, but sometimes can be worked out just by exercising the car. Sometimes this will cost a brake job though.

Do your OV check. Just because everything worked when you parked it doesn't mean it will now. Yes the Prince of Darkness can strike just because your Jag was hibernating.

Take 'em out and drive 'em. Clean 'em up and enjoy the beginning of the driving season! Our Daffs are up and the tulips are soon to follow. Before you know it Jaguars on the Green will be here and your Judging skills will be one up because you started practicing early.

See You at the next Show and Shine. — Zane Ware ,Chief Judge

LEARNING BY JUDGING

At the March 25 judges training session at Pyramid Ale-

house, Chief Judge Zane and wife Vickie Ware led the session, attended by Will Humiston, Steve Christensen, Kristy Lee, Bob Alness and Kurt Jacobson. Our club needs 11 qualified judges to receive our JCNA sanction and at least 15 for our concours. We depend on entrants from other clubs who are judges. Judges must participate in a training session that covers a briefing on rule book changes, be tested every three years and inform the home club's chief judge if they judge at another JCNA concours.



Zane explained the difference between judging Jaguars and Corvettes, which gain extra points for being driven to events. Correctness even includes marks added by workers as the car moves to completion. Compared to Chevrolet, Jaguar kept few factory records, making authenticity difficult to determine. And because things changed mid model run, authenticity is best determined by a judging manual.

Zane reminded judges about JCNA standards, such as Jaguars are judged is the “entry’s configuration and condition shall be as it was officially documented or intended to have left the factory.” He reminded us of the rule that says that the items necessary, but not necessarily displayed on or in the car included inside the car. “Conditions permitting, prepare separate neat display of: side curtains, factory floor mats; factory-supplied front license plate holders; hood envelope/cover - DHC’s & XJS...

(continued next page)

Learning by Judging—

XK -120, -140, -150 roadsters; standard tools (cockpit) cover - XK -120, -140, -150 roadsters; standard tools & jack (Champion Division), optional tools will be judged if displayed and owners manual & pouch (Champion Division).

JCNA says, “Conditions permitting, prepare separate neat display of: side curtains, factory floor mats; factory-supplied front license plate holders; hood envelope/cover - DHC’s & XJS and tonneau (cockpit) cover - XK -120, -140, -150 roadsters; standard tools & jack (Champion Division), optional tools will be judged if displayed and owners manual & pouch (Champion Division).

Zane also recapped what is judged and isn’t. For instance judges don’t deduct points for disk brakes on an XK-120 because of this rule. We don’t judge brake drums, discs or calipers, front or rear suspension components, the underside of the vehicle and inner sidewalls of road tires. He talked about Jaguar horns. The rules state, “Every Jaguar has two horns that together sound a chord. Deduct 1 point if only one horn works. Deduct 6 points if no horns work. If both horns work but each sounds the same note, deduct 2.0 points for 1 nonauthentic horn. Regarding judging protocol, don’t talk to entrant unless necessary and don’t show score sheets to entrant, except when asking for non-authenticity items to be initialed.

The big news of the day was that JCNA had just approved an XK120 Judging Guide, which is required at our concours and which ends the disagreement over which way the little angular red lights on 1950s Jaguars face. And we will know exactly when XK120 exhaust tips were moved from side-exit under the rear fender to back exit near the rear bumper. And what color the exhaust pipes should be. Just so you know, JCNA says:

XK120 – (Except for alloy cars) Should be flat black. (Stainless pipes may have to be painted.) XK140 – Last 12 inches of each pipe should be chrome/polished. XK150 – Last 12 inches of each pipe should be chrome/polished. Later cars had separate chrome extensions attached to each pipe.

This guide has been in the works for many years. Our JCNA Annual General Meeting (AGM) delegates, Ray Papineau and Linda Roberts, reported on its acceptance. Available only to JCNA members at \$41.50, it is hard-copy only is allowed for use with a one-year trial period with expectations to be a mandatory guide by vote at the next 2019 AGM (2019). It will join the other judging guides available in the JCNA Merchandise section of the website for \$37 or less:

[Series 1 E-Type Judging Guide](#) (approved 2003, updated June 2013)

[Series 1.5 E-Type Judging Guide](#) (approved 2006)

[Series 2 E-Type Judging Guide](#) (approved 2004, updated April 2006)

[Series 3 E-Type Judging Guide](#) (approved 2007, updated May 2007)

[Mark II Judging Guide with RHD appendix](#) (approved 2005 - updated April 2009)

[XJS - 1976 - 1991](#) (approved 2007, updated 3/21/10)

[Air Conditioning Judging Guide](#) (approved 2008)

[Air Conditioning Judging Guide Appendix A](#) (approved 2008)

Beyond sunscreen, sun hats and clipboards, why should you be a judge?

You will always learn something new about your car and Jaguars in general. The judge's training session sent me to the JCNA literature and I realized that in fact the replacement XK120 brake light switch I have been hesitant to install because it has screw-type wire fasteners will replace my non-authentic blade-type switch while mine are blades. Confirming what Bob Alness has been telling me.

You get to really examine beautiful Jaguars up close.

You will learn the lengths people go to achieve cleanliness and condition and how to take even your driver car up a couple notches.

You will be much more critical when buying any classic car in particular, but any used car.

The test you must take every three years is open book, but it's challenging and you will learn much more than playing sudoku or crossword puzzles.

—By Kurt Jacobson

1968 to 2018—Fifty Years of XJ Sedans



John (left with Will Humiston and his E-Type) and Mary Campbell have the earliest Series 1 XJ 4.2 saloon, in regency red with black interior. This new model Jaguar was introduced in September 1968. Power-assisted steering and leather upholstery were standard on the 2.8 L De Luxe

and 4.2 L models and air conditioning was offered as an optional extra on the 4.2 L. Total production for the Series 1 was 98,227. This series was produced until 1973. The current model, designated X351, was introduced in 2009 and expected to be replaced in 2019, with a concept version possibly appearing in 2018 to commemorate the model's 50th anniversary.



Jaguar's Head of Design Wants a Four-Door F-Type



The man responsible for the prettiest Jaguar in recent history...wants to give it two extra doors

Courtesy of Mark Stevenson, CarBuzz

The man responsible for the prettiest Jaguar in recent memory, the F-Type, wants to give it two extra doors. In an interview with Australia's CarAdvice, Jaguar's head of design Ian Callum stated he would love to design a four-door variant of Jaguar's sports car, but stopped short of confirming such a car is in Jag's future plans. Still, there might not be much standing in the way of a four-door F-Type from a technical perspective. "The notion of four doors is interesting because the idea of a four-door coupe came out originally with Jaguars, and then Mercedes-Benz latched on to the CLS and created this genre of car, which really rightfully was Jaguar's...so that's our rightful place in some ways — the four-door sports cars," Callum said.

As for whether it could be technically feasible, Callum provided some insight. "The four-door aspect of a sports car makes a lot of sense. Not for every sports car, don't get me wrong, but the reason for two doors is for more structure out of the car," he said. "With modern technology, that sort of stuff doesn't really matter any more. We can engineer a car to have structure with four doors, or even pillarless doors these days."

Giving the F-Type more doors, and thus more seats, could put it head-to-head with the Porsche Panamera. A possible model could take on a similar form to these mockups created by automotive and aviation design consultancy Design Q. In those, the F-Type is imagined as not just a sedan, but a Sport Turismo as well. Callum has also expressed interest in building a



four-seat GT version of the next-generation F-Type as a successor to the discontinued XK. An electric or electrified F-Type has also been rumored. As for if and when we could expect the F-Type variant, the Jaguar designer held his breath. "I couldn't possibly comment... Could you imagine that?" Callum said.

COPPERSTATE 1000—PART 2

By John A. Holmes

As you may know from the first article on this subject, the Copperstate 1000 is a noncompetitive tour for vintage cars (pre-1973) that takes place over five days in Arizona. It has been on my bucket list for years. Recently, the stars aligned just enough to make my dream a reality...maybe.

I wrote the first article in late January. My son and I had applied for acceptance into the tour and had taken the car (my 1959 XK 150 f.h.c.) to BritSport for a little maintenance work, but we had not yet been accepted for the tour. I am writing this article in mid-February, shortly after receiving an email from the Copperstate 1000 folks congratulating us on being accepted for the tour! Yay!!!

I bought the XK 150 about three years ago from a local collector who had owned it for less than a year. He acquired it at an auction with the idea of flipping it for a quick profit at the Arizona auctions to sell for a higher price. Once he acquired it, he discovered it had not been driven much recently and

needed work. After doing the minimum necessary to get it

running well, he put the car on eBay, where I found it. I am very hesitant about buying a car on eBay, and did not bid. The eBay auction expired without a sale, but this car was in Washington, so I made arrangements to personally inspect the car and visit with the seller. By this time, the seller was just wanting to get his money back out of the car. He was honest and showed me all the receipts. I bought the car and have enjoyed it, although not without issues.

The car is cosmetically beautiful. As with many of these old beauties, especially after not being used regularly, it was in need of mechanical work. I had never had a real mechanic go through the car. Before doing the Copperstate 1000, I wanted a thorough vetting by someone smarter than me. One of the documents the Copperstate 1000 folks send out with the acceptance notice is a 5 page long checkoff list that must be completed by a professional mechanic certifying that the car is in good condition



make my dream a reality...maybe

mechanically and safety wise. I spoke with Mark from BritSport at the All British Field Meet last July and made an appointment to get the car in for an “inspection,” with the emphasis on safety and drivability for the tour.

Mark recently completed a similar vintage car tour, the Colorado Grand. He told us he had a great time and we would really enjoy it. Having recently completed such a tour, Mark is well aware of the strains it puts on a vintage car. He obviously knew how to prepare a car for such a tour.

The inspection showed a lot of work was needed on the XK 150. The right rear springs had a broken leaf. This was good news and bad. I knew the car squatted down on the right rear side. It has always been difficult to remove the wheel on that side. I was worried that the car had been in a

I knew the car squatted down on the right rear side...



collision and suffered some sort of frame damage. The broken leaf explained the problem and was relatively easy to repair. Of course, one repair leads to another and so on.

The brakes were in need of [*four-wheel*—ed.] disc brakes as standard equipment. After discussing how to proceed, we decided to rebuild all four corners.

A shackle for the broken spring was also bent or broken. The driveline needed work and new u-joints. The front end needed work and was pretty much rebuilt. Exhaust hangers were bad. Wheel bearings were inspected and repaired And on and on.

And then there are tires. The tires that came on the car are Vredestein. They looked brand new when I bought the car, but looks are deceiving. I have read several articles about how often tires should be replaced, and the consensus in the articles seems to be 10 to 12 years. The code on the Vredestein tires showed them to be 10 years old. I asked Mark about it. Mark said he suggests changing tires once they reach about 7 to 8 years. We decided to replace the tires. Good idea, because one of the items on the Copperstate 1000 checklist is that the tires must be less than six years old. Mark was ordering a set of Pirellis for another customer, so we ordered a set for the XK 150. One bit of good news, though, is the overdrive. I did not realize, when I bought the car, that it has overdrive because it was not working and did not even have the switch located on the dash. I did not discover the overdrive until I had it —*Continued*

Copperstate 100 Part 2—

up on a rack and saw it sitting there behind the transmission. I found the switch under the dash, but it was not working.

Overdrives on these cars are actuated electrically and have a switch system that allows it to work only in 3rd and 4th gear. I looked at the wiring mess and pretty much decided to leave it alone. But, I asked Mark to look at it and he miraculously got it working. So, now I have an XK 150 with overdrive...Cool!

*...these cars are nearly sixty years old,
and I am even older*

The next item on my ToDo list for the Copperstate 1000 is transportation to get the XK 150 to Arizona. I know people drove 1959 cars across the country on a regular basis in 1959, and often still do. However, these cars are nearly sixty years old, and I am even older. Even assuming the car (and me) would make the trip without problems, it would take several days and cost a fair amount for gas, oil (lots of it), hotel, food, repair costs, etc. I never seriously considered driving the car to Arizona, and always planned to have it transported to and from Arizona for the tour.

I researched several ideas for transporting the car. I considered renting a car trailer and hauling it myself behind my old pickup. The cost, though, would be nearly as much as having someone else transport it and my old pickup is nearly a classic itself.

I read several articles about transporting car, including one in the Seattle Times from June, 2017. They were informative and helped me decide that having a professional transport the car is the way to go.

I ran into an old friend at the 2017 All British Field Meet who is involved in sales of vintage vehicles, including the Arizona auctions. I told him my plans and he suggested a young man who is taking over a transport business from his father. The business is pretty much based out of Arizona and often transports cars from here to there. I checked them out and found their costs to be a bit high, but not outrageous and highly recommended. Plus, they have a storage facility near Phoenix, —*Continued*

so timing of having the car arrive is much easier to work with. I contacted the transport company in July and was put on their transport list as tentative...tentative because the committee would not let us know if we are accepted until February.

After finally being accepted, I again contacted the transport company who responded immediately and asked if they could take the car in mid-March. They would store the car at their facility in Arizona where it would be available whenever I wanted to pick it up in April for the tour. That sounds like a great idea, except it is now mid-February and the car is still at BritSport. I have not driven the car since last fall and would really like to get a few miles on it before letting it go to AZ. Mark says the car should be ready by Feb. 24. That should give me a few weeks of driving in February/March weather. Why not?

BritSport completed its work on time in late February. We picked it up, drove it home and began getting it ready to be transported. I had never driven a Jaguar equipped with overdrive. Mark said I would love it, and he is right. It is a great addition to the car, especially on the freeway. It really makes the car a nice long distance cruiser, which was pretty much what they were designed for.

My co-driver and son, Billy, grew up driving manual transmissions. His first car was an old Plymouth Duster. It was the “Feather Duster” model, with a gutless slant six engine, a very sloppy 4 on the floor and geared for fuel economy rather than power. When Billy was learning to drive that thing, I told him “if you learn how to drive this manual transmission, you can drive pretty much any manual transmission.” But, it has been a number of years since Billy drove a stick, and he has never driven the XK 150. Billy needed some seat time in the XK 150. Plus, the Copperstate 1000 folks highly recommend that the car be driven at least 100 miles or more in the month prior to the tour, just to shake out any problems. The first two weekends in March were dry and clear, so we cranked up the car and put some miles on it. Once Billy got the seat adjusted to his liking, he had no problems with the car. It takes anyone a while to get comfortable with the old Moss 4 speed, but it did not take long before he was having as much fun driving the car as I was being a passenger.

So, as of now, the car is hopefully ready to drive, Mark has completed the Copperstate 1000 Mechanical Checklist and I am waiting for the transport company to tell me when and where to deliver the car to their truck. Stay tuned for more.



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Contact: Brian Kessler,
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1999 XK8 Convertible for sale. It's been sitting in an underground condo garage in Kirkland and would need to be flat-bedded out as it hasn't been run in four years. Body and interior are in good shape except for wear on driver's seat back. 189,000 miles and needs work. It's either a project or parts car. Contact Steve West o: 253.884.2522 m: 206.229.3230 Posted 4-2018



RARE, GENUINE UK JAGUAR DRIVERS CLUB *FOUNDERS* BADGE. FOR SALE

There were only 99 ever made in 1956, of which only 9 are currently accounted for. All are numbered starting with #1. The one I have on offer is # 54. Asking \$600.00USD. Club price...until Dec 5. The last one, which sold in 2006, went for 1100GBP. Looking for some-

Godfrey Miller needs nuts, bolts and washers From his emails: “Hello Gene, they are 1/2” and I now realise that they are AF not BSF, despite that the SPC says.”

“I need 8 matching FS 104 / 4D bees bolts with their corresponding black washers FW 104 / T they are 1/4 “ BSF...and were quite common on the 120. I have finally after years of searching completed a set of factory racing screens for the car...but the bolts don’t match. Please help! Thank you Godfrey [250-415-1158](tel:250-415-1158).- 2-18

2000 Vanden Plas 4.0 liter engine and transmission Zane Ware stumbled over the two components located in Port Angeles, which are considered as cores as they were purchased for parts. The oil in the transmission was dark but there was not any signs of metal failure in the pan. Rear cross member mount bracket removed from this transmission, but a broken piece is included and could welded in place. Asking \$500. Spare radiator, fans and minor engine parts also available. Call Zane Ware, 206-650-3190.



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