



# JagMag

**October 2020**

Jaguar Drivers  
& Restorers Club  
of Northwest America  
Vol 64 Issue 10  
Chinook Pass Prowl  
What's New: Who's  
New, XJ220 Fast Cat

# CALENDAR

## OCTOBER 2020

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

**Sat Oct 10** Fall Colors Tour, route to be determined by Brian Case and Kent Wiken likely northeast of Seattle. Contact Brian Case, 253 329 9126. The previously-scheduled 10 Bridges of Snoqualmie Valley will be rescheduled.

## NOVEMBER 2020

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

## DECEMBER 2020

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

**TBD Sun Dec 6** Holiday Party, Seattle Yacht Club.



*Margaret Ames & Tom Hilton on the Chinook Pass Prowl*

**MAY 2021**

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



**JUNE 2021**

**Sat Jun 19** Circumnavigation of Mt. St. Helens with Jaguar Owners Club of Oregon. From I-5 near Toledo to Randle, Windy Ridge St. Helens Overlook, Cougar, Woodland then dinner and optional overnight at McMenamins in Kalama. Contact Brian Case or Kurt Jacobson, 253.229.6905, KurtGJacobson@gmail.com

**AUGUST 2021**



**Thu Aug 5** JDRC Jaguars on the Green concours field setup at Swinomish Casino & Lodge., Anacortes.

**Fri Aug 6** JDRC Jaguars on the Green hospitality event at Swinomish Casino & Lodge, Anacortes.

**Sat Aug 7** concours & awards dinner.

**Sat Aug 21** Heritage Classic & CXKJR JCNA-sanctioned concours, Vancouver BC.

**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.



## WHAT'S NEW

**Cover photo by Kent Wiken** at the Backbone Ridge overlook along Mt Rainier's Stevens Canyon Road above the Muddy Fork of the Cowlitz River. This was during the September 20 Chinook Pass Prowl.



**New members Steve Bird and Lisa-Marie Moon** are busy Seattleites who took time to enjoy the Chinook Pass Prowl in a powerful F-Pace SVR. Lisa-Marie is from Norwich, Norfolk UK and scouts photo locations and is a photo and prop stylist. She is an adult learner, snowboarder, mountain biker, cook and traveler. Her only previous Jaguar experience was when a family member was given a 1970 E-Type from a member of Heart. Steve is a Downtown Seattle optometrist from Idaho Falls ID and a lieutenant colonel in the Air Force Reserve. He enjoys travel, cooking, photography, fly fishing, skiing, hiking, and, as his professional website says, "all the outdoor recreational opportunities the Pacific Northwest provides." With all that activity, their 550-hp F-Pace must struggle to keep up with them.

**Driving according to Jeff Bezos**, "Humans are unbelievably data efficient. You don't have to drive 1 million miles to drive a car, but the way we teach a self-driving car is have it drive a million miles."

**Driving according to Taylor Swift**, "Rebellion is what you make of it. When you've been on a tour bus for two months straight, and then you get in your car and drive wherever you want, that can feel rebellious."

## Scouting the June 2021 drive with JOCO

VP of Activities Brian (and Sharon) Case led a scouting expedition around the east side of Mt. St. Helens September 3<sup>rd</sup>. The Cases drove their S-Type, accompanied by Kurt and Cheryl Jacobson in their Miata.



*Kurt Jacobson photo: Cheryl Jacobson, Brian and Sharon Case*

They were pre-running the planned June 19, 2021 drive with the Jaguar Owners Club of Oregon.

The circumnavigation of St. Helens, originally scheduled for June 20 of this year, was replaced with the Chehalis-to-Raymond drive because some club members thought that the route was not passable by normal cars. It was fine. The roads are all paved with the exception of about a half dozen 150-foot or less sections of gravel that can be handled by slowing down or skirting entirely. And the four scouts had a wonderful time.

The Cases drove to Randle over Hwy 410 and Cayuse Pass where they met the Jacobsons who came through Elbe and Morton to Hwy 12. From there they took Forest Service Rd 25 to the Windy Ridge road and viewpoint where you see the crater from a different perspective than Johnston Point, which is accessed from I-5. From there the route continues south to the Swift Reservoir and Cougar before reaching I-5 in Woodland. The plan is to meet the JOCO participants near Toledo and take scenic back roads to Hwy 12, then follow the Case-Jacobson route, eventually meeting for dinner at McMenamins in Kalama where some will stay overnight.



*From left: Steve Bird, Tom Hilton, Margaret Ames, John Voight, Nick and Craig Cootsona, Tino Pasqua, Brian Case and Sheila Pasqua.*

**From the VP Activities** Regardless of changes due to forest fires, late road closures and possible rain, 28 hardy members in 15 cars participated in our September Prowl to Chinook Pass. As soon as we left our start point the weather gods smiled on us, the rain stopped and we enjoyed sunny, clear skies for almost the entire drive. It appeared that everyone was enjoying the drive and the scenery by the time we arrived at Chinook Pass. Things only got better as the return trip included a transit through Mt Rainier National Park with stunning terrain and lots of curves to challenge our cats. After a long pleasurable day on the road we celebrated with a great dinner with new and old friends at Aversano's Italian Restaurant in Sumner. Our convoy attracted a lot of attention from other drivers while we were driving and when we made our stops. My special thanks to Kurt and Cheryl Jacobson for being the tail end car and keeping us all on track.

Our drive included four new members on their first drive with the club. Charles & Maria Magnusson and Steve Bird & Lisa Marie Moon Thank you for attending and we hope to see you at many more events.

With continuing closures limiting the types of events we can schedule, all is not lost. The Fall Colors Tour is scheduled for October 10th. Watch for club emails with more information on this drive. The 10 Bridges Tour has been postponed to a future date.

Also watch for email bulletins announcing short notice drives. We will try to schedule a fun drive every month, sometimes on short notice, when we can project good weather. Take care everyone.

Brian Case, VP Activities, 253-329-9126, [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

**The other XJ220 in our club** belongs to Richard and Linda. It shares the RaceDeck with a Ferrari Superamerica and an E-Type OTS, all of which are driven, plus the first-generation XKR in the photos. The XJ220 is Silverstone Green with Sand interior. It has both the original wheels and a new set of optional BBS wheels. Richard says the car is noisy and won't clear many speed bumps. On the road, Linda drives behind to protect the car from the many careless lookie-loos trying to see the car better and take pictures. The first XJ220 in the Jaguar Drivers & Restorers Club belongs to Godfrey Miller who lives on South Pender Island. COVID-19 now, and ferry ramps forever, means our two club XJ220s may never be seen at the same event.





**Recreating a bit of Brooklands and reliving it** JDRC founding member Adrian Brennan and the *JagMag* Editor went to check out the replica MG Q-Type created by Jaguar club friend Craig Cootsona.

The original eight Q-Types were built in 1934 and from only 750 cc, the standard racers made 113 hp at 7200 rpm with a 25-28 psi supercharger. A sprint

version made 146 hp. A single-seater reached 122 mph at the historic banked Brooklands racetrack in Weybridge, UK.

Which brings us back around to Adrian. He was raised across the road from Brooklands, watched race cars from the track's bridge, studied engineering at the site and then worked there Vickers-Armstrongs, Ltd. Aircraft Company, which was located in the track's infield. He also had a hot-rodded, rebodied MG K3 with a supercharged Riley 12-6 engine. The information Adrian and Craig exchanged was fascinating and seemingly endless, including comparing approaches for manufacturing railroad locomotives, which Craig knows about and aircraft, which retired Boeing engineer Adrian, knows.

*Above , Craig Cootsona, (left) the Q-Type replica and (right) Adrian Brennan. Bottom, the Q-Type with an XKR where the XJ220 lives (see another "What's New" story).*





**You just got it back, why the roll-back?** Last month we drove Mr. and Mrs. Editor's car back from Andy Macdonald's British Specialty in original configuration and

the botched retrofitted parts yanked. Andy said at the time that perhaps the six-volt batteries in series to make 12 volts, should be replaced, although they were working fine. Until they weren't. One started letting the volts dribble out between its cold dead fingers. But it had lived a long, comfortable life for the nearly nine years we've had the car.

Supposedly the original-style batteries are hard or impossible to source, although a very trustworthy XK120 owner says that SNG Barratt has them. Several commenters on Jag-lovers Forum recommended the 12-volt Odyssey AGM (absorbed glass mat) batteries that fit the cramped battery boxes. I ordered two that Andy will install in parallel, requiring new battery cables. These should double the durability, dependability and cycle life compared to "regular" batteries.

For a tow, I was planning on using Charlie at Classic Car Carrier, who is a go-to handler for local collectors. But his voicemail message said he was sick and unavailable until October. I went to the internet to find an experienced and prepared rollback tow truck operator, following a bad experience with an operator who did not have the promised blocking to extend the ramp and consequently dragged the tailpipes breaking the hanger and who let the winch straps crack the leading part of the valence.

Who could do the job? My battery dying must have sent me to Valhalla (or Valhalla) because the first place I found was in Maple Valley near British Specialty and had many pictures of Ferraris, Lambos, Porsches and even a 'Cuda atop its flatbed. Perfect. Jason of Maple Valley Towing had the ramps, experience and quiet calm that made event uneventful.

# PAST PRESIDENT'S MESSAGE

*By Kurt Jacobson*



As *JagMag* editor and past president, I offered President Debbie Read a pass this month to let her enjoy a few more minutes with her and Glen's newest grandchild. Debbie writes, "I have attached a picture of me and #3 Rosie. Three down and four to go for Glen to have his pit crew for racing "Red."

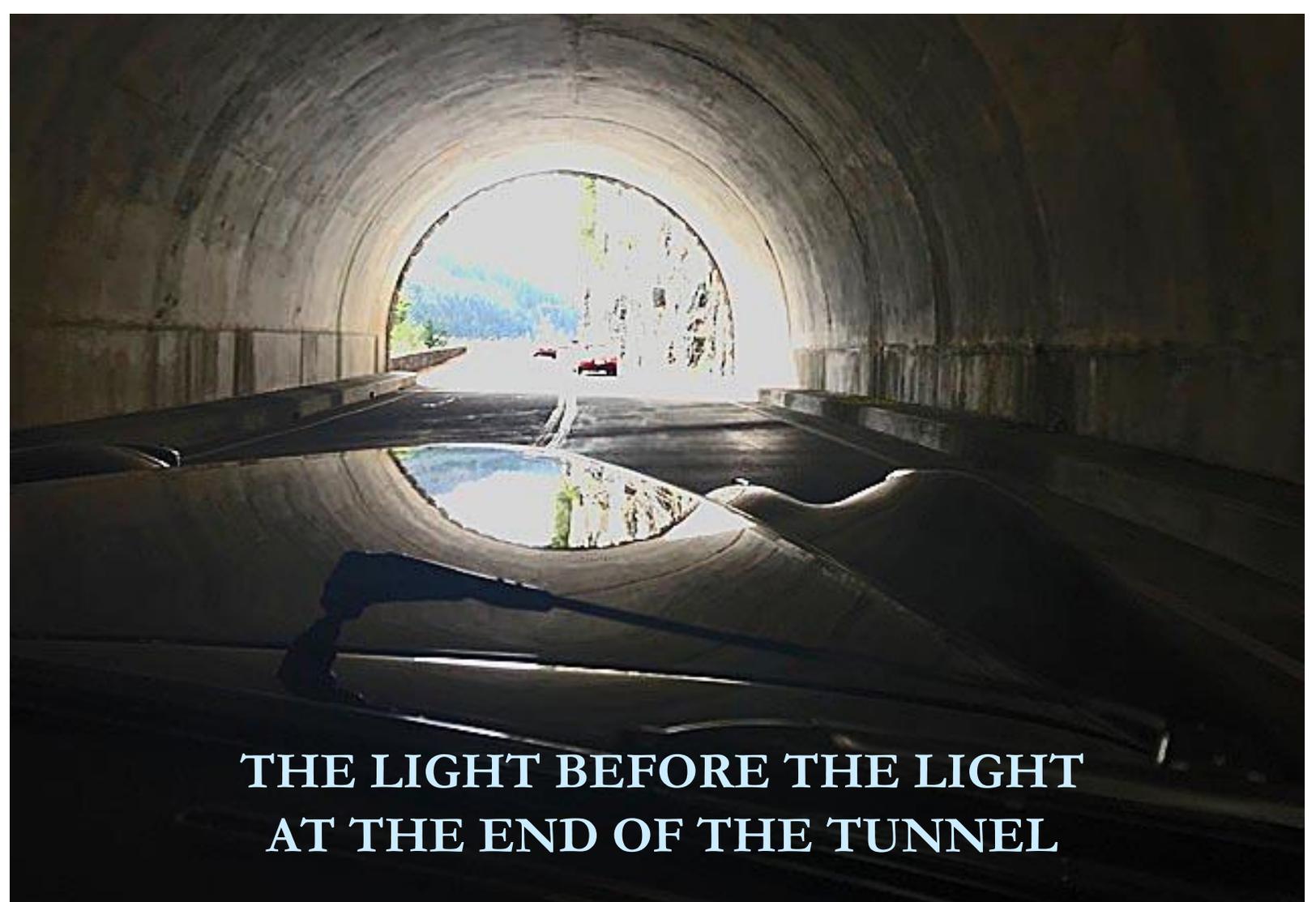
A shout-out to the Reads for all they do to make our club enjoyable, both behind the scenes as volunteer leaders and organizing and showing up for so many events.



Despite of the pandemic that almost wiped clean the whiteboard of the club's previously-planned events, the board is still meeting digitally and VP of Activities Brian and Sharon Case have been filling the calendar again with some excellent drives and visits, with at least one major drive a month and some impromptu drives announced by email. Attendance at the replacement events so far have been as good as ever, even though they were lengthy and far outside the Metro Seattle area. There were a healthy mix of new and veteran members with cars ranging from classic XKs, even a D-Type replica to the latest plug-in electric I-

Pace and F-Pace SVR.

Members seem energized and willing to help plan events. A few examples: New members Kent and Lisa Wiken are planning a trip, Art Foley is sharing his cars, including temporarily Jaguar-less Roy Pringle, Ben Brown wrote a couple *JagMag* articles. Staying active with our Jaguars and participating in the club is one fun way to avoid what a business associate of mine called, "the 'rona grumps."



## THE LIGHT BEFORE THE LIGHT AT THE END OF THE TUNNEL

*Above: A photo by Roy Pringle from the passenger seat of Art Foley's XK120 coupe on Mt. Rainier's Stevens Canyon Road during the Chinook Pass Prowl.*

With the pandemic and its group restrictions, there seems to be no light at the end of the tunnel. But there is some light *before* the light at the end of the tunnel in the form of Jaguar group drives, like the Chinook Pass Prowl. The morning rain gave way to glorious blue skies punctuated with dramatic clouds and little traffic. Steve Bird captured it: "It was a great drive with curvy mountain roads, cliffs and tunnels and beautiful scenery. Everyone was very friendly and great to see some classic vehicles go up the pass."

*"It was a great drive with curvy mountain roads, cliffs, tunnels and beautiful scenery."—Steve Bird*

VP of Activities Brian Case and his wife Sharon planned and then had to replan the drive. Originally the route was to be from Auburn through Enumclaw on Hwy 410 to Chinook Pass and return on the same route to a dinner in one or more Enumclaw restaurants. Then damage from one of the many fires blocked 410 east of Enumclaw. Brian went back to the maps and scouted a new route from Auburn through Orting, Eatonville, Elbe, Morton and Packwood, then over Cayuse Pass to Chinook Pass where paused for lunch.

The return trip backtracked to the Stevens Canyon entrance to Mt. Rainier National Park, out the Nisqually entrance, reconnecting with the outbound route to the dinner at Aversano's Italian restaurant in Sumner where we were enjoyed good food, great service and weird lighting.



Twenty-eight people in 16 cars started the drive, with 16 people showing for dinner. In addition to organizers Brian and Sharon Case (S-Type) were Margaret Ames and Tom Hilton (XK8), Linda Roberts and Ray Papineau (XJS), Art Foley and Roy Pringle (Art's XK120), John Voight (E-Type FHC), Fred Ehret (E-Type OTS), Sheila and Tino Pasqua (XK8). Patty McKerney and Kurt Hrubant (F-Type R), Inger and Ulf Goranson (XJ6 Vanden Plas) Carol and Doug Jackson (XK8) and Cheryl and Kurt Jacobson (MX-5).

Newer members included Lisa and Kent Wiken (XF), Steve Bird and Lisa-Marie Moon (F-Pace SVR), Charles and Maria Magnusson (XKR) and guests Craig and Nick Cootsona (Porsche).

*(Above left: Charles & Maria Magnusson with Margaret Ames & Tom Hilton. Above right: Foreground, Art Foley and Roy Pringle; left booth, Lisa-Marie Moon & Steve Bird, right booth Craig & Nick Cootsona with Brian Case, standing.)*

*“Great event to get acquainted with fellow members. For anyone wondering just what kind of group might be in a Jag Club: people of all ages and backgrounds who love great cars and just want to share that feeling..”—Sheila Pasqua*

Acknowledging the research and preparation the Cases put into the drive, Roy Pringle wrote, “Dear Brian & Sharon, thank you both for the great Chinook Pass Prowl. It was heartening to see so many Jaguar enthusiasts show up. I know you spent much time and effort on this (and previous runs). Your connection with the weather gods is excellent; what a gorgeous day it was.”

Kent Wiken added, “Lisa and I really enjoyed the Jag Prowl on Sunday. Amazing how the weather broke for us from Auburn to the Pass. Brian and Sharon chose the perfect routes on winding scenic roads, wow! What a turn out as well, all types of Jags. I saw people filming on procession as we were leaving the rest stops (*below left*). Thank you.”

Sheila Pasqua (*who brought the banner that she and Tino Paqua are holding below*) described the experience this way, “Great event to get acquainted with fellow members. For any-

one wondering just what kind of group might be in a Jag Club: people of all ages and backgrounds who love great cars and just want to share that feeling.”





With the west end of Hwy 410, and White Pass closed due to a fire, there was little traffic, rare on a sunny summer's-end Sunday afternoon. Jaguars ruled the roads. Asserting their dominance were the growling 550 hp supercharged V-8s of the Hrubant/McKerney F-Type R (*above*) and the Bird/Moon F-Pace SVR (*left*). Both accelerated through a tunnel, pegging the metaphorical dB meters.



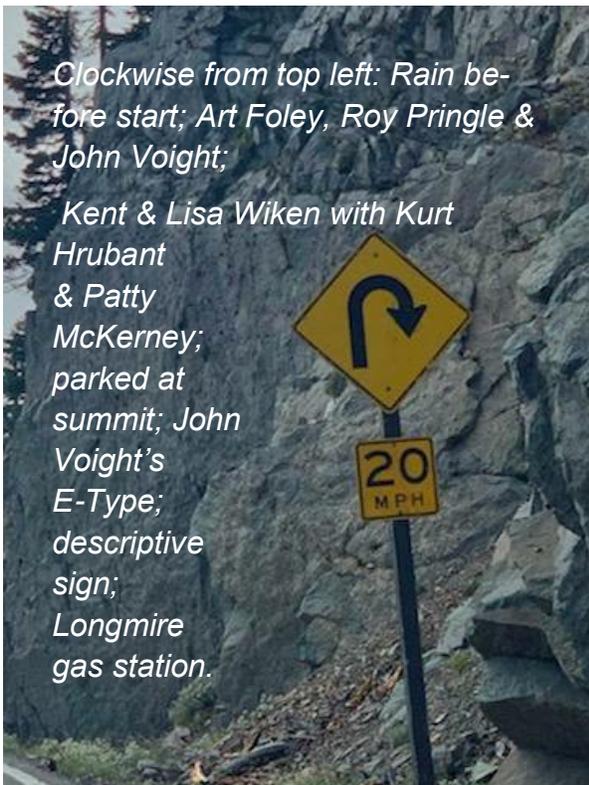
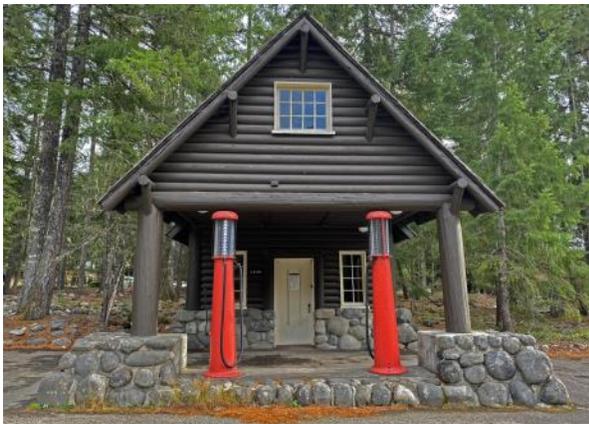
## *Our Jaguars ruled the roads.*

*Thanks to the many photographers: Roy Pringle, Sharon Case, Craig Cootsona, Kent & Lisa Wiken, Kurt Hrubant & Patty McKerney, Art & Maris Foley, Cheryl & Kurt Jacobson. Story by Kurt Jacobson*



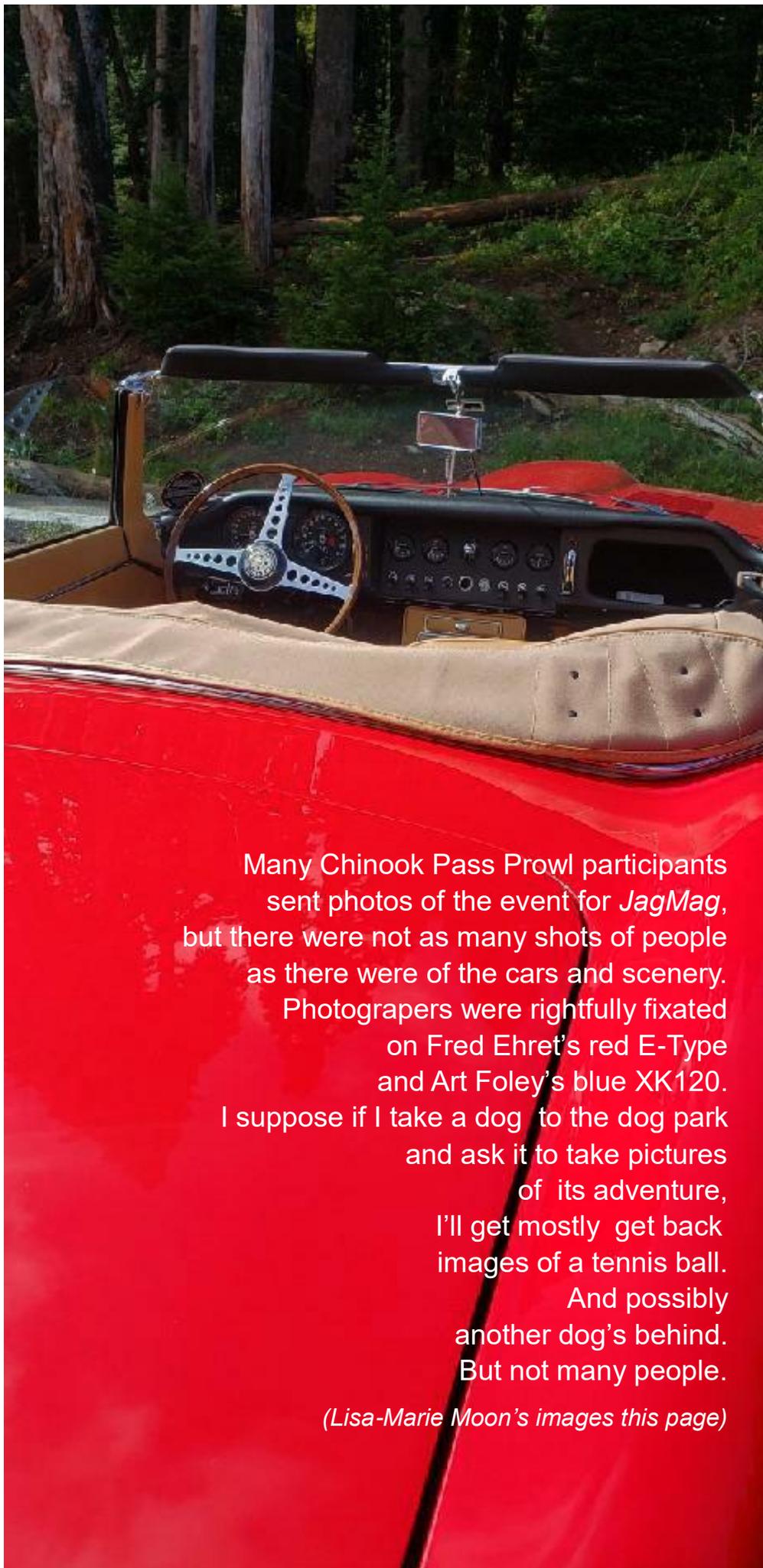
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*Clockwise from top left: Rain before start; Art Foley, Roy Pringle & John Voight;*

*Kent & Lisa Wiken with Kurt Hrubant & Patty McKerney; parked at summit; John Voight's E-Type; descriptive sign; Longmire gas station.*



The  
photogra-  
phers were  
rightfully  
fixated on  
and Fred  
Ehret's red  
E-Type  
and Art Fo-  
ley's blue  
XK120

Many Chinook Pass Prowl participants sent photos of the event for *JagMag*, but there were not as many shots of people as there were of the cars and scenery. Photographers were rightfully fixated on Fred Ehret's red E-Type and Art Foley's blue XK120. I suppose if I take a dog to the dog park and ask it to take pictures of its adventure, I'll get mostly get back images of a tennis ball. And possibly another dog's behind. But not many people.

*(Lisa-Marie Moon's images this page)*





## Volunteer Leadership



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



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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](http://www.jcna.com) plus our local club. The current and past issues of JagMag at [www.SeattleJagClub.org](http://www.SeattleJagClub.org) give the best look at our club. Attend an upcoming event and check out the group. Membership in our local club includes membership in JCNA, and offers the greatest benefit to you through local activities, services and information.

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

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

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

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



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

## MEMBERSHIP INFORMATION

New Member

Renewing

### APPLICANT(S) INFORMATION

Primary member last name:		Primary member first name:	
Current address:			
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Cell phone number:	Ok to receive texts? <input type="checkbox"/> Yes <input type="checkbox"/> No	Past/present occupation:	
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### JAGUAR #1 INFORMATION – May Send Photo of Car Separately

Model:	Body:	Color:	Year:
Condition of Jaguar: <input type="checkbox"/> Original <input type="checkbox"/> Restored <input type="checkbox"/> Daily driver <input type="checkbox"/> Restoration in progress <input type="checkbox"/> Parts			

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

Model:	Body:	Color:	Year:
Condition of Jaguar: <input type="checkbox"/> Original <input type="checkbox"/> Restored <input type="checkbox"/> Daily driver <input type="checkbox"/> Restoration in progress <input type="checkbox"/> Parts			

### GENERAL INFORMATION – Please check your interests

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

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

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

1-16-2019

# CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

Advertise your Jaguar parts and vehicles here in JagMag. Ads are free for members and **only \$10 for 3 months for private non-members (not commercial)**. Clean out your garage and place your ad now. Contact Kurt Jacobson. Classified ads must be Jaguar-related.

## COMMERCIAL ADVERTISING RATES

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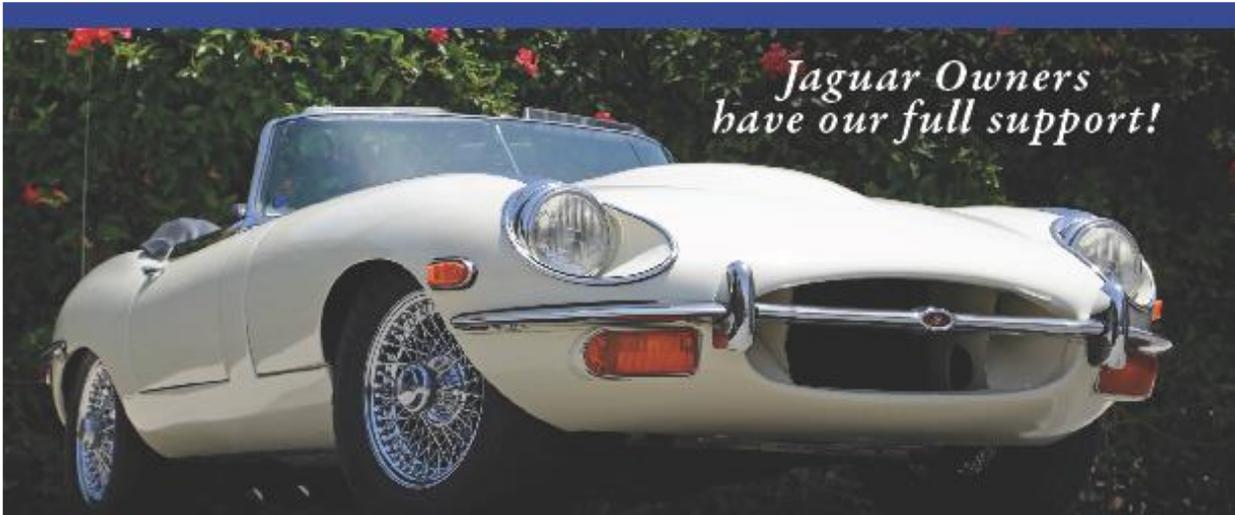
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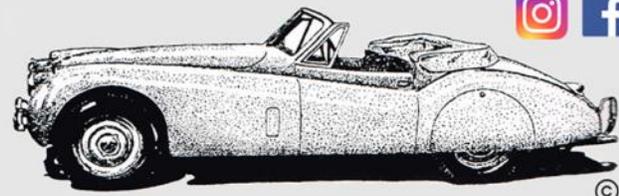
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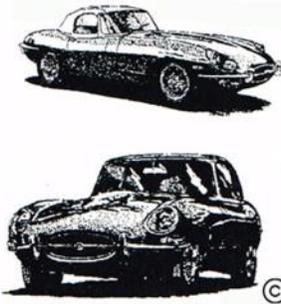
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**1965 E-Type OTS, 1954 XK120 FHC and 1951 XK120 OTS for sale** from the private collection of a former Jaguar Drivers & Restorers Club member. The green 1954 XK120 Fixed Head Coupe has received 100 points in a Jaguar concours. The red 1951 Open Two Seater is a beautiful driver with spats and solid-wheels with hubcaps and rimblishers. The white 1965 E-Type Open Two Seater is remarkably original. Contact Jim at 206-963-2191, [jimmlunz@gmail.com](mailto:jimmlunz@gmail.com). Aug 2020



**Beautiful 1957 Jaguar MK7M** Professionally maintained. Blue, automatic transmission. Winner of many Jaguar Drivers and Restorers Club events.

3.4L inline six-cylinder double overhead cam engine, dual SU carbs. New porcelain exhaust manifolds, rebuilt and re-sleeved brake master cylinder, new front wheel bearings, new front and rear wheel cylinders, hydraulic brake system flushed, transmission pan gasket replaced, tires are BF Goodrich all season white-wall radials w/5k miles also cleaned and adjusted E brake. \$57,000. Contact Chris Johnston, 206 527 5648, [chris@iphc.int](mailto:chris@iphc.int) Oct2020





**We are selling our 1988 XJ6 (XJ40).** I bought this car in 1990 as a Christmas present for my wife. I'm the second owner and have maintained the car myself with an occasional trip to Crown Hill Motors for needed repairs beyond my experience. The car

has 150000 miles and still runs strong. It's been repainted the same color. The interior is clean, but the driver's seat has a split seam. The rear seat, carpets and headliner are in excellent condition. Asking \$3000. Contact Bill Buegel, 425 870 1689 *Sep 2020*



**1999 Vanden Plas.** Uncommon & beautiful sapphire metallic blue over ivory leather, nicely optioned. Owned & driven daily for 20 years, always garage kept. Rebuilt transmission & engine top end, headliner replaced. Extra set of factory wheels with Michelin X-Ice snow tyres mounted. Runs & drives well. 208k miles. Good to very good condition in and out. Asking \$5200. Contact John Dombey, 206-715-6942, [jdombey@gmail.com](mailto:jdombey@gmail.com) *Sep 2020*



My wife's **1992 XJS** needs a nice new home. We bought it new from Bellevue Jaguar. Always kept in the garage. The service was always done at the local dealer or Mr. Jags. It's had new brakes and the air-conditioning updated to R134a. The speedometer shows an accurate 42,300 miles.

Asking  
\$5,599.00.  
Ron Beman  
206-618-  
6234. 2Oct200



**1995 Jaguar XJ6 Deluxe** 4 door sedan, Pearl White, moon roof, light leather upholstery, classic wood paneling, garaged most of its life, In beautiful condition with only 57,000 original miles !! This car must go to a Jaguar Enthusiast !! Call Jim at 206-418-6446 for more information. Sep 2020



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*Below: Dash of Art Foley's XK120 FHC  
by Roy Pringle on Chinook Pass Drive.*

