



JagMag

December 2018



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

Vol 61 Issue 12
In this issue
Two-Event Weekend—
Dec 8 & 9
General Meeting
Saloon vs. Sedan
Andy's Back
Judges Corner

BRITISH INVASION

GROUP 2 - DECEMBER 8TH 2018

2600 W COMMODORE WAY #3 SEATTLE WA 98199

10:00 AM - 1:00 PM

Cool cars, fun People, shop tour, live screen printing, DJ, vendors, door prizes, food truck, and more!

JDRC contact: Kurt Jacobson
KurtGJacobson@gmail.com
253-229-6905



PRESENTED BY:



IMAGECRAFT

Crafted

Mini, Morgan, Noble, Rolls-Royce, Triumph,

Aston Martin, Bentley, Jaguar, Ginetta, Lotus, McLaren, MG, AC, Sunbeam, Austin Healey, McLaren

**DECEMBER 9
HOLIDAY PARTY
AT THE SEATTLE YACHT CLUB**



*RSVP by December 5th
to Debbie Read*

debralread@gmail.com, (425) 670-6701

Adults \$48, children 12 and under \$13. Pay by cash or check at the door.

Silent auction to benefit Northwest Harvest

Bring an item or two for the auction. Car related but doesn't have to be.

Make something unique.

Ideas: wine/fruit/cheese/coffee/lottery ticket baskets. Use your imagination!



WHAT'S UP?

Cover Debbie and Glen Read leaving the general meeting at Griot's Garage Flagship Store, and leaving *JagMag* with a December cover photo..

Photo by Kurt Jacobson

Dec 8 & 9, two events, one weekend On the two preceding pages are ads for a Dec 8 British car session at Group 2 Motorsports, followed the next day by the Dec. 9 Seattle Jaguar club holiday party at the grand old Seattle Yacht Club.

Western Washington All British Field Meet July 20 has been confirmed for this event that draws a large number of Jaguars. It depends on having entrants volunteer a little time, so please say yes when asked.

JagMag editor's XK120 subject of tech article After suffering from clutch and cooling issues caused by poorly installed "improvements" long before I purchased the car, I had enough and took the car to Andy MacDonald to sort out. Andy has written extensively about E-Type work and asked if he could tackle a new subject for him by writing about the car Cheryl and I love to drive when it works.—Kurt Jacobson

I-Pace receives German Car of the Year award The Jaguar I-PACE electric performance SUV has won the 2019 German Car of the Year Award as selected by 12 representatives of the German media. Customer deliveries have started. When will the first one show up in a Seattle Jaguar club member's garage?

Early plans for driving events Plans are coming together for a Chuckanut Drive event with a British Columbia Jaguar and MG club, July 6 or 7. This will be the third of our cross-border adventures together.

The Spring Thing will likely snake around the eastern Snoqualmie Valley. If you would like to organize an interesting drive, contact any club officer.



CALENDAR

DECEMBER 2018

Thu Dec 6 7 p.m. board meeting. Yankee Grill, One Grady Way, Renton. Contact Kurt Jacobson.



Sat Dec 8 10 a.m.—1 p.m. Joint open house for all British car clubs at Group 2 Motorsports, 2600 W Commodore Way Suite #3, Seattle 98199. See the ad on a preceding page. This is also a scheduled Seattle Jag club event in conjunction with the Western Washington All British Field Meet clubs. Contact Kurt Jacobson , 253-229-6905, KurtGJacobson@gmail.com.

Sun Dec 9 Holiday Party at Seattle Yacht Club, 1807 E. Hamlin Street. \$48 for adults, \$13 for children 12 and under. Pay by cash or check at the door. Silent auction to benefit Northwest Harvest. Bring an item or two for the auction. Can be car related but doesn't have to be. Make something unique. Ideas: wine/fruit/cheese/coffee/lottery ticket baskets. Use your imagination!. RSVP by December 5th to Debbie Read debralread@gmail.com, (425) 670-6701



JANUARY 2019

Many of the 2019 dates are projected, based on the weekends on which they have fallen in prior years. They will be updated and confirmed in following issues.

Thu Jan 3 7 p.m. board meeting. Location TBD. Contact Ray Papineau.

Jan JDRC Annual General Meeting, date and venue to be determined.
Contact Linda Roberts

Sat Jan 12 10 a.m., Tech Session, Andy Macdonald's British Specialty, 21618 215th Place, Maple Valley. Contact Kurt Jacobson, 253-229-6905, kurtgjacobson@gmail.com.



FEBRUARY 2019

Thu Feb 7 7 p.m. board meeting. Location TBD.

Feb General Meeting. Date and venue TBD. Contact Bob Book.

MARCH 2019

Thu Mar 7 7 p.m. board meeting. Location TBD.

Fri Mar 22—Sat Mar 23 Jaguar Clubs of North America, Annual General Meeting, new headquarters of Jaguar Land Rover North America LLC, Mahwah, NJ, an hour-fifteen minute train ride to Manhattan. Our club will be represented by two delegates or will give proxy vote to the JCNA District Representative.



APRIL 2019

Thu Apr 4 7 p.m. board meeting. Location TBD.

MAY 2019

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



Sat May 4 Spring Thing date. Probably starting in Bellevue or Redmond and touring the east side of the Snoqualmie Valley. Details to come. Volunteer route master welcome.

JUNE 2019

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

JULY 2019

Sat or Sun Jul 6 or 7 Probable Chuckanut Drive tour and lunch with the Canadian XK Jaguar Register & Classic MG Club. Contact Kurt Jacobson.

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



Sat Jul 20 8 a.m. Western Washington All British Field Meet, Saint Edward Park, Kenmore WA. <http://wwabfm.com> Contact Kurt Jacobson.

Fri Jul 26-Sunday Jul 28 (Tentative) Jaguars on the Island weekend, at Windsor Park Oak Bay and surrounding venues near Victoria B.C. Cocktail party Friday, concours and awards banquet Saturday. Sunday a tour, brunch and a JCNA sanctioned slalom.



AUGUST 2019

Thu Aug 1 7 p.m. board meeting, Location probably Johnny's Dock restaurant, Tacoma WA.

Sat Aug 3 JDRC Jaguars on the Green Concours at LeMay—America's Car Museum. Contact Ray Papineau.



Sat Aug 17 *Not sure yet if this concours will happen—Editor*] JCNA-sanctioned Canadian XK Jaguar Register & Classic MG Club Concours, Waterfront Park, North Vancouver, BC during the CXKJR's Heritage Weekend, August 16-18.

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

SEPTEMBER 2019

Sep 7-8 Jaguar Owners Club of Oregon Concours & Slalom, Portland International Raceway

No date set yet Fall Colors Tour.

OCTOBER 2019

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

NOVEMBER 2019

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

DECEMBER 2019

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

Holiday Party Date and venue TBD.



CLUB INFORMATION

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



2018 VOLUNTEER LEADERSHIP

President—Open
Vice President, Activities—
Open
Vice President, Technical—
Debbie Read
Treasurer—Linda Roberts
Secretary—Chris Eseman
Past President—Kurt Jacobson
Trustee—Curt Kyle
Trustee—Ray Papineau
Trustee—Dennis Flynn
Trustee—Glen Read
Membership Chair—Bob Book
membership@seattlejagclub.org
Concours Chair—Ray Papineau
Chief Judge—Zane Ware



Slalom Chair—Open
JagMag Editor/Advertising —Kurt Jacobson
jagmag@seattlejagclub.org
Webmaster—Michael Watts
Sunshine—Open

Current members receive a digital membership database from Bob Book.

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VICARIOUSLY DRIVING THE COPPERSTATE 1000 AT THE GENERAL MEETING



In two *JagMag* installments, John Holmes described the 2018 Copperstate 1000 experience he shared with his son, Bill. At the November 17 general meeting, Bill presented new perspectives, details and photos to the 20+ club members gathered at Griot's Garage Flagship Store. We learned that John's XK150 coupe got about 364 miles per gallon of motor oil, 11 quarts, and is now undergoing an engine transplant. And we learned that early XKs can make handle 95-degrees while overheating neither the engine nor the passengers, who can survive in relative comfort without air conditioning, thanks to open side and vent windows and foot-well vents. And at least during this event, drivers can cruise with impunity at 85 mph or more with the blessing of motorcycle trooper escorts.

Story by Kurt Jacobson; photos by Jacobson, Tanya Book and Griot's Garage



Members headed to the spotless Griot's demo bays for a tech session led by Claire (above with Glen Read and Dave Robson), a customer service representative and a knowledgeable professional detailer. One of many points she made was that the clear coat on Audis, like John Holmes demo subject car, compared to Porsches, for instance, which requires more aggressive polishes to eliminate the swirl marks and light scratches.

If you have attended Griot's car care and detailing sessions in the past it would be easy to think there is nothing new. That's not the case. Using clay bar to pull out impurities embedded in the paint was state-of-the-art last time we visited. Now they have "synthetic clay" mitts and pads that perform the same function, but are much quicker and easier and leave no residue in the cut lines and trim edges. The old numbered series of graduated polishes are no longer in production and have been replaced by an entirely new system. And there is a new water-diluted car wash that can be toweled off, rather than rinsed off with a hose. We are fortunate to have Griot's in our back yard. Their large, comfortable meeting area is free, they often offer an additional discount on top of the car club discount, and there is always a fresh crop of interesting cars in the display area.



It was fun to see some of the relatively new faces in the group

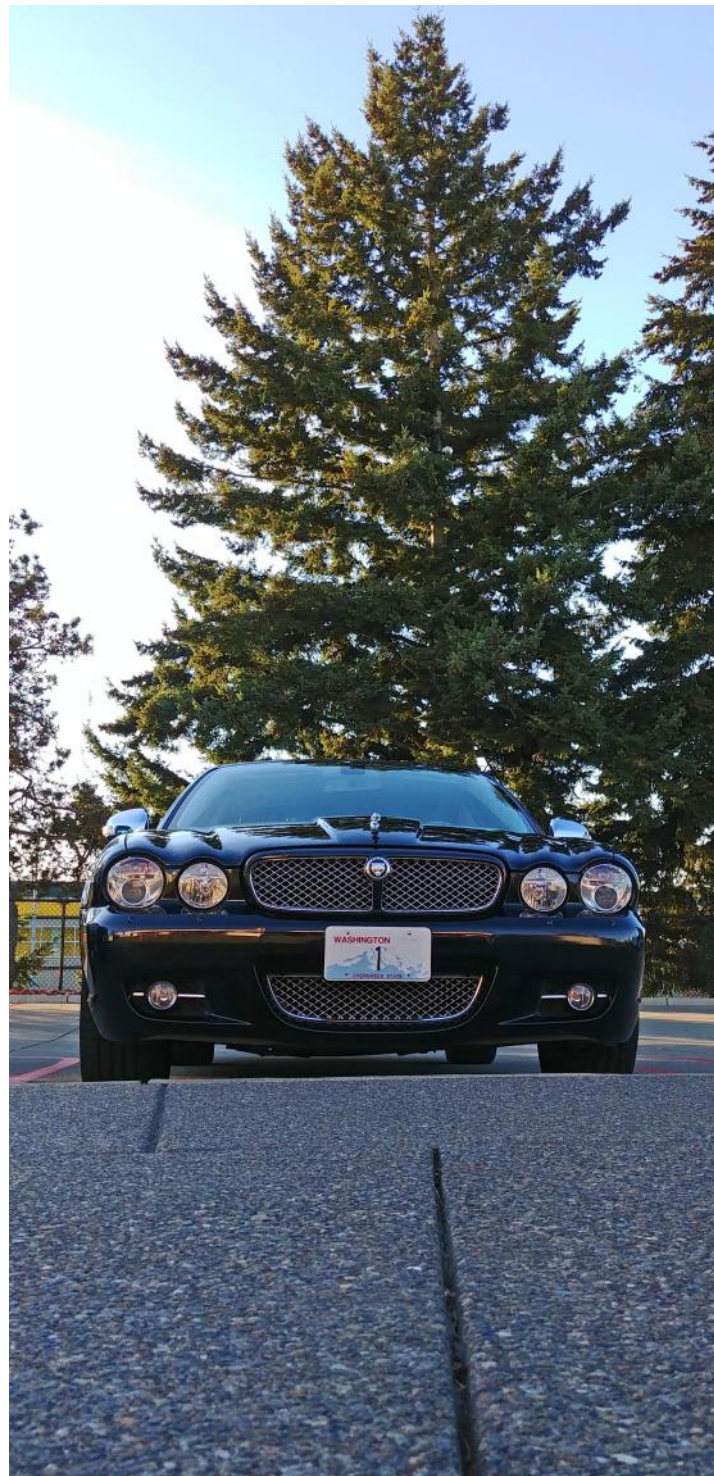
Vice President Technical Debbie Read conducted the general meeting with reports by volunteer leaders. Trustee and Concours Chair Ray Papineau gave the concours, sunshine and treasurer's reports. Membership Chair Bob Book reported on current membership renewals and the slalom. And Editor Kurt Jacobson reported on member contributions of stories and photos to *JagMag*.

All the members introduced themselves. It was fun to see some of the relatively new faces in the group, such as Kurt Hrubant, who competed in our Slalom in his F-Type; Dave Robson, who brought his black XJ Vanden Plas X358 to the meeting, and who is also an MG enthusiast and Doug Jackson is chair of the Evergreen Lotus Car Club, has Corvettes but also drives an XK8.

Greeting JDRC members and Griot's customers by the front door was Ray Papineau's red E-Type coupe where the car's former owner and club founder Adrian Brennan could admire it. A few steps away was the Read's top-down XK150S OTS in its Christmas red livery. After the meeting Glen and Debbie bundled up (see cover) for a long winter's drive North to Edmonds, chasing Ray as far as Bothell. Thanks to the many busy hands that set out the food and cleaned up afterward, making life easy for hosts Cheryl and Kurt Jacobson.

*Glen and Debbie
bundled up for a
long winter's drive*

*Ray Papineau's former Adrian Brennan
E-Type below and Dave Robson's XJ right*



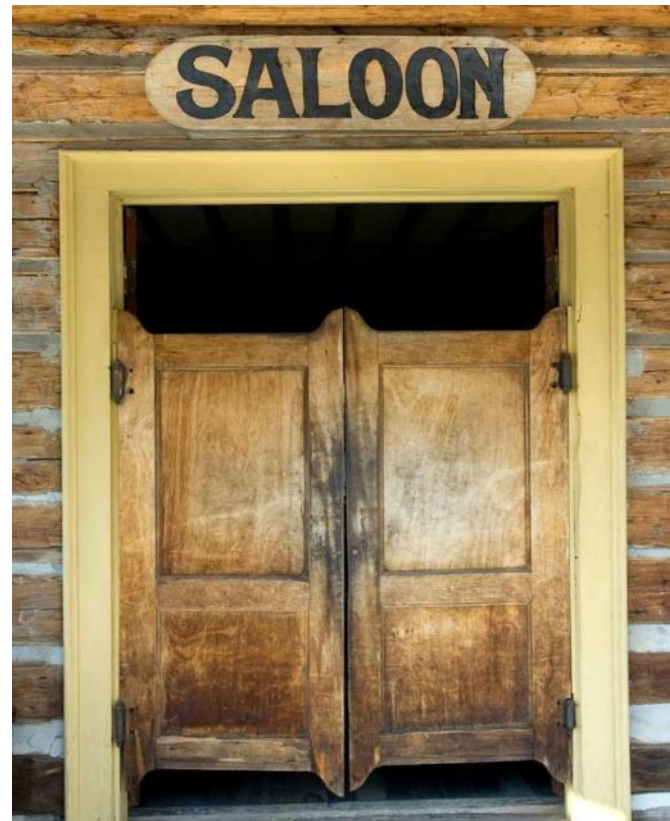
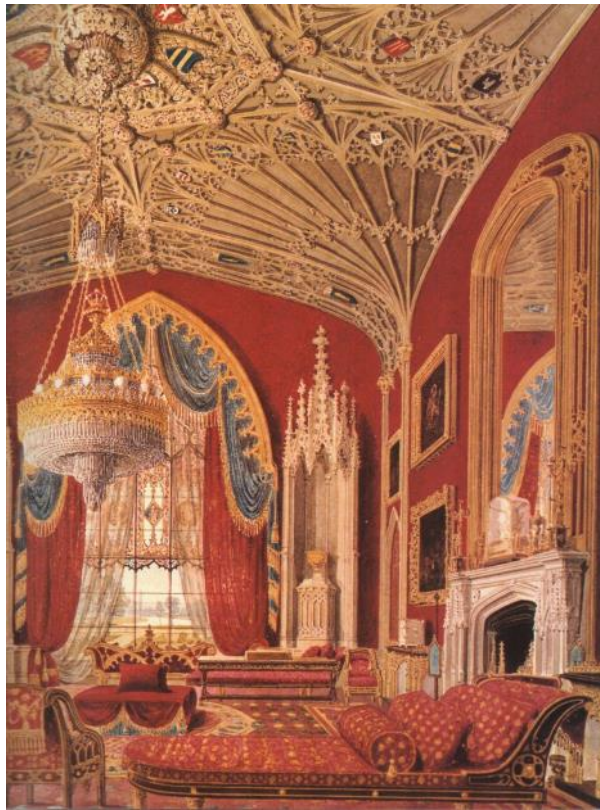
I OPENED THE SALOON DOOR AND FELL DOWN A RABBIT HOLE

In the classified ad section of last month's *JagMag* were two enticing saloons. One was a 25,200-mile 1989 Jaguar XJ6 Vanden Plas; the other a Mark 2 restoration candidate. For years I have wondered why what most North Americans refer to as sedans are called saloons in Great Britain?

The “why,” which implies intent, is elusive. But, the derivation of the terms is interesting. According Merriam-Webster, a saloon is “an often elaborately decorated public hall; a usually large public cabin on a ship (as for dining); the living area on a yacht; and also a parlor car.”

You can quit reading here or continue down the rabbit hole.

Research by Kurt Jacobson with photos snagged from Google



***Jalopnik* described “saloon” best:**

If you're thinking that the word “saloon” reminds you of the other word ‘saloon,’ that place where cowboys drink whiskey and piano players get threatened with gunfire, that's because, duh, they're the same word and come from the same source.

“Saloon” comes from the French word (again!) “salon,” which just meant a large room, really.

If you want to dive deeper, take a deep breath: “...either augmentative of ‘salle’ (‘room’), or borrowed from Italian ‘salone’ (‘hall’), augmentative form of ‘sala,’ ‘salla’ (‘room’); in both cases borrowed from a Germanic source such as Old High German ‘sal’ (‘house, hall’), from Proto-Germanic ‘salą,’ from Proto-Indo-European ‘sol-’, derived from ‘sel-’ (‘dwelling’).

Once adopted into English, the word began to refer to gatherings of artists or intellectuals or people pretending to be one or both.”

“Saloon” started as an 18th-century variation of salon, and by the 1800s, the word began to be used to describe the cowboy bars we all know and love, and, more relevantly, large passenger cars on trains. From there, it followed that automobiles with a largeish, enclosed passenger compartment could also be referred to as a saloon.”





“A saloon that for a combination of speed, comfort and safety is as good as any in the world.. *regardless of cost*”

from the 'MOTOR' ROAD TEST 15/67

Judged from every conceivable standpoint...power, performance, luxury, prestige and advanced engineering...the Jaguar 420 undoubtedly sets the highest standard yet achieved in motoring values—a fact which is readily endorsed by the very high level of customer demand. Powered by the latest 4.2 litre 245 bhp XK six-cylinder twin o.h.c. engine which provides superbly smooth performance and the commanding acceleration so essential to safer motoring, the 420 model is a compact five seater saloon of elegant proportions with an imposing frontal appearance which incorporates a four headlamp system. It is offered with the option of auto-

matic transmission incorporating dual drive range or four-speed all-synchromesh gearbox, with or without overdrive. Standard equipment includes independent suspension all-round, four wheel disc brakes, alternator and pre-engaged starter. Its luxurious interior is upholstered in finest leather hide with reclining front seats, padded safety screen rail and variable control heating front and rear.

At prices which start from only £2077.3.11 (including purchase tax) the 420 offers exceptional value with “a special kind of motoring which no other car can offer”... as your Jaguar dealer will be happy to demonstrate.

JAGUAR 420



What about “limousine”? Back to *Jalopnik*:

“Limousine” is a word of French origin, and originally referred to a city in central France, Limoges. The locals there sometimes wore a cloak called a “limousine”, which featured a hood that extended over the wearer’s face. The hood sort of resembled the extended roof that gave the chauffeur some little bit of weather protection, though not nearly as much as the enclosed cabin that the people of proper breeding got to enjoy. Even though later limousine designs soon relented and allowed the hired driving help indoors, the name stuck. So, a limousine is named after the hood on a French cloak.

It was derived from the verb “couper,” translating as cut

As we slip further down the rabbit hole, then what about “coupe” or “coupe?” And how does it differ from a saloon? Most would agree with

one expert, “Coupes are the car types having two doors,” but not necessarily with the following elaboration, “...and two seating capacity with tight spaced passenger seat. These cars are shorter than the sedan of same model.”



Google disgorged this derivation of “coupe.”

A coupé—also known as “coupe”—is a car with a fixed-roof body style usually with two doors. The term “coupé” was first applied to horse-drawn carriages for two passengers without rear-facing seats. The early coupé automobile's passenger compartment followed in general conception the design of horse-drawn coupés. The French variant for this word thus denoted a car with a small passenger compartment. It was derived from the verb “couper,” translating as cut. The term “berline [*let’s not bother with “berline” or “berlinetta” right now—Editor*] coupé” was later shortened to “coupé.” The coupé was considered to be an ideal vehicle for women to use to go shopping or to make social visits.

What about four-door “coupés?” Two sources have this to say:

Since 2005, several models with four doors have been marketed as “four-door coupés”, however reactions are mixed about whether these models are actually sedans instead of coupés. According to Edmunds, the American online resource for automotive information, “the four-door coupe category doesn't really exist.”

The designation, first applied to a low-roof model of the Rover P5 from 1962 until 1973, was revived... most recently with the first model 2005 Mercedes-Benz CLS. The term originated partly for marketing reasons. The German press accepted the concept of a four-door coupé and applied it to similar models from other manufacturers such as the 2009 Jaguar XJ. The German automobile club ADAC on its website also adopted this concept.



That brings us to the derivation of car. According to Wikipedia, the word “car” is believed to originate from the Latin word “carrus” or

“carrum” (“wheeled vehicle”), or the Middle English word “carre” (meaning “two-wheel cart”, from Old North French). In turn, these originated from the Gaulish word “karros” (a Gallic chariot). It literally means “self-propelled car”.

On the subject of car bodies, I won’t even attempt to tackle the derivation of Vanden Plas, boot / trunk or hood / bonnet.

*I won't even attempt to tackle the
derivation of Vanden Plas*

What about sedans? Again, according to *Jalopnik*:

For whatever reason, in Britain this stuck, but not so much in America. We settled on a different term, “sedan.” This one isn’t of French origin: it’s Latin. Well, Latin and Italian. The base root word is the Latin word “sedes/sedere,” a verb that means “to sit” [*think “sedentary”—Editor*].

a “covered chair on poles”



From there came the early 1600s Italian word, “sedan,” from the Italian word *sede* (chair), which was a “covered chair on poles,” something like an enclosed litter. [*see early Bob Tullius Group 44 racing sedan left—Ed.*] The word was introduced to England in the 1630s, replacing the more cumbersome term, “covered chair.” The transition from a box with a chair in it... to a motor vehicle of roughly the same proportions (smaller on each end, bigger and boxy in the middle) was pretty straightforward, since they were both enclosed vehicles, of a sort.

One auto blogger, adds:

While the two are today, the same in size, sedans and saloons were once quite different. A saloon was a larger car, not quite as large as a limousine, but every bit as luxurious. Typically, a saloon often was chauffeur-driven, while a sedan was driven by the owner. Sedans in the 1930s were generally a smaller car than a saloon, but after World War 2 the manufacturers in the US began building much larger automobiles; when these hit the British market, they were often referred to as “Yank Tanks”. “Saloon” today, implies a more luxurious vehicle; a Jaguar S-Type 4.2 would be regarded as a saloon, whereas a similar sized Honda would be a sedan.

ANDY MACDONALD TACKLES A MESSED UP XK120

Hello everybody and a hearty re-welcome. I've gone through some changes, but I am back. Besides it's hard to miss me if I won't go away. Still fixing British cars of all kinds and restoring E-types. Rebuilding carburetors and distributors. No longer working up north, call me or come to my shop in Maple Valley. I hope everyone can make it to the annual tech session at my shop January 12th, 2019; at 10:00am. I don't foresee any E-types or XK' showing up at that time of year, but hopefully some sedans might brave the weather. See you there! On to my latest project for us.

A few of you might be privy to my latest resurrection: none other than Kurt Jacobson's beautiful white 120 Roadster. Kurt brought his car to me a couple of months ago and it just barely made it. He has compiled a list of concerns. Here are a few: 1. The clutch release; 2. Various wiring issues; 3. Carburetors and starting carburetor; 4. Overheating and coolant loss; 5. Freeze plug leakage and starter trouble; 6. Tune up and fluid changes. Wow! I am not afraid, but as Yoda said, "You will be."



We discussed the troubles and weighed the options. We will go over these one by one. First, the clutch release. Or not as it would seem. When Kurt arrived, the pedal started half way to the floor and depressing it all the way did little to provide adequate release. It had been a few years since I had seen the car and we sorted out our options here.

Kurt's car had been fitted with a 5-speed transmission of a Ford derivative. Inspection of the bell housing showed welding and adaptation a foot. A valiant attempt to sort out the trouble had yielded relief for a few years, but the gremlin returned. Sharpening my magic sword, out come the engine and gearbox. Upon removing engine and the gearbox as a unit a few things were apparent.

Kurt brought his car to me a couple of months ago and it just barely made it

Ron Smith to the rescue

Kurt's car had been fitted with a 5-speed transmission of a Ford derivative. Inspection of the bell housing showed welding and adaptation a foot. A valiant attempt to sort out the trouble had yielded relief for a few years, but the gremlin returned. Sharpening my magic sword, out come the engine and gearbox. Upon removing engine and the gearbox as a unit a few things were apparent.

The 120 was fitted with an aluminum radiator and an electric fan. To make room for the electric fan, the engine driven fan had been removed. Yikes! There was coolant leakage from the head gasket that sprayed onto the starter, the second starter, and nearly the third. The cylinder block might enjoy a warm bath of coolant, but the starter does not. The adjacent freeze plug had developed a nasty habit of flying out! All the above pointed to combustion gases in the coolant causing subsequent overheating. Kurt also mentioned that if on a run while the car was moving at speed things would remain tolerable in the cooling department. However, if the traffic slowed or stopped there would be quick unhappiness. Hmm, what to do? We continued with the teardown and pulled the transmission, and the clutch. Here we with discovered trouble: both flywheel and pressure plate had a quarter size burnt spot. I had never seen anything like it.

Kurt had mentioned that in a prior repair, the bellhousing was adjusted with the engine. The lack of release and burnt pressure plate, led me down the road of transmission misalignment. The new clutch had lasted only a few thousand miles. The car was now, not drivable. What was the solution? Aha! Kurt to the rescue. Kurt had mentioned that the prior owner had included some parts in the sale of the vehicle. An original radiator (more on this later), and a transmission. Well, this could be the answer.

With the lack of luck with the five-speed conversion, going back to the original transmission seemed the obvious answer. Kurt to the rescue again... and Ron Smith to the rescue as well. Kurt, on the search talked to a well known friend of the club, Ron Smith. Ron sold Kurt, at a very reasonable price, an original 120 4-speed transmission with bellhousing and release linkage. The grail had been found.

Ron supplied a Mark 7 shaft to be shortened, perfect as well

We also needed a driveshaft, though. Ron supplied a Mark 7 shaft to be shortened, perfect as well. Thank you, Ron, from me. The transmission would need bearings, seals and gaskets. A teardown was in order and the rebuild is in motion. All parts were ordered and arrived. Progress! The fly-wheel was sent out to be turned and the starter to be cleaned of coolant. Finally, after ordering a new clutch, we are on our way to a fix! Very interesting.

More next article. Next month engine teardown, much to report. As always, my pleasure to report on the goings on at my shop. Hope to see you all soon; it's been awhile.

Thanks again, and keep motoring.

Andy

British Specialty

British Specialty is a repair and restoration shop specializing in Jaguars and other British cars, owned and operated by Andy Macdonald, for over thirty-five years. Visit him on the web at www.britishspecialtyauto.com. Contact him by phone or email: andy@britishspecialtyauto.com for appointments or questions.

Glen Read and Ray Papineau struggling with the wiring issues on the Jacobson's 120



JUDGES' CORNER

T'was the month before Christmas

November is gone

Thoughts of Concours are faint but do not be alarmed,

Reminders a plenty are headed your way.

With Tech on the 8th and the 9th Our Holiday Brunch

Hints of the new year's Activities come.

Next there is Christmas with New Years on it's heels.

But look at the bright side Concours is only nine months away!

We won't let you miss it. Prepare you, we will,

But you must prep your own Jag just for the thrill.

Onward we go, All a year wiser (I must be wiser for I get Medicare this year.)

That's all for this ditty.

If I don't see you during the Holidays have a very Safe and Joyful Holiday Season.

Chief Judge, Zane Ware

PS. I can see it now, attending a Jaguar support meeting and standing up and saying "My name is Zane and I own four Jaguars." There may not be any cure!

*"My name is Zane and
I own four Jaguars."*

2019 JAGUAR F-PACE AND E-PACE

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Like the legendary vehicles that came before them, the F-PACE and E-PACE were bred for agility, power and precision. Combine that with stunning design and the capability of an SUV, and you've got a family of vehicles unlike anything else on the road. Visit your Jaguar Retailer to experience the 2019 F-PACE.

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— THE —
**UNWRAP A
JAGUAR**
— SALES EVENT —

Vehicles shown: 2019 Jaguar F-PACE S and Jaguar E-PACE R-Dynamic HSE. *All prices shown are Base Manufacturer's Suggested Retail Price. Excludes \$995 destination/handling, tax, title, license, retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding vehicle pricing and Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC

CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

For Sale: XK120 engine Serial #W7817-8 without cylinder head. 1953 or possibly late 1952. The oil pan is stepped. Engine turns freely, all pistons and timing chains moving appropriately. Stepped oil pan, no obvious cracks, flywheel and clutch are attached and available. I'd prefer a local pickup, but will consider shipping. Make a reasonable offer. I have numerous other complete 3.8 and 4.2 engines available, as well as multiple loose cylinder heads. — Ron Smith, 360-259-3789, hallsmith@comcast.net



1967 3.8 Litre Mk 2 for sale Second owner, purchased in 1970. Driven (as second car) until 1992, at which time steering and brake issues developed. Car has been on blocks, covered with a tarp and parked in driveway since 1992. Body is in sound condition with exception of small dent, rt. front fender and broken rt front window, rt. front. Original beige paint, black interior. Some areas of rust which appear to be surface only. *Service Manual* and *Spare Parts Catalog* available. Can be viewed at my home in Lake Forest Park, WA. Please contact Sharon Brooksbank at 206-365-3517 or miminlfp@comcast.net. 9-2018

MEMBER CLASSIFIED ADS

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

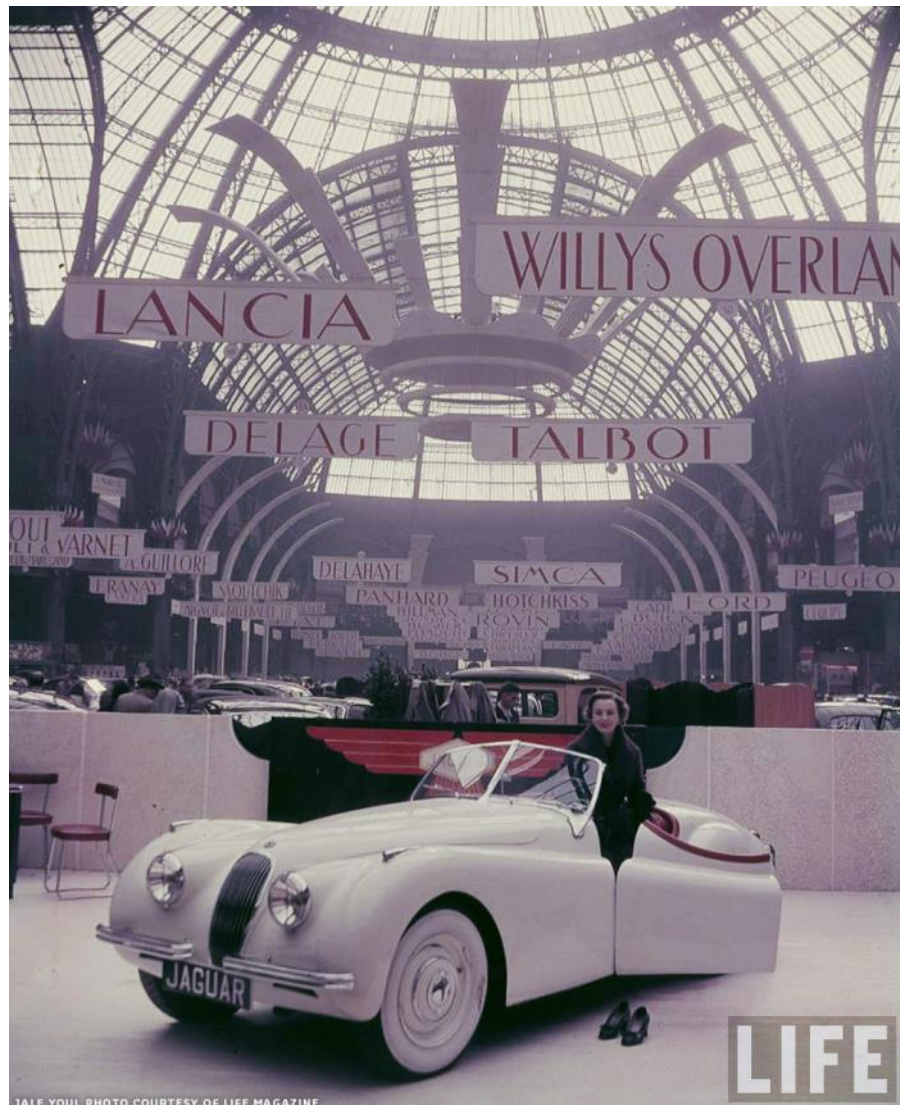
COMMERCIAL ADVERTISING RATES

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

	Qrtly	Yrly
Full Page	\$250	\$950
Half Page	\$134	\$450
Third Page	\$100	\$350
Quarter Page	N/A	\$250

	Qrtly	Yrly
Business Card Member	N/A	\$110
Business Card Non-Member	N/A	\$150

*Shoeless in Paris,
1948 Paris Salon at the
Grand Palais.
Photo courtesy of Life Magazine
Photo Archives and Custom Car
Chronicle. magazine*



1988 Jaguar XJS Cabriolet V12 for sale Stored in dry storage for 14 years. Arizona car with no rust. Runs good, new transmission, factory hardtop. Pepper pot wheels. 93,142 miles. \$3,700. Need space. Ray at 206-383-6892 Black Nov2018

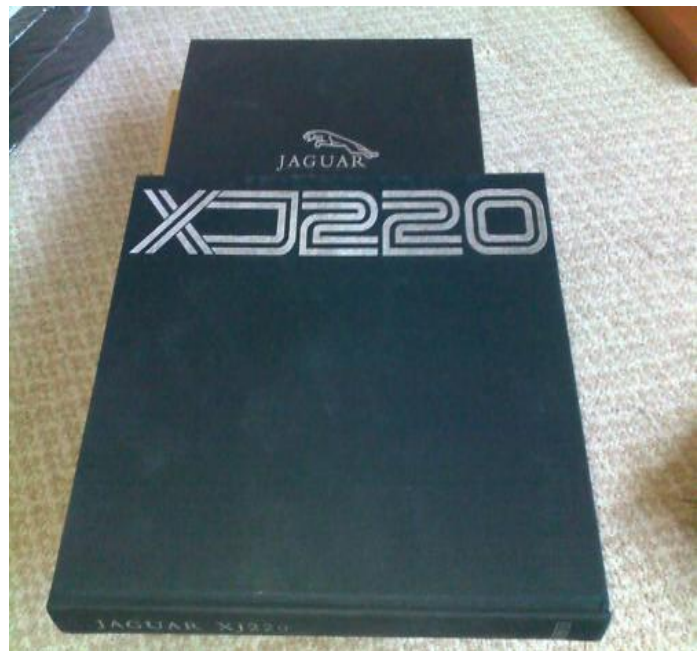


1987 Jaguar XJS Cabriolet V12 for sale Stored in dry storage for 13 years. Always garaged. Zero rust. Rare Silverbirch color with very rare Jaguar factory Le Mans Celebration wheels.

Factory hardtop. Has factory convertible top that has never been on the car. Runs good. Need space. 69,390 miles. \$6,700. Ray 206-383-6892 Silverbirch-Nov2018



XJ220 Porter book Definitive reference. Original with slipcover, limited printing and definitely out of print. Currently offered on eBay for anything up to \$1000.00 + USD. Jaguar club price \$300.00USD + s/h. Godfrey Miller, artrageus@shaw.ca 9-2018



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*Debbie and Glen
Read's Santa sleigh
at the November
general meeting*

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Photo of I-PACE wheel courtesy of Motor Trend magazine