



JagMag

April 2020

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

Vol 64 Issue 4

In this issue:

Jaguar's Race to Success

**Rich Holmes'
Big Adventure**

WHAT'S NEW

Thanks to JDRC member Godfrey Miller for this message from John Cleese:

The English are feeling the pinch in relation to recent virus and have therefore raised their threat level from “Miffed” to “Peeved.” Soon, though, level may be raised yet again to “Irritated” or even “A Bit Cross.”

The English have not been “A Bit Cross” since the blitz in 1940 when tea supplies nearly ran out.

The virus has been re-categorized from “Tiresome” to “A Bloody Nuisance.” The last time the British issued a “Bloody Nuisance” warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their level from “Pissed Off” to “Let’s Get the Bastard.” They don’t have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

Two more for the road We like to hear who got a new Jaguar or is making progress with a restoration. John Voigt reported, “Finally took delivery of E Type on misty Saturday. Took out yesterday for 50 mile run and it has sorting out issues.” Jim Sanders’ XJ6 Series 3 is looking great again after he was hit on the way to the flooded-out 2019 Fall Colors Tour.



JCNA newsletter awards In her “President Message,” Debbie Read acknowledged the JCNA newsletter awards our club won. To expand a bit, there are seven categories. The Karen Miller editor award honors only one recipient. Our former member and *JagMag* Editor Paul Griffin received that award in 2009. The other six awards have a first and second place. A club may only submit one entry per category. We entered all but one category, “Heritage Articles,” because we had no article that addressed that. Our club received a first or second place award in every category entered. I believe *JagMag* has turned out well because:

Our club members are fun, interesting and articulate and the events and coverage reflects that.

Michael Watts set up a *JagMag* template that is easy to use, flexible, simple, clean and bright.

We focus on the people more than the cars, with more candid, rather than staged photos.

We have enthusiastic contributors who submit compelling stories and willingly take photos. How many Jaguar club newsletter editors get what Jon Rogers contributed about his Bonneville adventures? The depressing part of selecting the limited number of articles and 3-newsletters required for the Karen Miller award means many more likely award-winning submissions could not be entered, such as Ray Papineau’s “Viva Las Vegas” story.

I view *JagMag* as the lens through which the excellence of our Seattle Jaguar club is projected.

Unfortunately, the awards don’t acknowledge the members who created the events covered, such as Doug Jackson’s Olympic Loop Tour, the



Reads’ potluck, Ron and Deb Smith’s metal-working tech session and potluck, and Bob Book and Tanya Book’s slalom that provided a great cover shot of their daughter.

2018 and 2019 Karen Miller newsletter award recipients together at Amelia Island Cars and Coffee. JagMag Editor Jacobson (left) with Robert Delmar Editor of the Jaguar Club of Florida’s JAGWire.

CANCELLATIONS GALORE

Hello Everyone,

There are a number of changes to our Activities Calendar due to ongoing concerns of the Coronavirus. We will bring you up to date as of Sunday, March 30. As of now, we have no activities scheduled for April and May. Listed below are the changes to the schedules of various car club events that our members participate in.

April 2, 7pm - Seattle Jaguar Club Board Meeting - To be via Zoom Meeting.

April 11 - LeMay Auto Museum Marymount - Cancelled, will try to schedule this in the Fall.

April 25 - Tulip Rallye – Cancelled.

May 3 - Spring Thing - Griot's Garage to Gig Harbor to PowellsWood - Cancelled, Will reschedule for 2021.

May 7 - Board Meeting - TBD

May 15 & 16 - ABFM Vancouver BC VanDusen Botanical Garden - Postponed, may be rescheduled for July.

May 17 - ABFM Vancouver All British Run - Same as above.

July 18 - Western Washington All British Field Meet - On hold.

July 24 - Jaguars on the Island, Victoria BC - Cancelled.

July 31 - August 1 - JDRC Jaguars on the Green concours cancelled.

We can expect more changes in the coming months and we will keep you up to date. For the latest changes please check the Events Calendar at www.seattlejagclub.org. We will post all changes as we receive them. You can also call me at the number listed below. If you have made hotel reservations for any of these events remember to cancel them.

Brian Case

VP Activities

253 329 9126

CALENDAR

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

MAY 2020

Thu May 7 7 p.m. Board meeting. This will probably be a conference call. Contact President Debbie Read.

JUNE 2020

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

Sat Jun 13 noon–4:30 p.m. Show & Shine Potluck at the Read's home in Edmonds. Contact Debbie Read. *(Photo (right) courtesy of Shoreline Historical Society)*



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



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

JULY 2020

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

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

Sat Jul 18 TBD 8 a.m. Western Washington All British Field Meet, Saint Edward Park (right), Kenmore. Swap meet and cars-for-sale return. wwabfm.com. Contact Kurt Jacobson.



Sun Jul 19 TBD Jaguar Owners Club of Oregon Concours in conjunction with the Pacific Grove Concours. Jaguar is the featured Marque. Pacific University, Pacific Grove OR. Contact Brian Case

Fri Jul 24-Sunday Jul 26 Concours and all associated events cancelled. Jaguars on the Island weekend, at Windsor Park Oak Bay / Victoria. Cocktail party Friday. Concours and awards banquet Saturday. Tour, brunch and Sunday JCNA slalom.

Thu Jul 30 All Jaguars on the Green-related activities cancelled for 2020 and re-scheduled in 2021. JDRC Jaguars on the Green concours field setup at Swinomish Casino & Lodge (right), Anacortes. **Friday Jul 31**



JDRC Jaguars on the Green hospitality event at Swinomish Casino & Lodge, Anacortes.

AUGUST 2020

Sat Aug 1 JDRC Jaguars on the Green JCNA-sanctioned concours, Swinomish Casino & Lodge, Anacortes.

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

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

SEPTEMBER 2020

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

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

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

OCTOBER 2020

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

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



NOVEMBER 2020

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

DECEMBER 2020

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



Holiday Party Date and venue TBD. Still time to get your holiday sweater.

PRESIDENT'S MESSAGE

Hope for the best and plan for the worst. That seems to be our mode of operation at this point in time.

Hope for the best and plan for the worst.

That doesn't mean good things aren't still happening though. The JCNA General Meeting was cancelled but there was still word of some highlights. Three of our members were honored for contributions in our *JagMag*. Ron Smith for his Tech Article, "Use of Oxygen Sensors for Tuning" and Rich Holmes for his Jaguar Life Article, "Blue Buy You". Congratulations to both of you. Our "jack of all trades" and *JagMag* Editor, Kurt Jacobson also won a Photo Award for his Amelia Island cover picture, a Travel Article Award for "Olympic Loop Tour" and an Event Article Award for "Sharing Metal-working Knowledge and Food. In addition Kurt also won the Karen Miller Award, given to the Newsletter Editor of the Year. Of course we all knew that was Kurt. Congratulations to you on all your achievements.

One thing I found interesting when reading through the JCNA General meeting agenda was a report submitted by Coventry Foundation. For those not familiar with the Foundation I'll summarize their Mission Statement:

1. Perpetuate the heritage of Jaguar Cars by archiving printed material and specialty tools.
2. Provide scholarships for students interested in automotive restoration arts.
3. Be a resource for historical information and a forum for exchange of information and ideas.

The Foundation operates through donation and fundraising. They have recently partnered with the Amazon Smile program. By signing up with Amazon Smile and designating Coventry Foundation as your charity, Amazon donates to the Foundation every time you make a purchase. It's no cost to you and let's face it, in this time of hope for the best and plan the worst, Amazon is pretty handy. Stay well and be of good cheer!

Debbie

JUDGES CORNER

Well here we are again. The scheduled training session may have to be rescheduled again! That is OK though as with many other things it shows just how flexible and adaptive we are as a club. After attending the JCNA online AGM concurs rule presentation it is becoming more imperative that our training program carries great weight.

The path JCNA has taken pretty much mandates that every judge must take the current test every year. Not necessarily a lot of fun but We play by JCNA rules. The administrative stuff has been tightened up as well but is not insurmountable.

The world situation is changing daily and I know we are all monitoring it. Our club events are in limbo but driving anywhere is wonderful! Traffic has been taken back thirty years! As weird as it is, if you have to go out at least it is very enjoyable.

Be patient not a patient

Stay tuned for the status of club events and training as these things are subject to change. The April training session is postponed as Social Distancing continues. We may use video conferencing instead. Getting a lot



done around the house though.

Be patient not a patient,
Chief Judge
Zane Ware



PS My XK120 is still in process. Here are a few pics.





WHEN JAGUAR RACED TO SUCCESS IN THE U.S.

Story and photos by Kurt Jacobson, unless otherwise attributed

By the time they started folding their tents, everybody involved with the March, 2020 Amelia Island Concours, auctions, Porsche Werks Reunion and other events, COVID-19 was kicking large gatherings off the calendar worldwide, and smaller ones in the Greater Seattle area. But Amelia snuck under the wire with a stellar four-day weekend. One of the stars was the 1978 Jaguar XJ-S that helped carry driver and Group 44 owner Bob Tullius to the 1978 Trans-Am Category 1 drivers' championship and Jaguar to the manufacturers' championship.

This car received a factory-conducted acid dip of the sheet metal to shave weight before being submitted to Group 44 for mounting on a tube-frame chassis. It had a 32-gallon fuel cell. The V-12 was 5.3 liters and had six Weber carbs.

For the 1978 season, Tullius brought the car to the northwest, finishing 2nd at Westwood, B.C. in early June and 3rd in Portland, OR a week later. From there it dominated the series with seven consecutive wins at Mont Tremblant, Watkins Glen, Brainerd, Mosport, Road America, Laguna Seca and the season-ending race in November in Mexico City.

The person who purchased the car from Tullius in 2007 had the car mechanically restored, but left the cosmetically as raced and shows the meticulous preparation of the Group 44 cars. The car received certification for major racing events with an FIA Historic Technical Passport and a FIVA Card. This historically significant Jaguar hammered sold at \$185,000, \$207,200 with buyers' fee, at the RM I Sotheby's auction.





Bob Tullius was the U.S. face of Jaguar. “He didn’t consider himself primarily a racer, but a marketer.” That’s what the gentleman told me as we were looking at the XJ-S during the auction preview at the Ritz-

Carlton Amelia Island. It turns out that he was one of the volunteers on the Group 44 team, but after the XJ-S was campaigned. His work included building up 7-liter Jaguar V-12s for the team’s later prototype race cars. He said the team was much smaller than most other major teams, were extremely well-run and the cars beautifully prepared and presented.

According to Wikipedia, “Group 44 developed a three-pronged approach to their business. They raced their own cars, built racing cars for paying customers, and ran an extensive marketing and sponsoring department for vehicle manufacturers and racing teams. The company originally used white with black stripes, but changed the color scheme to include a green stripe when they arranged sponsorship from Quaker State motor oil, a division of Royal Dutch Shell. This sponsorship would last for several decades. The team also used a unique articulated transporter painted in team colors to ferry their cars between races.”

According to *Moss Motorsports*, “Mike Dale (British Leyland Vice President of Sales & Marketing) was to become a very important figure with regards to using racing as a promotional tool and it was his idea to use Group 44 Inc. to take Jaguar back to Le Mans in 1984. This amazing story led to a resurgence of Jaguar worldwide.”



The XJ-S coming up the ramp to the auction level of the Ritz-Carlton

In 1960, Tullius took his wife's TR3 to drivers' school and then went out and won his first race. In first four races in 1961, he finished first or second and won the points championship. In 1962 Triumph gave him a TR4, which he wrecked, then built his own from other wrecked cars. In 1963 became the principal driver for Triumph's North American group. He eventually won six SCCA championship races in the factory TR4.

He formed Group 44 in 1965 and became exclusively associated with British Leyland brands and models: MGB and Midget; Triumph Spitfire, TR3, TR4, TR250, TR6, GT6, TR7, TR8; and Jaguar Series III XKE, XJ-S, the XJR-5 at LeMans and the XJR-7 in the IMSA Camel GTP program.

According to *Moss Motorsports*, "The long relationship with Jaguar ended with the conclusion of the 1987 season. Tullius said, 'Without a doubt, my involvement with Jaguar was one of the highlights of my racing career.' Group 44's 25-Year Race Record: 14 SCCA national titles, 3 Trans-Am championships, a total of almost 300 race wins and 11 IMSA race wins."

The segue that takes us 130 miles south to Spruce Creek. No, not the Segway scooter, but the segue that connects storylines at Spruce Creek, the huge aviation community, a two-hour, 130-mile drive from Amelia Island to just south of Daytona Beach.

The first story line continues with Bob Tullius and his interest in aviation that developed in 1969 and which he continued to pursue after retiring from racing.

According to Wikipedia, he became a World War II airplane enthusiast, and participated in several Warbird air shows.

(Bob Tullius photo courtesy of Just British)





His personal hangar in Sebring, Florida held several of his own aircraft, including a North American T-6 Texan, Fairchild PT-26A, Waco ZPF-6 biplane and Beechcraft King Air twin. He donated his Mustang P-51D, "Donald," to the Royal Air Force Museum (*left*). Other planes reported to be in the hangar were a Stearman and a North American T-28 Trojan. Sharing space in the hangar with the planes were also a selection of original Group 44 cars.

The second story line involves a visit with Art Patstone, the owner of the cream XK140 coupe on the cover of the April 2019 *JagMag* Bonus Issue. He invited me to visit his home in Spruce Creek after Amelia to drive his Jaguar and look at his rare and unusual Messerschmitt-Bölkow-Blohm Bö 209 Monsoon airplane (*right*) with fixed main and retractable nose gear. He originally wanted to take me for a ride, but was working on the engine.



I mentioned to Art about seeing the Tullius Group 44 XJ-S at the auction. Art said, "Was Tullius there? I know him. He lives here in Spruce Creek." Art directed me to drive the Jag past Bob's home, and said he'd try to introduce us if I visit again.

Art (*tan shirt below*) arranged a ride for me with his friend, Charlie (*right in red*) in his Series II E-Type coupe, which blew out the clutch slave cylinder on our drive. Of course. Art then took me, Charlie and two others to dinner. Art has been most gracious and deserving of a complete *JagMag* article.



RANDOM SNAPS FROM AMELIA



(Starting from top, left to right) First Mercedes-Benz Silver Arrow, 4-liter straight-eight, 1,600 pounds and 430 horsepower in 1935 □ XJ220 □ XJR-15 □ 1937 SS 2-1/2-Litre Tourer □ 1961 E-Type, 96th LHD Coupe and prolific Daytona and Sebring entrant □ Gray E-Type flat-floor, welded louver at \$232,400 and yellow '67 E-Type at \$89,600 (buyers; fees in both prices) □ C-Type and Rolling Bones traditional rods





RICH HOLMES' GREAT ADVENTURE

Seattle Jaguar club Rich "Stick" Holmes wrote this story for Jaguar Tracks,, the newsletter of the San Diego Jaguar Club, to which he belonged at the time. The XK8 convertible he describes is shown above at the Seattle Jaguar Club's 2019 Jaguars on the Green concours.

I came to the realization that I only had two-and-a-half years left to go until retirement. I justly felt I should do everything I could to make my commute to work more enjoyable. My once-a-week commute to Los Angeles used to be fun when I drove my 1990 XJS convertible, but when it took first place in the Championship division, I naturally felt uneasy driving a champion automobile to work, so I purchased a "commuter car" and stuck the Jaguar in the back corner of the garage and covered it. I really missed driving the XJS and I needed a Jaguar commute car anyway, so one day when I espied an absolutely beautiful black XK8 coupe, I was doomed. I had never seen an XK8 coupe before. I felt like Mr. Toad when he saw his first automobile. I had to have one!

I told my understanding and extraordinarily beautiful wife, Karen, that I was going to put all three of my cars up for sale. I told her that my intention was to purchase an XK8 coupe and become a one-car guy and swore I would actually drive it as my everyday car! No shows!

I remembered that my old buddy Ron had his automobile dealer's license in the greater Dallas Fort Worth area where he lived among good people of high standards. He had told me if I ever needed a car he would locate one at a dealer's auction. He said he could get it for "thousands" less than I could find retail.

I called him, told him what I wanted and the game was afoot. But weeks later, he still could not find a coupe. Come to find out, coupes are as rare as an interesting certified public accountant. I was getting desperate. He finally called from his cell phone one Saturday morning to inform me he was at an auction standing by a 2001 XK8 convertible with only 21,000 miles. He said it was silver or charcoal or blue or something, with a black convertible top. He said it was in pretty good shape but needed "my touch." He wanted to know would I like it and how much was I willing to bid. Having given up on my hopes to find a coupe, I gave him a figure and thirty minutes later, I was the proud owner of an XK8 convertible for thousands less than I could find retail. Sight-unseen.

He said it was silver or charcoal or blue or something, with a black convertible top.

He said it was in pretty good shape but needed "my touch".

There was...gravel wedged in the cracks between the exterior panels. The guy must have lived on a stagecoach line.

It was two weeks of anguish before I could get enough time off to collect my new prize. I flew to Dallas. As it turns out, the car was a bank repossession and the previous owner did not value “the marque” as much as we do. Although the car had never been wrecked, it had numerous door dings and a large dimple on the boot lid as a result of someone placing something too large in the trunk and slamming the lid. The two driver-side wheels sported deep scrapes from a “close encounter of the curb kind.” The electric mirrors did not work and the black convertible top appeared faded and grey. Two of the four side lights did not work and only half of the horn. The high pitch half. Toot toot. There was a thick layer of dust in the engine compartment and gravel wedged in the cracks between the exterior panels. The guy must have lived on a stagecoach line.

The interior wasn't quite as nice. The previous owner had obviously been a smoker. There were numerous cigarette burn holes in the floor mats and nicotine goo on everything. The sun visor on the passenger side would not stay up and the glove box door drooped at a funny angle. If you wanted to find an electric headrest that worked, you had to look somewhere else.

How can anyone do that much damage to a car in 21,000 miles?!

Other than that, I guess it was a pretty good car. (That's like saying “Other than that Mrs. Lincoln, how did you like the play?”) The color was great! It's called “Titanium” which is silver or charcoal or blue or something, and it did have a brand new set of tires. And like Ron had said, there wasn't anything on it that couldn't be fixed or cleaned. I saw it as a challenge. A fixer-upper. It should be fun.

I installed my Magellan navigation system via suction cup to the inner windshield, programmed it to seek out a hotel in Midland, Texas, and was off on my big adventure. The first inkling that I may not enjoy smooth sailing on my voyage occurred three minutes later when I chanced upon a toll booth; a sight most unfamiliar to Californians. The cost was fifty cents. I, of course, had no change. As the polite but concerned traffic built up behind me, I noted a slot that accepted dollar bills. Good! I unstrapped and opened the door in spite of a sign which read "DO NOT EXIT CAR!" (Texans must have really long arms.) I quickly exited the car, shoved the dollar in the slot and returned. The toll booth light however, was still notably and stubbornly red. I waited until the Texan in the car behind me got ugly. What to do??!! Well, all things considered, I think I did what any honest forthright American would do, I ran it. I bolted. For those of you uninitiated in toll boothery, here's what happens when you "Rabbit": Toll booth lights flash, the siren wails, and a camera snaps a photo suitable for framing on the post office wall. Rich Holmes, a wanted man - in a repossessed car.

The speed limit in Texas is a sweet 75 all-American miles per hour. This is good for a Jaguar owner or a fugitive from justice. Being both, I happily settled in with my cruise control set at 75 as the Magellan ticked off the miles to my first stop in Midland, Texas. I noticed something peculiar about Texas drivers. They drive the speed limit, don't tailgate, signal their intention to turn and are extremely polite. What a concept! I also noticed an intermittent vibration at around 65 to 75 mph that was occasionally violent enough to crash the Magellan navigation system! Note to self: Balance tires.

My night in Midland was thankfully uneventful. The Magellan found the hotel with little trouble. Being a seasoned outlaw, I naturally did not use my real name when I signed the register. I stowed my suitcase in the room and repaired to the saloon for a well-earned redevye. As a bonus, I got directions to the nearest name brand tire store from the bartender.

*For those of you uninitiated
in toll boothery, here's what happens
when you "Rabbit"*

The following morning I was up early to stay ahead of the long arm of the law. I had a “Texas Breakfast.” A “Texas Breakfast” consists of a sixteen-ounce rib eye steak, a fifth of whiskey and a dog. The dog is there to eat the steak. Off I went with the bartender’s written directions and his reassuring words ringing in my ears, “You can’t miss it.”

I missed it. I did finally find the tire store but it wasn’t where I couldn’t have missed it. The employee’s expert recommendation was to road force balance all four “tars.” The first balance made matters much worse. The second was free and returned the car back to the way it was before. I finally gave up and pressed on. I felt like I was driving on a washboard.

The following morning I was up early to stay ahead of the long arm of the law. I had a “Texas Breakfast”.

With the first half of the day behind me, I programmed the Magellan for a hotel in Las Cruces, New Mexico and moseyed along. Having chosen to “ride the dark trail” as they say in Texas, I needed to get over the border pronto to get out of the jurisdiction of the Texas Rangers. They shoot first and ask questions later you know.

By the time I got to Las Cruces, the Jaguar had accumulated an admirable collection of bugs from Texas, New Mexico and Old Mexico. Although I am normally reluctant to run a convertible through a carwash, I was ill equipped to remove a half inch of dried smashed bugs. I found a “no brush” carwash next to the hotel. This type carwash relies entirely on high pressure water and chemicals to do the cleaning. No machinery, wheels, brushes or rags actually touch the car. The upside was the high pressure nozzles blew the filth out of the convertible top returning it to a beautiful and new looking black. It turns out the faded grey was only three years of stagecoach dust. The downside was the high pressure liquid disregarded the convertible top’s rubber seals. Including me and the interior, it was a three towel event.



*The Akela
Trading Post,
New Mexico.*

That night, after drying off and pondering the extradition question, I had a New Mexico-style dinner. The entre was, you guessed it, grilled steak with a collection of unidentifiable peppers. The hors d'oeuvre was armadillo. It tasted okay but you had to eat fast before the next car came. The following morning I drove the rest of the way to San Diego with a side trip to Tombstone, Arizona for fun.

For those of you with nothing better to do than read boring statistics:

1,455 miles (including the side trip to Tombstone)

61.3 gallons of gas

23.7 average mpg

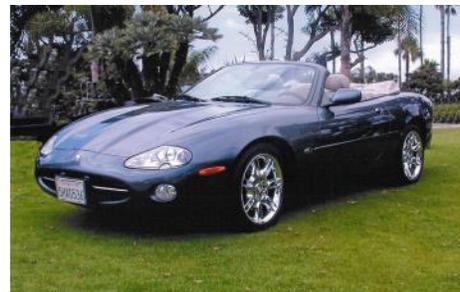
60 mph average speed

7,345 smashed assorted bugs

I hated the car. When I got home I told my understanding and extraordinarily beautiful wife, Karen, that my intention was to sell all four cars and purchase a coupe. She patted my head. One week later, I found a 2000 Anthracite coupe in Orange County. Anthracite is another Jaguar color. It's light black or dark charcoal with little tiny metal flakes.

I'll be darned if the coupe didn't also have a vibration at around 65 to 70 mph. Is there a pattern here? After some online research, I found that the problem may be in the tires. Since the coupe's tires were well worn, I had a tire store in the neighborhood install a set of Michelin Pilot Sports. The ride at all speeds was excellent!

There was some discussion with the Department of Motor Vehicles regarding whether or not I was in the used car business but that is another adventure story. The rest of the story is happily mundane. Armed with my new knowledge regarding XK8 vibration, I replaced the tires on the convertible with Michelins which took care of that problem. In order to prepare it for sale, I swapped out the scraped wheels with the same style in chrome. A dent specialist took care of the dents and dings. I fixed many of the minor mechanical problems and got the local Jaguar dealership to fix everything else since it was still under warranty. I then turned my attention to cleaning up the engine compartment and interior. When the dust settled, literally, that car was looking pretty good! So using the same superb logic I have always used when dealing in matters automobile, instead of selling it as I promised, I entered it in the Inland Empire Jaguar Club Concours d'Elegance, where I am happily able to report we took first place in the Championship division.



I'll end this with a list of a few of the things I learned during my big adventure. There is no particular order:

You do not get a discount purchasing eight tires.

Armadillos are too slow to be allowed on the freeway.

Always carry change for the occasional odd toll booth.

If you sing in a car with unbalanced tires it sounds like you're under water.

If you buy cowboy boots in Texas, your wife won't let you wear them when you get home.

Never run a convertible through a high pressure carwash without a good supply of towels.

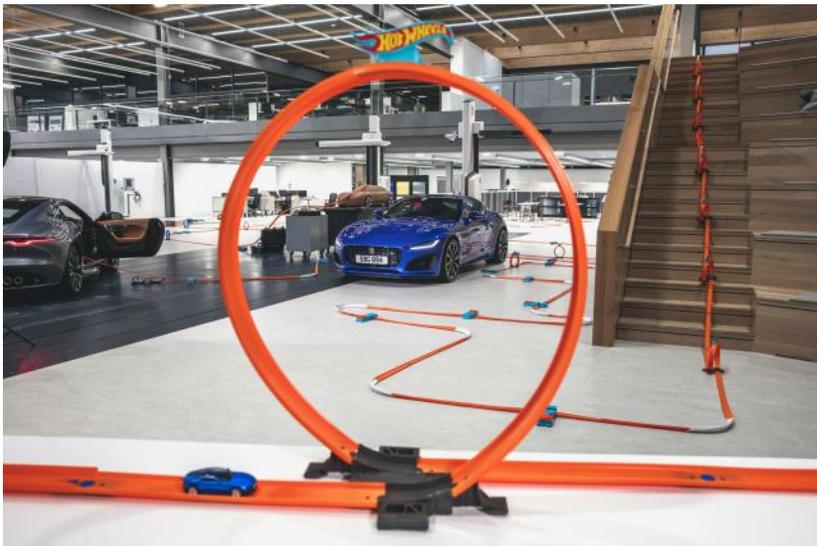
Ponchos are cheaper in Texas than in Nordstrom.

The Department of Motor Vehicles is still as efficient as it ever was.

Commuting in a Jaguar is as pleasant as commuting can be.

HAUTE WHEELS

What to play with while waiting for your new F-Type.





Volunteer Leadership



Jaguar Drivers &
Restorers Club
of Northwest America
(JDRC/NWA)
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President—Debbie Read
Vice President, Activities
—Brian Case
Vice President, Technical
—Ernie Umemoto
Treasurer—Linda Roberts
Secretary—Chris Eseman
Trustee—Bob Book
Trustee—Ray Papineau
Trustee—Ehab Sahawneh
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Chief Judge—Zane Ware
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WHY SHOULD YOU BE A MEMBER OF THE SEATTLE JAGUAR CLUB?

The Jaguar Drivers and Restorers Club of Seattle and the surrounding area welcomes enthusiasts with new and old Jaguar cars, in the market, or just fans; Jaguar ownership is not necessary, just a passion for these beautiful cars. Our events appeal to a range of fans and include activities like Jags and coffee, drives, shows, and technical sessions.

Join the club or renew your membership for 2020 for just \$68 a (calendar) year. It includes all of the benefits of Jaguar Clubs of North America (JCNA) which you can find at www.jcna.com plus our local club. The current and past issues of JagMag at www.SeattleJagClub.org give the best look at our club. Attend an upcoming event and check out the group. Membership in our local club includes membership in JCNA, and offers the greatest benefit to you through local activities, services and information.

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

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

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

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



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

MEMBERSHIP INFORMATION

New Member

Renewing

APPLICANT(S) INFORMATION

Primary member last name:		Primary member first name:	
Current address:			
City:	State:	ZIP Code:	
Home phone number:	Email:	Birthday (MM/Day):	
Cell phone number:	Ok to receive texts? <input type="checkbox"/> Yes <input type="checkbox"/> No	Past/present occupation:	
Partner member last name:		Partner member first name:	
Current address:			
City:	State:	ZIP Code:	
Home phone number:	Email:	Birthday (MM/Day):	
	Ok to receive texts? <input type="checkbox"/> Yes <input type="checkbox"/> No	Past/present occupation:	

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

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

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.

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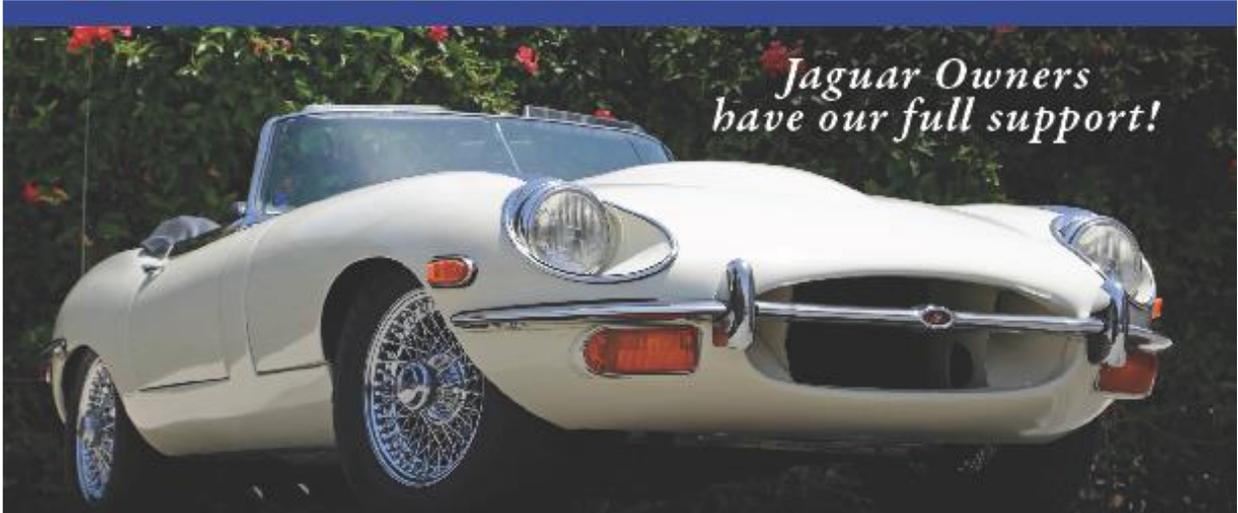
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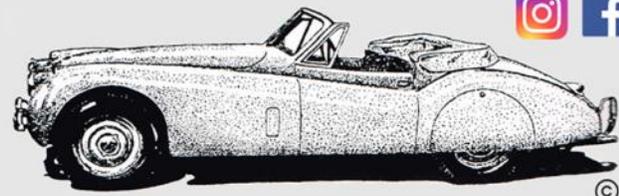
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Roadster	4171	Roadster SIII	2702
DHC	3993	FHC SI & II	3481
FHC	4005	2+2 SI & II	4361
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Roadster	3981	call 800.338.8034	

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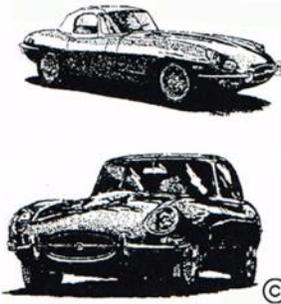
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For Sale: 1967 E Type FHC Bought in '83, driven daily for a year. Started restoration but not completed. Now it's your turn. Many OE and NOS parts included. Numbers matching, 55,000 miles, nearly rust free body and bonnet. Blasted and primed subframe. Five nice wires, complete new interior, tool kit. Color is Golden Sand. The car is located in Edmonds, WA. Asking \$50,000. Call or email Mike Hunsley 206-795-7938, mikehedmonds@gmail.com. *Mar2020*

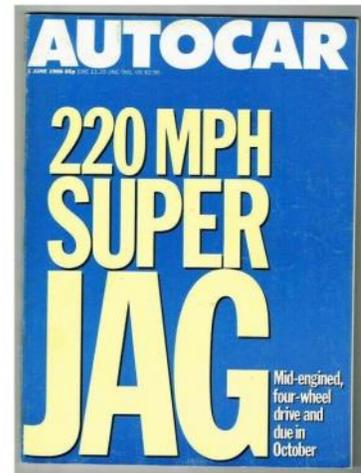
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Magazines wanted

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

Mar2020



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





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