



JagMag

November 2020

Jaguar Drivers
& Restorers Club
of Northwest America
Vol 64 Issue 11
Memory Triggers
Fall Colours Tour
Challenge is Life

Calendar

All of the following events listed are based on weather, COVID and the best information to date. Pay attention to your emails as the dates approach because our JDRC leaders will send updates about our club-sponsored events. Check the websites of the events sponsored by other organizations for up-to-date information.

NOVEMBER 2020

Thu Nov 5 7 p.m. TBD. Videoconference board meeting. Normally at Yankee Grill, Contact Chris Eseman

Sat Nov 14 10:30 a.m. Snoqualmie Valley Bridges and Barns Drive led by area residents Kent and Lisa Wiken. Contact Brian Case, 253.329.9126.



Sat Nov 21 10:30 a.m. LeMay—America's Car Museum visit, 2702 E D St, Tacoma, followed by social-distancing lunch at the nearby 7 Seas Brewing, 2101 Jefferson Ave, Tacoma. Contact Kurt Jacobson, 253.229.6905.

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.



Sat Dec 12 10:30 a.m. Port Townsend Aero Museum. Followed by a drive through the boat yard and into downtown for window shopping. Loop through historic Port Gamble on our return trip. Contact Kurt Jacobson, 253.229.6905.

JANUARY 2021

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

Sat Jan 16 Eagle and raptor viewing on the Skagit Flats, guided by JDRC member, raptor expert and local resident Bud Anderson who has led tours for 35 years. He knows the great places from Conway to La Conner. Contact Brian Case, 253.329.9126.



Photo credits. From top: Duvall Wiki, Architects, Port Townsend Aero Museum, Skagit Valley Herald

FEBRUARY 2021

Thu Feb 4 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.



Sat Feb 13 Veterans Memorial Museum in Chehalis. Limited to 50 people. It will likely include an interesting route to or back from the museum. Contact Brian Case, 253.329.9126.

MARCH 2021

Thu Mar 4 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

APRIL 2021

Thu Apr 1 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

MAY 2021

Thu May 6 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

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.

Fri-Sun May 21-23 2021 All British Field Meet, VanDusen Gardens, Vancouver BC. Contact Brian Case.



JUNE 2021

Thu Jun 3 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.



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.

Photo, left: Sharon Case

JULY 2021

Thu Jul 1 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

Sat Jul 17 TBD Western Washington All British Field Meet, St. Edward Park, Kenmore WA. Contact Brian Case.

Fri-Sun Jul 23-25 Jaguars on the Island, JCNA-sanctioned Saturday concours and Sunday Slalom. Details to come. Contact Kurt Jacobson, 253.229.6905.



AUGUST 2021

Thu Aug 5 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.



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 (*right*), Anacortes.

Sat Aug 7 concours & awards dinner.



Sat Aug 21 Heritage Classic Weekend (Aug 20-22) & CXKJR JCNA-sanctioned concours. Tentative location: Waterfront Park (*right*) in North Vancouver, BC.



SEPTEMBER 2021

Thu Sep 2 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

Sat Sep 5 TBD Portland All British Field Meet and Jaguar Club of Oregon JCNA-sanctioned concours, Portland International Raceway. www.abfm-pdx.com

Sun Sep 12 Drive to Port Townsend Wooden Boat Festival. Contact Brian Case

OCTOBER 2021

Thu Oct 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

Sat Oct 9 Fall Colors Tour, 10 Bridges of Snoqualmie Valley. Contact Jim Sanders.



NOVEMBER 2021

Thu Nov 4 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

DECEMBER 2021

Thu Dec 2 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

MAY 2022

Thu May 5 7 p.m. board meeting via videoconferencing. Normally at Yankee Grill, 1 S Grady Way, Renton. All members welcome. Contact Secretary Chris Eseman.

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

Ray Papineau had never seen these photos taken at the intersection of North Stone Way and North Bridge Way in Seattle. Your editor discovered them on the Vintage Roadside Facebook page and posted them on the local Facebook page, History of Puget Sound and Surrounds, <https://tinyurl.com/y2u5fxkw>. Knowing Ray was raised in that area, Kurt sent the photos to Ray who responded:



“Holy Moly !!! This was five blocks from my house.”

“In 1963 my friend Jim and I were cruising our motorcycles around one summer night. We saw a 1938 Ford sedan up on the lift in this Chevron gas station. We stopped and asked the guy in the station about the car. He said the owner was having it serviced and it was going up for sale the next day. The owner had bought the car new and now he was too old to drive it.

The black Ford was in great shape and always garaged. It actually was in excellent shape except for a football size dent in the left front fender. It ran like a top as they say. We got the owner's address and rushed home to Jim's. We were under 18 years old, so Jim had to ask his dad if he'd sign for the car.



Jim's dad was as excited as we were about the car and we drove to owner's house that night and Jim bought that car right on the spot. He paid \$100 for it. Jim and I drove it to Lincoln High School for the next two years until I bought my Austin Healey.

Jim back in the day with the 38 Ford.

I remember one late night we were coming back from Federal Way on Highway 99 and the lights went out. The State Patrol pulled us over for no lights. That trooper had the car towed and left us standing on the shoulder. We had to find a pay phone to have someone to come get us. I never did figure out why that trooper did that. I'm sure they'd never leave kids standing on the side of the road in the dark these days. We had many good times in that car and drove it all over the place. The back seat was huge too

Jim kept the Ford for 20 years or so and had to part with it due to downsizing. Wished he'd have sold it to me.



We always shopped at that Safeway in the background. There is a condominium there now. Jim and I worked at the Seattle Cat Clinic across the street. My dad never bought gas at that Chevron though. He bought Richfield gas up on Wallingford. Chevron gas was too expensive, 32 cents a gallon. How nice to see those buildings again.”

These photos triggered Ray’s memories, what’s triggered yours?

New members who have joined in the last year

You should have received an electronic membership roster. If not, contact Membership Chair Bob Book, membership@seattlejagclub.org.

Tami & Terry Mathisen
Poulsbo, WA
XJS

Dave & Cyndi Runstrom
Sequim WA
E-Type FHC

Marwani Kashkoushi
& Phoebe Brockman
Seattle WA

Charles & Maria Magnusson
Marysville WA
XKR Convertible

Paul Petach & Susan Kingston,
Gig Harbor WA
XJS Convertible

Al & Kristie Guerrero
Everett WA
F-Type Convertible

Jeff Dana
Seattle WA

Ken and Jay Realmuto
Bothell WA
XK8

Kris & Paula Sperbeck
Edmonds WA
E-Type OTS

Charles & Ambur Olson
Kent WA
XJS

Bud Anderson
Bow WA

Kent & Lisa Wiken
Snohomish WA
XF

Steven Bird & Lisa Marie Moon
Seattle WA
F-Pace RS

Matthew & Janet Gerber
Seattle WA
XKR

Michael Shipley
Kirkland WA
Mark VII

Sheila & Martino Pascua
Renton WA
XJS Convertible, XJ6, S-Type

Ben Brown
Bothell WA
XK120DHC

Ken Freed & Lori Cadwell
Mill Creek WA

Shannon Draughon
& Jason Lucas
Carnation WA
XK120 OTS

Adrian Proctor
Mercer Island WA
XJ6C

New members Tami and Terry Mathisen check in Tami: “[Our Jaguar is a] 1976 XJS, a gift from a client who has restored several older models. Body and interior are mint, no rust. It began to overheat 30 years ago, and he stopped driving it, removed the upper engine and removed heads. The cylinders are perfect. It’s been indoors, and protected. Everything is there, stored and cared for nicely. Its been my bucket list car for 40 years. Thus the gift. We have restored many cars form the 60's and 70's, just never Kitties. This restoration is ready to go. I appreciate the club as a great connection for my new kitty journey.

Restorations in progress: Two 1963 Buick Rivieras; one is mint stock (we have owned almost 40 years) and the other is a radical rat rod sister. 1972 Chevy truck, a dodge truck and a hybrid daily driver. Over the years we’ve owned many amazing vehicles, lots of Tri Fives, Novas, Firebirds. The Jag is a one-off for us, we’re car savvy but Kitty newbies. Although intimately familiar with the Jag hobby lifestyle.

Love: auto adventures, rally, tours, and drives; club organization, event management; concours, show and shine.”

Jaguar sales coming back, according to JLR “5 October 2020 — Jaguar Land Rover retail sales for the three-month period to 30 September 2020 were significantly improved from sales in the preceding quarter but continue to be impacted by Covid-19. Almost all of Jaguar Land Rover’s retailers worldwide are now open or partially open and the company’s plants have resumed production. The vehicle manufacturing plants at Solihull (UK), Halewood (UK) and Nitra (Slovakia), as well as the Engine Manufacturing Centre (UK), have now increased to two-shifts.

Retail sales for the quarter ending 30 September 2020 were 113,569 vehicles, up over 50% from sales of 74,067 in the prior quarter, but down 11.9% from pre-Covid levels a year ago. China sales were up 14.6% on the prior quarter and 3.7% year-on-year. September also saw sales up 28.5% year-on-year in China. Retail sales, compared to the prior quarter: UK (+231.6%), Europe (+78.8%), North America (+21.3%) and Overseas (+35.1%). However, sales have not yet recovered to pre-Covid levels a year ago: UK (-2.9%), North America (-15.8%), Europe (-19.8%) and Overseas markets (-30.3%).”



New members' E-Type David and Cyndi Runstrom of Sequim own this Opalescent Gold Sand treasure. Dave says, "Here are pics of my 67 Jag that I bought. It has been sitting in that storage unit for 32 years."

He sends this description: The car was manufactured 15 Feb 1967 and purchased 20 June 1967 by Dr. E. Reigh of Kutztown PA. The second owner moved it to Riverside CA. He did some work on it. The engine was taken out and somewhat rebuilt. Dave says that he thinks that owner replaced the hood with a later one. Dave talked to the owner about buying it for the last two years. Dave got to see the car April of this year. The car was in the storage unit (*pictured*).

Dave says, "The owner had not seen it for more than 30 years. It was covered with dust. He did have a cover on it, but a mess of old boxes and wood was also stored in the unit. We (I) cleaned out the old boxes and some parts for a T Bird that he also had. When the owner passed away in August of this year his wife called and said he had wanted me to have the car. I had it moved from Riverside to British Sports Cars in San Luis Obispo CA. I got four tires that would hold air. Pulled the fuel tank to have it cleaned. Pulled out spark plugs got the engine to turn over. Tried to start it and got it to run a little with starter fuel. Carbs all messed up, need rebuild. I need to replace radiator and all hoses. Just starting, but happy so far."

A big “thank you” to members who participated in our October 10th Fall Colors Tour. For most of the drive the weather was good. The only rain was at Keechelus Lake Recreation Area in Hyak where we stopped to enjoy the views and take some photos. See Kurt Jacobson's trip review along with participants' photos, including Art Foley's XK120 that graces the cover of this month's *JagMag*. Otherwise it was great comradery, lots of laughs, stunning scenery on the back roads to and from Snoqualmie Pass, and our tailgate lunch at Snoqualmie Falls. Weather permitting, we will have another drive in November.

A road trip question that Kurt Jacobson and I have: What tools, water, repair parts or other items do you carry in your cars when you travel or participate in club drives? “Why,” you ask? We would like to consolidate information provided by vehicle type and make it available to all club members. A good example is our drive to Snoqualmie Pass. We had three generations of cars represented. The needs of our vehicles vary widely. For example, due to the many cross-country drives Sharon and I have made and one bizarre repair I made that worked, we carry tools and general repair items that are common to many vehicles. Additionally, I always carry water, a mid-size fire extinguisher and a Trauma Medical Kit. If I never use them, great. If you have ever driven cross-country you know there are many areas where services are nonexistent. Middle of Nowhere Idaho comes to mind (this is a real place).

Shoot me an email with your type of car and what you carry for emergencies. We will develop an article for *JagMag* and share the information.

I have an additional request for members, especially those who like

to cook! Twenty-five years ago, before *JagMag* became the outstanding publication it is today, members shared recipes. Do you have any you would like to share? Send them to me and we will publish a couple every month. Dinner or dessert, all are welcome.

Thank You everyone!

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





The Lodge at St. Edward Progress

This is the site of the Western Washington All British Field Meet (WWABFM). With a hoped-for Fall 2021 opening date, exterior renovation of the historic Catholic seminary has been completed.

Photos show the fenced west side facing the car show field, and on the east side, the Lodge parking garage and a rendering of the entrance. Is the George Tsutakawa fountain wishful thinking? The privately-developed lodge will not intrude on our show field, which remains the domain of Washington State Parks. JDRC VP Activities Brian Case and member John Holmes are on the WWABFM leadership team.

Austin Healey and Jaguar Mk 1 saloon owner Rob Westcott sent these photos to the WWABFM leadership team. Although Rob is not a JDRC member, he and his wife Carol have this stunning Mark 1 that won a North American First Place in the Driven class and spent six years in the LeMay British exhibit.





**WE
DROVE CATS
WHERE THEY
ONCE DROVE CATTLE**

Story: Kurt Jacobson.

Photos: Sharon Case, Roy Pringle, Kurt Hrubant and Kurt Jacobson

More than 150 years ago, M.S. Booth drove 200 head of cattle from Central Washington over Snoqualmie Pass. October 10th, we drove Jaguars. The super soaker weather forecast did not deter seven hydrophobic Jaguar enthusiasts. The Fall Colors (Col-oars?) Tour took participants up the old Denny Creek trail route between the east- and west-bound lanes of I-90. Art Foley and Roy Pringle in Art's XK120 coupe traveled from Olympia to the starting point in Issaquah and Kurt Hrubant and Patty McKerney came from Bonney Lake in their F-Type R. Once again, VP Activities Brian and Sharon Case scouted route that was new to most participants, then acted as the cat drive's point riders (the cattle drive term) in their S-Type. Jacobson was the drag rider in his witness protection program-issued minivan.

(Above: Switchbacks that were bypassed in 1926)



Above: Sharon Case photo of, from l to r, Art Foley, Roy Pringle, Brian Case, Patty McKerney, Kurt Hrubant and Kurt Jacobson. Below: Denny Creek road.

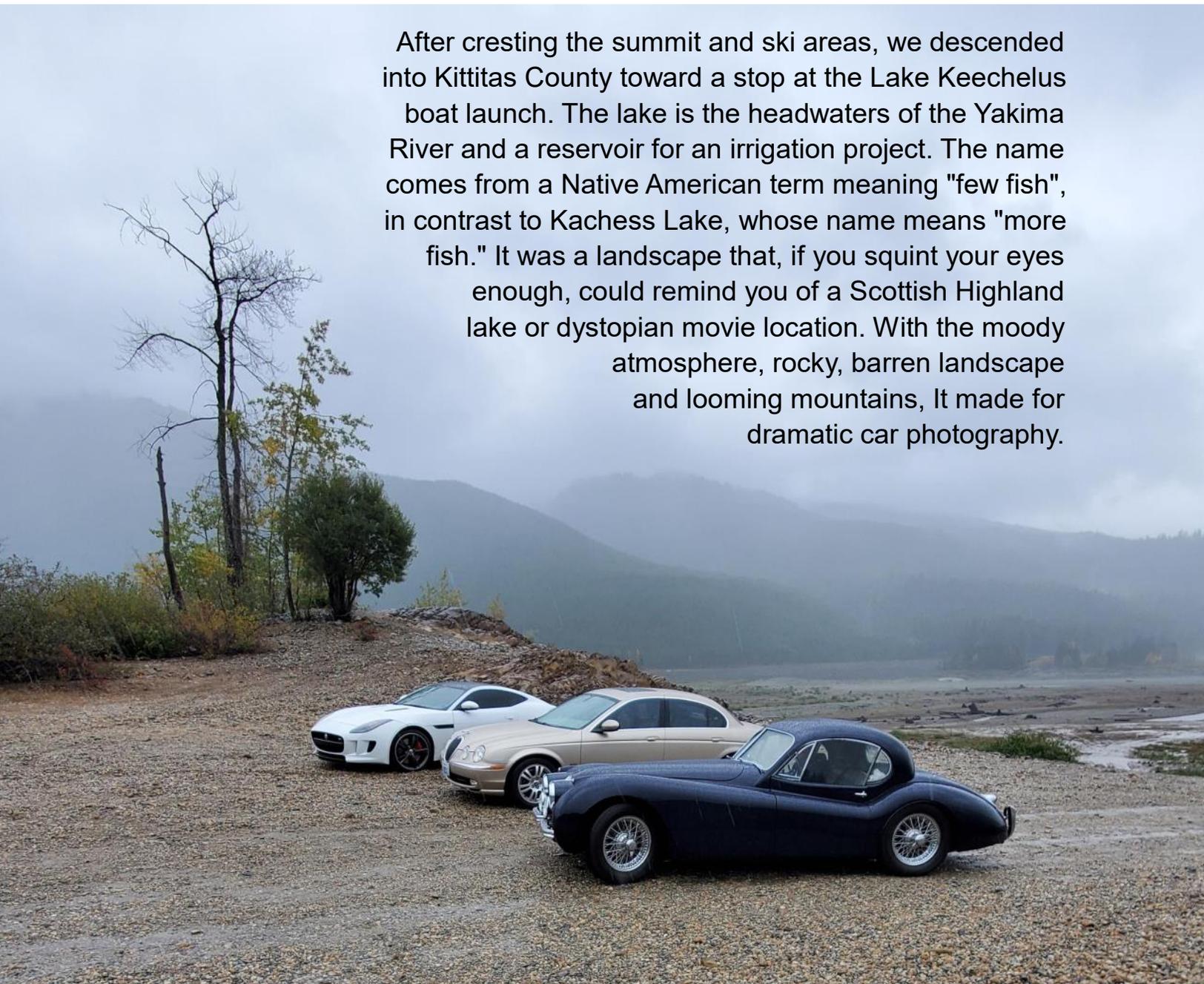
From the Issaquah starting point, we took I-90 to the Denny Creek exit and bored through a tunnel of trees up a park-like road past the Denny Creek Campgrounds and the Franklin Falls trailhead on what became an eastbound-only road.





We paused for photos along the historic switchbacks through a field of giant boulders, a portion of the highway abandoned in 1926. (Left: Boulder field on switchbacks from Art Foley's XK120.)

After cresting the summit and ski areas, we descended into Kittitas County toward a stop at the Lake Keechelus boat launch. The lake is the headwaters of the Yakima River and a reservoir for an irrigation project. The name comes from a Native American term meaning "few fish", in contrast to Kachess Lake, whose name means "more fish." It was a landscape that, if you squint your eyes enough, could remind you of a Scottish Highland lake or dystopian movie location. With the moody atmosphere, rocky, barren landscape and looming mountains, It made for dramatic car photography.





Back in the saddle and back down the pass, we exited at Edgewick to take the old highway parallel to I-90 past Mt. Si, which is not an indigenous word, but the nickname for early vegetable and hog farmer Josiah Merritt, known as Uncle Si. In the Snoqualmie Falls parking lot we grabbed a picnic table for lunch before heading over to the crowded overlook and the site of the hydro generating plant that started sending electricity to Seattle in 1899. (Above, l to r: Brian & Sharon Case, Roy Pringle, Art Foley, Patty McKerney & Kurt Hrubant. Left, Kurt Jacobson replaces Sharon in photo.)



before heading over to the crowded overlook and the site of the hydro generating plant that started sending electricity to Seattle in 1899. (Above, l to r: Brian & Sharon Case, Roy Pringle, Art Foley, Patty McKerney & Kurt Hrubant. Left, Kurt Jacobson replaces Sharon in photo.)

Returning to the cars, Sharon suggested that the empty upper lot would offer the best fall color trees, so we went up and started to stage the cars and position the Jaguar banner that Kurt Hrubant (right) and Patty McKerney brought. Right then, the lower lot overflowed and cars started parking around our Jags. Oh, well.



Before heading home, the Cases led us through Fall City and Preston where we reconnected with I-90 and split up for our drives home.

Normally when we take I-90 over Snoqualmie Pass, we don't know what lies beyond the fog line or the evolution of the route that was used by indigenous peoples for centuries, cowhands and cattle starting in 1869, the first automobile in 1905, then as an improved automobile road in 1915.





TO SOME, LIFE IS A CHALLENGE. CHALLENGE IS LIFE TO PATTY AND KURT.

Photos courtesy of Kurt Hrubant and Patty McKerney. Story by Kurt Jacobson.

To those who have met this friendly, happy couple at many of our club events, “fierce competitors” would not be the first description to come to mind. But they are. Patty McKerney jumps horses in cross country events, rides racehorses to exercise them and, astride her bicycle, pedals the 152-mile, 10,000 foot elevation gain Around Mount Rainier in One Day (RAMROD) Kurt Hrubant is an endurance road racer and ocean sailboat racer-in-training. Together they travel the country competing in the Spartan obstacle course events.

Above, Patty McKerney and Kurt Hrubant at the 2019 Seattle Spartan Race and right with their F-Type R at the 2020 Fall Colors Tour.



Kurt and Patty participate in most of the Seattle Jaguar club events, rain or shine, in Kurt's white F-Type R coupe. He was interested in an Aston Martin but was dissuaded after reading comments about the cheap plastic in the interiors, first-generation Garmin nav system and scarcity of mechanics and dealerships, as opposed to Jaguars. In contrast his F-Type is easier to fix, dependable and, with 550 horsepower has plenty of performance. Kurt remembers liking Jaguars since the days of the Silk Cut-liveried 1988 LeMans-winning XJR-9.



Kurt is also in a racecar partnership with a friend at Boeing where they both work. They participate in the Lucky Dog Racing League endurance road race events. They currently have a Porsche 928 ready to go (above left),

post-pandemic at venues such as Pacific Raceways, Portland International Raceway, Spokane County Raceway and Weathertech Raceway Laguna Seca.

Kurt has been to Sydney, where he attended the Australian Grand Prix, and Gosport UK on the Solent, a strait



between the mainland UK and the Isle of Wight, a premier sailing area. He has been training to crew on the Seattle-Panama Canal-East Coast leg of a Clipper Round the World race on the Seattle-sponsored yacht, (above) one of 11 identical 70-footers. As the organizer's site says, "Normally the domain of seasoned pros, this supreme challenge is taken on by ordinary, everyday people. Having completed a rigorous training course, participants are suited and booted in the latest extreme protection gear to commence the race of their lives - an unparalleled challenge where taxi drivers rub shoulders with chief executives, vicars mix with housewives, students work alongside bankers, and engineers team up with rugby players." [Vicars mix with housewives? Sexist, quaint or naughty?]



Far left, Kurt is the dot at the masthead, 85' above the waterline. Near left, Kurt's event portrait. Above, the training yacht.

Before working as a mechanic where he readies 737s for customers to fly away,

Kurt worked for American Airlines, at the end deadheading from SeaTac to O'Hare to work five shifts in three days in order to get four days off, which exhausted him and sent him to Boeing. Kurt, who is from the Milwaukee WI suburb of Brookfield, entered the Navy at 17 with his mother's permission, before high school graduation, became a Navy aircraft mechanic and served on a carrier during the Gulf War.

Patty turned out to be "the most horse crazy."

Patty grew up in Edmonds WA with an excellent horseman for a father and in an equestrian family. Patty turned out to be "the most horse crazy." They always had horse pastures and lots of places to ride.





To do what she does requires her to be whole-body fit, strong and have good cardio and balance. “Three-day eventing” is where a single horse and rider combine to compete against other competitors in dressage, cross-country, and show jumping. It evolved from a cavalry test, part of which includes approximately 12–20 lower and 30-40 higher

fences natural objects (logs, stone walls, etc.), ponds and streams, ditches, drops and banks that would commonly occur in the countryside. In her day-to-day life, Patty rides herd on merchandise at the Sumner Costco distribution center, which was closed for more than a week due to September’s Sumner Grade Fire along Highway 410, near their Bonney Lake home. *Above: Patty jumping her horse in the 1990s.*



Kurt and Patty both enjoy Tacoma’s Corinthian Yacht Club casual “beer can” races. But they get competitive with the extreme Spartan obstacle races that are a differing

combination of running, fire jump, climbing under barbed wire, wall climbing, mud crawling, spear throw, rope climb, heavy object carries, monkey bars and more immersive (mud and water) activities *(left and above)*.

Spartan events have taken Patty and Kurt out of state to Hawaii, Colorado, Idaho, Montana and Wisconsin, where native Kurt got to compete at Lambeau Field, the home of his beloved Green Bay Packers.

How did the couple get involved with Spartan? Kurt found it on Groupon. How did Kurt and Patty get involved with each other? The Groupon of dating, an online dating site. Patty's sister made her a profile and Kurt was the first person she met. And they lived only a few miles apart, heading out for an early date on a hike up nearby Mount Peak near Buckley. When asked why they are so happy, Patty said it's probably because they are always finding new challenges. Kurt agrees.



Above left: Landing tuna.

Above right: "Beer can racing" on Commencement Bay in Tacoma.

When asked why they are so happy, Patty said it's probably because they are always finding new challenges.

JUDGE'S CORNER

There are times in everyone's life when you receive a sudden realization or an epiphany if you will. This recently happened to me. You see, as I was laying out various wiring harnesses and identifying wires and components, it was suddenly clear that Tai Chi had entered or was about to enter my life. Yes I know Tai Chi is not very English.

Tai Chi requires a disciplined sequence of movements demanding focus and precision. Wiring a car has those same demands.

Tai Chi requires a disciplined sequence of movements demanding focus and precision. Wiring a car has those same demands. One must study the component placement and route the harness precisely while attaining the most awkward and uncomfortable position possible for some extended period of time. Therefore I will soon be a Tai Chi Master.

Long ago I learned it was not wise to wedge myself up inside the frame rail of a truck and then sneeze (wound up with a bruise on my forehead and a bump on the back of my head). Don't be in a big hurry, do the best job you can. Have patience and you will learn as you observe. Enjoy the ride!

I am currently judging my way through the assembly of my 1951 XK120. I am judging the correctness and condition of the parts as they go on the car. Are they good enough? Is the fit correct? Can I accept the finish? Will it be good enough to show? Who will win the election? Will it affect our next concours?

OOPS! Not a Tai Chi Master yet lost focus. Oh well back to the wiring.

Chief Judge Zane Ware



Volunteer Leadership



Jaguar Drivers &
Restorers Club
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(JDRC/NWA)
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—Brian Case
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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 |
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| <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

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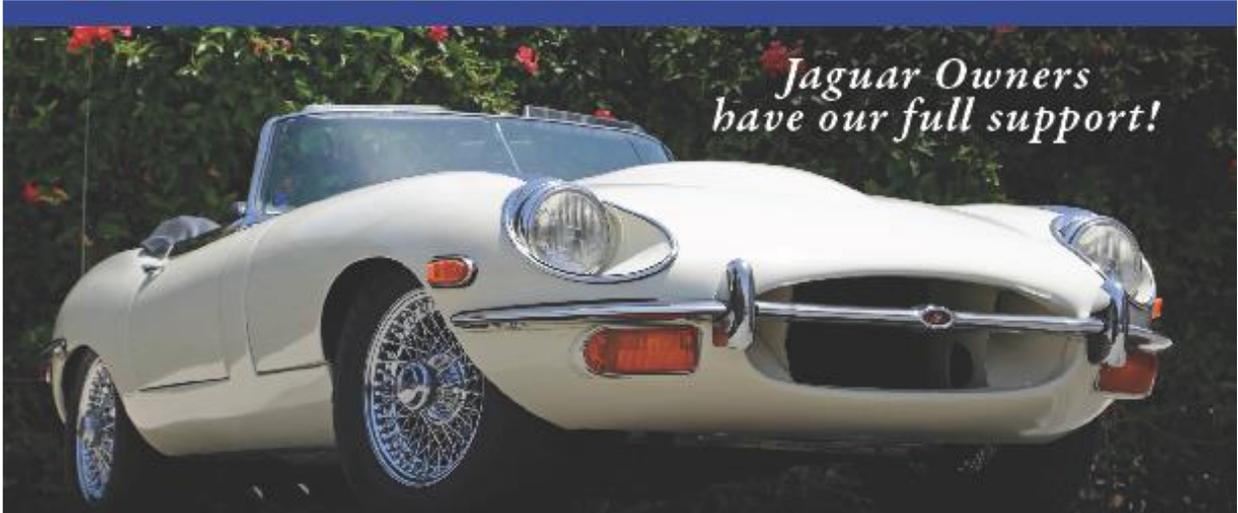
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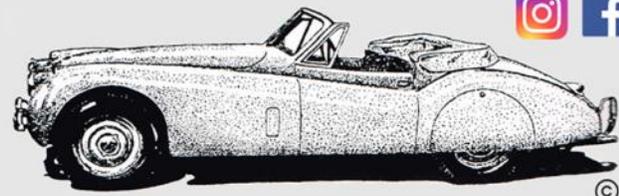
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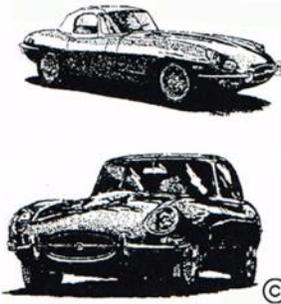
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1988 Series 3 XJ12 sedan for sale (above and right) Canadian import. Silver Birch with Buckskin (light brown) interior. Very nice overall shape. Fresh tires. Headliner replaced. Everything works. 80,000 miles. \$7,000. Steve Bruce, 360-393-0744, cell phone *Nov 2020*



1986 Jaguar XJ6 Series III for sale (left and below) Too many cars!

11,650 miles, full documented service history available. \$7,500. Alan W Smith, Bellevue, 425-283-6253, cell phone. *Nov 2020*





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. 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 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 *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. *Oct2020*



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: Sharon Case photo from her S-Type of the Jaguars reforming-up in Eatonville during the September 2020 Chinook Pass Prowl.

