



# JagMag

January 2019

Jaguar Drivers  
& Restorers Club  
of Northwest America

Vol 63 Issue 1  
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**Jaguar Drivers & Restorers Club  
of Northwest America**

**Annual General Meeting,  
January 19, 2019, 11:00 a.m. at**

**PRIME**  
**STEAKHOUSE**  
REDMOND, WA

Prime Steakhouse  
is in Redmond WA, 16330 Cleveland Street.  
We will be ordering off the menu.  
RSVP Ray Papineau at 206-383-6892, Papineaus@aol.com.

*A great opportunity to make new friends,  
share ideas, learn about upcoming events*



## WHAT'S UP?

**Cover** Ron Smith's XK120 exposes part of the brutally simple, flat, brake-bent structure supporting the elegant curves of the coupe body.

**Welcome great new and carryover board members** The election results are in and the board will take over at the January 19 Annual General Meeting.

President, Debbie Read, was Vice President Technical

Vice President Technical, Ernie Umemoto, new

Vice President Activities, Jim Sanders, new

Secretary, Chris Eseman, carryover

Treasurer, Linda Roberts, carryover

Trustee, Bob Book, new

Trustee, Ehab Sahawneh, new

Trustees Glen Read and Ray Papineau carry over for another term. Continuing non-voting volunteer leaders are Membership Chair Bob Book, Concours Chair Ray Papineau, Webmaster Michael Watts and JagMag Editor Kurt Jacobson. Slalom chair is undetermined, but the popular event is expected to be held again in 2019 with the support of Bob Book and other volunteers.

**Early plans for driving events** If you would like to organize an interesting drive, contact any club officer.

The May 4 Spring Thing will likely snake around the eastern Snoqualmie Valley.

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.

# CALENDAR

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, Outback Steakhouse, 15100 SE 38th St, Bellevue, Eastgate Plaza. Contact Ray Papineau.

**Sat Jan 12** 10 a.m., Tech Session and a hot dish lunch at Andy Macdonald's British Specialty, 21618 215th Place, Maple Valley. **Directions** If you use his address, 21618 215th Place, Maple Valley, mapping programs and GPS will probably not take you the last quarter mile to Andy's home and shop. But it will get you part way.

It may be best to navigate to this close-by, easy-to-find location: where SE 231<sup>st</sup> St crosses over Highway 18, about 1.5 miles from Andy's. **If you come from Renton on Sweeney Rd**, you will only have to backtrack about .5 mile to turn onto 215<sup>th</sup> **AVENUE** (*not PLACE*) SE.

1. So, from that common point, just west of that overpass, SE 231<sup>st</sup>/SE 232<sup>nd</sup> intersects with Petrovitsky Rd. Turn right onto SE Petrovitsky Rd.
2. Take the first left at the New Life Christian Preschool/Maple Valley Church onto Sweeny Rd SE.
3. In about .5 miles turn right onto 215<sup>th</sup> **AVENUE** SE.
4. In about .3 miles turn slight right onto 215<sup>th</sup> **PLACE** SE which becomes bumpy and narrow and drops into and out of a gully.
5. Continue to a 'T'. 215<sup>th</sup> Place turns to the left, but you turn right onto the gravel driveway to a gate, which should be open, with two small black gargoyles on the posts. Continue past the green-roof house and curve left to the stables and shop.

**If you need help, drive to a place from which we can guide you the along the final 1.5 miles to his place.** Go to the McDonald's restaurant in Maple Valley on Highway 169, immediately southeast of the intersection of Highway 18 and 231<sup>st</sup> St. Call either Andy Macdonald at 206-818-8530 or Kurt Jacobson at 253-229-6905.

**Sat Jan 19** JDRC Annual General Meeting, Prime Steakhouse, 16330 Cleveland Street, Redmond. We will be ordering off the menu. RSVP Ray Papineau at 206-383-6892, Papineaus@aol.com.



## FEBRUARY 2019

**Wed Feb 6** 7 p.m. Second annual progressive dinner at three charming restaurants in Madison Valley arranged by JDRC members Joey Manley and Michael Watts, owners of The Pretty Fork. Contact [Joey@ThePrettyFork.com](mailto:Joey@ThePrettyFork.com) or Kurt Jacobson, 253-229-6905, [kurtjacobson@gmail.com](mailto:kurtjacobson@gmail.com).



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

## 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 for Jaguar Land Rover North America LLC, Mahwah, NJ, an hour-fifteen minute train ride from 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.

**Sat or Sun Apr 6 or 7** Ron Smith shop tour and lunch, Johnson's Point near Olympia. Details to come. Contact Kurt Jacobson, 253-229-6905



## MAY 2019

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

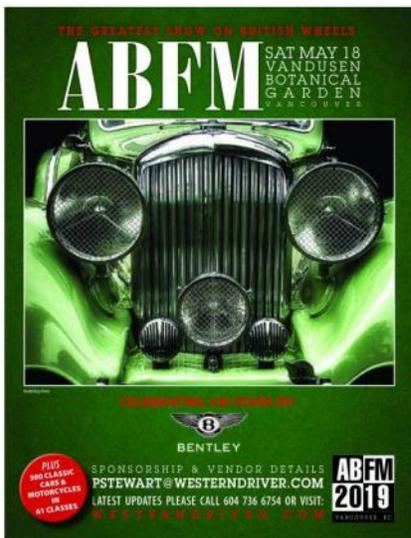
**Sat May 4** Spring Thing date. Probably starting in Bellevue or Redmond and touring the east side of the Snoqualmie Valley. Details to come. Volunteer route master welcome. Contact Kurt Jacobson.



**Sat May 18** 7 a.m.—4:30 p.m. Vancouver All British Field Meet, VanDusen Botanical Garden. **Sat May 19**, 8:30 a.m. to 3 p.m. Vancouver-Whistler All-British Run, starting from Park Royal, West Vancouver. [http://www.westerndriver.com/?page\\_id=10937](http://www.westerndriver.com/?page_id=10937)

## 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 and probably MG Car Club Northwest Centre. Contact Kurt Jacobson or Jim Sanders.

**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. wwabfm.com  
Contact Kurt Jacobson.

**Fri Jul 26-Sunday Jul 28** (Tentative) Jaguars on the Island weekend, at Windsor Park Oak Bay / Victoria. Cocktail party Friday. Concours and awards banquet Saturday. Tour, brunch and a JCNA sanctioned slalom Sunday.



## AUGUST 2019

**Thu Aug 1** 5 p.m. JDRC Jaguars on the Green concours field setup, and 7 p.m. board meeting, probably at Johnny's Dock restaurant, Tacoma WA.

**Friday Aug 2** JDRC Jaguars on the Green hospitality event, Best Western Plus Tacoma Dome Hotel.

**Sat Aug 3** JDRC Jaguars on the Green Concours at LeMay—America's Car Museum, followed by awards ceremony at Best Western Plus Tacoma Dome Hotel. 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.

**Sun Aug 25** 11 a.m.-3p.m. San Juan Island Concours, San Juan Vineyards, 3136 Roche Harbor Rd, Friday Harbor. Contact Ray Papineau. *Photos of member Hank and Barbara's XK120 courtesy of San Juan Islander; overview by San Juan Vineyards.*





*Above: Tanya and Bob Book's granddaughter Reagan working on a time of 38.000.*

**TBD** Tentative JDRC, JCNA-sanctioned, slalom, Emerald Downs. Contact Bob Book. *Cone photo credit: SCCA*

**SEPTEMBER 2019**

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

**No date set yet** Fall Colors Tour. *Leaf photo credit Reuters/ Luke MacGregor*

**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.





## Volunteer Leadership

### **As of January 19, 2019:**

- President—Debbie Read
- Vice President, Activities—Jim Sanders
- Vice President, Technical—Ernie Umemoto
- Treasurer—Linda Roberts
- Secretary—Chris Eseman
- Past President—Steve Christensen
- Trustee—Bob Book
- Trustee—Ray Papineau
- Trustee—Ehab Sahawneh



Jaguar Drivers & Restorers Club  
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- Trustee—Glen Read
- Membership Chair—Bob Book  
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- Concours Chair—Ray Papineau
- Chief Judge—Zane Ware
- Slalom Chair—Open
- JagMag* Editor/Advertising—Kurt Jacobson  
[jagmag@seattlejagclub.org](mailto:jagmag@seattlejagclub.org)
- Webmaster—Michael Watts
- Sunshine—Open



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## 2019 HOLIDAY PARTY

Our holiday party returned to our moorage the Seattle Yacht Club, thanks to organizer and host, VP Technical Debbie Read. She and her husband and JDRC Trustee Glen (below with Ann Alness, standing) are members of the Yacht Club. The Sunday December 9 party followed the Saturday December 8 Group 2 event with a half dozen or more members attending both.

Debbie had members cross their arms across their chests to a party popper shared with adjacent guests, an English tradition, she explained. There could be no party poopers. Inside were crepe paper crowns, games and pun and trivia questions . “Why did the bacon laugh? Because the egg cracked a yoke.” Debbie takes fun seriously.

*There could be  
no party poopers*



Members introduced themselves and told what Jaguars they own. Several now own F-Types, which is a return to the Jaguar enthusiast days when the cars were newer, high-performance drivers. It was up to the Classic Car Club of America Pacific Northwest Chapter group in the room next door, to drive their classics in the rain to the Yacht Club. Spotted in the lot were a mid-thirties Packard coupe and a Cord sedan.



## *The holiday party tends to draw some of our more distant members*

The holiday party tends to draw some of our more distant members. From Yakima, Jerry Purkhisser and Pat Gow; from Whidbey Island, Zane Ware and Vickie Kollmar who live near Greenbank and Dave and Carol Clark of Oak Harbor; and from near Roche Harbor were Hank and Barbara Snider. Then there was Tom Toth who barely warmed up his car driving all of two miles from his home on Eastlake in Seattle.

*From top: Jerry and Alison Lamb with Jim Sanders; Glen and Debbie Read finally get to eat while Tom Toth hovers over his much anticipated blintzes.*





Along the windows of our room was a table full of tempting silent auction items with funds dedicated to Northwest Harvest. Thanks to Trustee and Concours Chair Ray Papineau for helping Debbie Read organize the auction and to Treasurer Linda Roberts for handling the brunch and auction payments.

*Left: club founder Adrian Brennan*

*searching for concours deductions on an E-Type auction item.)*

*Along the windows of our room was a table full of tempting silent auction items*



Lush holiday decorations were tucked brightly and comfortably in the corners around the Seattle Yacht Club building that opened its doors in 1920 and expanded in 1967. It is listed on the National Register of Historic Places. For history



and architecture buffs, the location was chosen after the ship canal connected Puget Sound to Lake Washington in 1916. The building was designed by Seattle Yacht Club member and architect, John Graham, Sr., (his sketch shown above right) who, as architect for the Ford Motor Company, was responsible for more than 30 of Ford's assembly plants between 1912 and 1940. A couple of his other notable local commissions included the Frederick & Nelson store (now Nordstrom) and Bon Marche (now Macy's).

*Photos by Ray Papineau and Kurt Jacobson. Story by Jacobson.*



## THE METAL AND MUSIC MAN: RON SMITH

For a guy who enjoys restoration metalwork, Ron Smith has a fitting last name. His XK120 and E-Type are surrounded by hammers, dollies and MIG and oxyacetylene welding equipment, and one floor below is a new paint booth that is as large as most shops. He is also a jazz musician who once thought music would be his career.

*“I’m not a good welder,  
but I’m a pretty good grinder.”*

At the time of the author’s visit, Ron showed one of his tools, a shrinking disc that will help take a slight crown out of his XK120 coupe’s front fender flank that should be Bonneville Salt Flats flat. Ron explains, “I like doing metal-work. I’m not a good welder, but I’m a pretty good grinder.” He likes it so much that he hopes to take a class from Wray Schelin of Pro Shaper, Charlton, Massachusetts, the reputed best instructor in the business. And check out the video of Wray coaxing a curvaceous E-Type Fender from flat sheet.

How serious about body-work is Ron?

Does your garage or shop have a rotisserie? Maybe. But how about a two-bay, 480 square foot paint booth with a fresh air breathing system explosion-proof filtered ventilation system and perimeter LED lights? Probably not.

Ron is a regular at Seattle Jaguar club and Western Washington All British Field Meets, often showing his Mark 2 saloon. He has other Jaguars

awaiting work, including 1968 E-Type roadster, 1963 coupe and a Mark IX. A regular driver is his 1960 Morris Minor pickup with a 1956 MM Traveller awaiting restoration. He has a Bugeye Sprite project, a 1949 Studebaker businessman’s coupe and another Studebaker with the bullet-nose front half as yard art decorating one several spacious shops and garages.





*Ron Smith with Bob Alness who is now finishing his XK120 roadster after getting his E-Type on the road last summer.*

The 1953 XK120 coupe seems to be the current focus and demonstrates Ron's approach to Jaguars and other interests in his life. This car was once raced and is no longer stock, so Ron can bring something of himself to the car, for example the installation of an oxygen sensor to optimize engine performance, something he would like to share with club members once he learns more about the results.



Ron explains, "I like to build things by hand." A sign proclaiming his interest is installed over a shop door: "Smitty's Guitars." He has created acoustic guitars, one of which comes to life in the hands of his professional musician brother. Ron enjoys the French finish technique used on his guitars, which is beautiful and about 1/20<sup>th</sup> the thickness of an

automotive finish. Of the approximately 125 hours it takes to make a guitar, the last 25 hours are devoted to the finish. Ron spends time on stage as well as a woodwind player in a big band jazz group.

*"I always liked the good, round cars made by the British."*

Ron has many facets, as reflected in music and car restoration. As opposed to music, with its emotional and human interactive qualities, Ron also appreciates the purely mechanical elements of cars. But, having said that, he explains why Jaguars appeal to him. First, he says that he always liked the "good, round cars" made by the British, unlike the "square American cars" that were never as lovely. Why pick Jaguars? Like many of us, he recalls a time in about 1970 when living in Ocean Springs Mississippi, with no car and no money, he walked past a gas station and became enamored with an E-Type roadster. "I was gob-smacked, walked around that thing about 14 to 15 times with mouth open. I never forgot how beautiful it was. It was decades before I had the discretionary funds to buy something like that."

Both Ron and his wife Deb Hall are retired physicians. They have two sons, one living nearby and the other in Brooklyn. The couple live in an elegant, lodge-like home near Olympia at Johnson Point overlooking Dana Passage and Henderson Inlet. From their house they look down upon a classic sailboat trailing off a buoy. It's a 36-foot heavy-displacement cruising cutter-rigged Pacific Seacraft sailboat called, "Anhinga," which is commonly called a "snakebird."

Ron spent 15 years in Florida before moving to the Gulf Coast and Mississippi. He loves the Northwest where they have lived since 1987. But appreciates his Southern heritage and the couple return there whenever they can.

Ron's advice about owning a Jaguar: "Drive the sucker. People need to drive their cars."

*Story and photos by Kurt Jacobson*



*Counterclockwise from top: Ron and Deb's boat outside their house, Bob Alness and Ron enjoying the view, the world according to ... and under Ron's E-Type.*



*"Drive the sucker. People need to drive their cars."*

# JAGUAR CLUB MEMBERS JOIN THE BRITISH INVASION OF GROUP 2 MOTORSPORTS



*From left: Ehab Sahawneh, Chris Eseman, Ray Papineau, Linda Roberts, Don Himka, John and Trish Blackburn*

Saturday, December 8, Group 2 Motorsports hosted the Seattle Jaguar club and other British car clubs at the British Invasion and open house at their large service facility in Seattle's Interbay neighborhood. Owner John, our contact Melissa and the rest of their crew and dogs went all-out. There was a DJ, screen printer for shirts, beverages and exhibitors such as the LeMay museum, Hagerty, Northwest Crafted Interiors and the food vendor Dante's. A Creamsicle-colored Mini pickup truck under a tent attracted guests to the Avants "Drive Everything" event. That was the organization that shared the Emerald Downs parking lot with our club for our mutual around-the-cones events.



While spotty rainstorms kept many Jaguars all snug in their beds, at the event were an F-Type, an XJS and a couple saloons. Inside, an unrestored, E-Type coupe attracted members Patty McKerney, Kurt Hrubant and Ehab Sahawneh (above from left). A menacing off-roader, Alfa Romeo Montreal, 1960 Chevy Impala and all-stance Audi with exquisite seats and interior belonging to one of the principles of Northwest Crafted Interiors. A new Lamborghini Urus SUV was allowed to park among the Brits. Our club attended through our involvement in the Western Washington All British Field Meet and coordinated by Healey club members. *(Continued next page)*

(Continued) Group 2 Motorsports has expanded under new ownership. It is shifting away from heavy modifications and rebuilds of cars such as BMWs and Alfa Romeos to being an alternative to dealers for periodic service and maintenance of all cars. Services include engine diagnostics and repairs, alignments, brakes, front end and rear end diagnostic services and electronics service and repair. *Story and photos by Kurt Jacobson*

**“My love for British cars started in high school.** I was riding a

Ducati 250 motorcycle and needed a car. I saw a 1953 Austin-Healey 100 in a field next to a house in Seattle. I paid \$100 for the Healey. It was the first car I owned. My Dad and I towed it home. He thought I was crazy. With

some work I got it running. After a lot of tweaking and a good clean up I drove it

through the summer. The next winter I sanded it down and painted it forest green, a Chevrolet Corvette color.

While sanding a large circle with the number 7 appeared on the doors under the white paint. The car had a finned valve cover, oversized SU's and large exhaust. What else it had I don't know. I wasn't

schooled on Austin-Healeys it was just a cool car to me. Even though the bonnet had no louvers I have often wondered if it was a 100 M 'LeMans. I had a blast with that car for the next year. A friend of mine had an Austin-Healey Sprite and we took trips with our girl friends to Eastern Washington, the Oregon Coast and the Washington Peninsula. I don't remember it ever letting me down, especially when it came to girls. There was a factory hard top that came with the car and my dad would joke that it was to keep the girls from jumping in. Well probably not Dad. The next year I was finishing a Studebaker hot rod and sold the Healey for \$500. Darn.” *Story and photo of Ray*

headed out on a date in 1965 contributed by Trustee and Concours Chair, Ray Papineau.

## VINTAGE RAY PAPINEAU



*Story and photo of Ray headed out on a date in 1965 contributed by Trustee and Concours Chair, Ray Papineau.*

## JUDGES' CORNER

It may be Christmas time in the city but out in the Arizona desert it is sunny and low 70's. Being used to rain or snow for the Holidays makes this one a little different. Hearing about wind storms and power outages, downed trees and flooding kind of tempers seeing palm trees and cactus with holiday lights on them.

*...enhance and refine your Jaguar knowledge, your skills and demonstrate your powers of observation*

With the New Year comes new opportunities. Indeed this could be your opportunity to further your Jaguar experience. You can enhance and refine your Jaguar knowledge, your skills and demonstrate your powers of observation. Of course a new Concours season is looming before us and our Judge's training program will soon be starting. All of these benefits and more await you.

Don't wait for summer. Now is the time to prep your own entry for our August Concours. Get a start and prep for the driving and show season to come (hopefully one without smoke ). Attend a few Tech Sessions and other Club activities. Come to the January 19 Annual General Meeting (AGM), kind of a state of the club meeting.

Arizona freeway speed limits are 75 mph. Utah is 80 mph in places. There are fare fewer electric cars here in the desert (range anxiety?) The roads are truly open enough for "high" speed cruising and it seems like everything Ford, Chev, Kia, Toyota, etc. travel the speed limit or more down here. These roads are truly Jaguar roads and though they are rare, this is where they can stretch out and run.

So Aloha from Arizona and hope to see you at the Annual General Meeting. — *Chief Judge Zane Ware*

PS: No, We're driving a 2012 Chev Colorado with a canopy on it. And yes the little four cylinder does get it down the road at 80 mph and 21 mpg.

2019 JAGUAR F-PACE AND E-PACE

# CONFIDENCE RUNS IN THE FAMILY



The Jaguar F-PACE, our first luxury performance SUV, and the Jaguar E-PACE, our compact SUV, both deliver on everyday practicality and exhilarating performance. For 2019, each vehicle comes standard with All-Wheel Drive<sup>‡</sup>, which intelligently controls the torque distribution between the front and rear wheels. The result is confident handling—no matter what situations you may find yourself in. Visit your Jaguar Retailer to experience the 2019 E-PACE.

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## THE ART OF PERFORMANCE

Vehicles shown: 2019 Jaguar E-PACE R-Dynamic HSE and 2019 Jaguar F-PACE S. <sup>†</sup>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. <sup>‡</sup>This feature is not a substitute for safe and attentive driving, nor can it overcome all extreme circumstances. Please consult the owner's manual or your local authorized Jaguar Retailer for more details. \*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](http://JAGUARUSA.COM), call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC

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## ANDY'S GARAGE

Hello, once again to all, and to all a goodnight. Merry Christmas and a Happy New Year to the Jaguar Club and everyone else who reads the column. The New Year brings a tech session to my shop on January 12<sup>th</sup>. I'm excited to know that old friends saying they are coming!

Kurt is logging the directions and my wife, Lori is planning something warm to eat. There are lots of Jaguars to see and discuss. As well as two Lotus' and a TVR for those who prefer the more obscure British cars. See you there!

Well as you all know (see last article), we have been reviving or restoring Kurt's 120 OTS. It barely made it with electrical, cooling, carburetor, transmission, and other troubles. We have made it through to the engine and a report on a teardown was promised. Simmering for a month, the notes follow in detail.

First, we "*popped the engine out*" after pulling carburetors, intake and exhaust manifolds, radiator, hoses and all ignition components. Interior, shifter, driveshaft, clutch line and mounds! Read, set, go... pull engine transmission assembly. Off with the hood, drain the fluids and finally the four mounts. Hook up the hoist, pull the transmission and clutch, and there it was..... Now what?

### *Off with your HEAD!*

The owner (Kurt) mentioned overheating and head gasket trouble. Worth a look. She was running rich (due to carburetors) but hitting on all cylinders with good oil pressure. Off with your HEAD! The cylinder head gasket had showered two starters with coolant and internal pressure was blowing out the rear freeze plug. In stated condition the car would overheat in all but ideal conditions.

Usually a hydrocarbon test would be in order. A “block test” is a syringe like device that has colored fluid in it (blue). Fitting it to the radiator cap aperture and drawing up the gas above the coolant will yield a change in the fluid color from blue to yellow, then green. All good practice, but too late for this game, when we are all torn down.....Symptoms overrule this test: we must press on.

## *Valve covers and nuts. Easy peasy.*

Valve covers and nuts. Easy, peasy. But next we must undo the timing chain. Hmm. A little care is needed here. First let's turn the engine clockwise as viewed from the front. Turn the engine slowly until both notches in the front of the camshaft are 90 degrees from the canted valve cover surface. Procurement of a cam setting gauge will be necessary. They are available online, possibly from the JCNA tool program or lent from a club member.

Also an upper chain tensioner tool will be needed. XKS or SNG Barrett can help, or Welsh if need be. Fit the gauge to the cams and then remove. Next note the cam securing bolts from the gears. Remove the safety wire taking care not to drop into engine. Two of the gear securing bolts will be accessible; two not. Turn the engine again to gain access to the difficult bolts. Remove only them. Turn the engine again and drop the cam gauge in both notches.

Now pull the bolts. Bump the gears forward off the camshafts. Warning Wil Robinson, do not turn the engine with the camshafts unhooked from the timing gears. Damage will occur!! Bent valves. Not good. (Lost in Space-metaphor). Next oil supply tube in the rear. Six small bolts in the front, for lower, two upper. Lastly, the fourteen center head nuts. Gather all washer and bag all hardware.

Now, the fun part; unless the head has been off yesterday or you are very lucky it is going to be stuck on there, but good. You can try to remove the studs, spray and soak them, and pray...

I prefer, all the above and the use of a head puller. A device made of a tapped steel plate. Fourteen studs with welded nuts. Six machined spark plug adapters that secure the plate to the head. The studs with welded nuts are turned downward while the adapters, secured with nuts to the plate draws the had upward. Sounds easy its rarely that. (Above right: A similar head puller courtesy of Jaguar Forums)

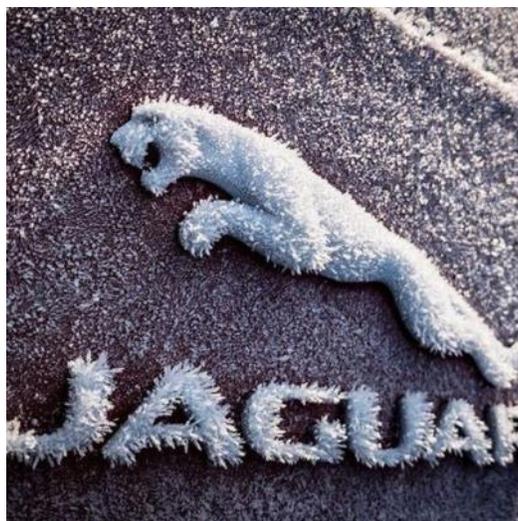


“Off with your head!” Actually, Kurt’s head- LOL - cylinder head on the 120. We flipped it, and what do we see? Hmm.... Looks rich, the carburetors; a steel shim gasket. Well change that to a composite style. That will help. Off to the machine shop. Machine shop report and recommendations next time. And then, onto the bottom end.

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](http://www.britishspecialtyauto.com). Contact him by phone or email: [andy@britishspecialtyauto.com](mailto:andy@britishspecialtyauto.com) for appointments or questions.*



*Winter Leaper courtesy Jaguar Land Rover*

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	Qrtly	Yrly			
Full Page	\$250	\$950			
Half Page	\$134	\$450			
Third Page	\$100	\$350	Business Card Member	Qrtly	Yrly
Quarter Page	N/A	\$250	Business Card Non-Member	N/A	\$110
					\$150

**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



(Left:) **For sale, set of Jaguar XJ8 wheels.** Four 18x8 OEM eight-spoke silver finish alloy wheels in excellent condition, with tires, from a 2004 XJ8. Asking US\$500 for the set. Ctc. Roy Pringle, Anacortes WA. email [rfifeskyline@frontier.com](mailto:rfifeskyline@frontier.com). Photos of individual wheels can be emailed to interested party. Jan 2019



(Right) **For sale, set of Jaguar X-Type wheels.** Four 18x7.5 OEM Aruba ten-spoke silver finish alloy wheels in good condition from a 2007 X-Type. Asking US\$400 for the set. Ctc. Roy Pringle, Anacortes WA. Email [rfifeskyline@frontier.com](mailto:rfifeskyline@frontier.com). Photos of individual wheels can be emailed to interested party. Jan 2019

(Below) **For Sale,** 5 each 16" 60 spoke Jag wire wheels in very good condition. Minor chipping of paint. These have been tested for accurate roundness and running true and are well within Jag spec. Understand they came off a 3.8 Mk II sedan. Asking \$500 for the set. Contact Jon Rogers, [jon\\_rogers94@wavecable.com](mailto:jon_rogers94@wavecable.com) 408 691-6459. Jan 2019



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