

Jaguar E-Pace:

Jag's Cub Signals a New Generation of Jaguars

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EVENT CALENDAR—View the extended calendar at SeattleJagClub.org > Events

Please check the regular notifications on the website, www.seattlejagclub.org, your emails and *JagMag* for the latest information. Some dates and activities will be added and others shifted as the year progresses. If you spot an error on the calendar, please contact Kurt Jacobson. More importantly, if you would like to organize an event, arrange for an interesting speaker, host a meeting at your home or restaurant, or lead us on a drive to an interesting location, please contact one of the volunteer leaders.

First Saturday of each month

Caffeine & Gasoline is the first Saturday of each month at Griot's Garage Tacoma WA



December, 2017

- 7 7:00 p.m. Board meeting. All members welcome. **Yankee Grill**, One Grady Way S. Renton
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 10 11:00 a.m. Holiday Party - **Robb's 125th Street Grill** 12255 Aurora Ave., N. Seattle. See information on Page 5

January, 2018

- 4 7:00 p.m. Board meeting. All members welcome. **Yankee Grill**, One Grady Way S. Renton
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 10 10:00 a.m. Tech Session w/Cascade Austin Healey Club at **BritSport of Seattle**, followed by lunch nearby
- 21 Tentative JDRC Annual General Meeting. Check this listing for final date, time and venue.
Contact Kurtgjacobson@gmail.com, 253-229-6905

February, 2018

- 1 7:00 p.m. Board meeting. All members welcome. Location to be determined.
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 3 10:00 a.m. Tech Session. This may be a true tech session, visit to interesting place, or a drive to lunch
- 15 Tentative, **Pretty Fork** Progressive Dinner at three interesting restaurants within a short walk in a great Seattle neighborhood organized by JDRC member Joey Manley.
Contact Kurtgjacobson@gmail.com, 253-229-6905

March, 2018

- 1 7:00 p.m. Board meeting. All members welcome. Location to be determined.
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 10 10:00 a.m. Tech Session. This may be a true tech session, visit to interesting place, or a drive to lunch
- 22 General club meeting, all members welcome. Location to be determined.
- 23 JCNA Annual General Meeting, March 23-24, San Antonio TX hosted by San Antonio Jaguar Club

April, 2018

- 3 7:00 p.m. Board meeting. All members welcome. Location to be determined.
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 14 Tentative: Grand Tour to Evergreen Aviation and Space Museum, McMinnville OR with the Portland Section of the Mercedes Benz Club of North America.
Contact Kurtgjacobson@gmail.com, 253-229-6905.
- 22 General club meeting, all members welcome. Location to be determined.

May, 2018

- 3 7:00 p.m. Board meeting. All members welcome. Location to be determined.
Contact Kurtgjacobson@gmail.com, 253-229-6905
- 5 Tentative: Spring Thing Rally & Drive. Exact date TBD. Kurtgjacobson@gmail.com, 253-229-6905

View the extended calendar at SeattleJagClub.org > Events

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Jaguar Drivers and Restorers of NW America (JDRC/NWA)



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Cover Photo: A tiny jaguar and her cub are embossed on the windshield of the new e-Pace signify the new generation of Jaguar.

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A couple years ago our Jaguar club was still purring along with plenty of traditional events and opportunities for members to have fun and learn about Jaguars specifically and cars generally. But the Board members were aware that our systems were becoming as ineffective as glazed drum break shoes that the world of cars and Jaguars was changing around us. Our membership database was an old hand-me-down Excel spreadsheet that was resident on the most recent membership chair's computer, inaccessible to any other board members. Our name badge vendor's engraving machine broke down, so new members weren't getting badges. The website worked pretty

well if the member posting to it remembered how to do it, but it did not reflect the kind of image that would appeal to buyers of newer Jaguars who were interested in our club. We abandoned our slalom years ago as participation dwindled, yet there was evidence that the younger owners of newer Jaguars wanted to use their car's performance. And we not providing enough opportunities to get more members involved in creating a great club experience and provide leadership succession.

Under the coaching and facilitation of then-Treasurer Rob Roe, the Board agreed on the elements of a "desired future state" for the club and started working on the tasks necessary to get there. Are we there yet? No, but we have covered lots of ground. For instance, after prior Membership Chairs Rosemarie Young and Dennis Flynn struggled with our outdated database and procedures, Bob Book jumped in to help by finding a car club-specific, cloud-based management and communications platform transferred our information to the new platform. Soon the password-protected membership roster will be available online to paid-up members only. Then all members will get new name tags.

We made more progress after Michael Watts and Joey Manley drove their brand-new F-Pace onto our Jaguars on the Green concours, liked the club and volunteered to build a new web page on a new platform and redesigned *JagMag* to match, which should be launched with the January 2018 issue. They will spearhead an active social media presence, which will be part of our outreach to younger buyers of newer Jaguars. Right now, the magazine and website are still being developed and our first attempts with the content will be imperfect. But hang with us as we get up to speed.

Last summer we held our first JCNA-sanctioned slalom in more than a decade, at Emerald Downs, thanks to the hard work of Steve Christensen, Bob and Tanya Book and Ray Papineau. It was quite successful and attracted a great mix of old and new members and Jaguars, from XJS to F-Type SVR with a vintage Mustang and modified Nissan GTR to spice things up.

And the Nominating Committee, under Chair Tanya Book is announcing here in *JagMag* and elsewhere a great slate of 2018 officers that includes some great new leaders reflecting the restoration interests of the club, as well as the younger, new-Jaguar, performance driving interests.

For the complete strategic direction, see "Are we there yet? Part 2," in this issue.

Kurt Jacobson

So Christmas is almost here which means another year has slipped by at the speed of light. Being out of the mainstream work environment and somewhat away from huge traffic flows has been a great pace-changer even if the days are still zooming by. With these changes come new friends and new experiences. I will be updating the judges training material from JCNA. I am still looking for a potential replacement and at least a sharing of the Chief Judge position. And I certainly want to drive the Jags more and attend more events!

Some of you know I have been dragging around a '51 XK120 for some years now. I've been collecting parts and devising a plan of attack for the restoration,

I'm also gearing up with plenty of support and guidance to get me going. I have recently acquired quite a collection of parts. Some for the 120 and quite a few for 140's, MKII's, & E Type's to the tune of two pickup truck loads. Anybody needs anything, give me a call. There are two original 4 speed overdrive transmissions. A 3.54 diff for an E-Type still in the shipping box, a couple of bare cylinder heads and a bunch of miscellaneous electrical parts including multiple windshield washer pumps and reservoirs. There is an original Webasto "sun roof", a 140 differential and axles, a MKVII rear end assembly and, I believe, a complete 150 disc brake set calipers rotors etc. There are a few Lucas accessory parts that are very interesting also.



Other than having Jags for the pure joy of ownership, there is also "Grace, Pace and Space. I am seeing other variations of this. We have seen the pictures of an E-Type pulling a horse trailer. Also at one of the AGMs I saw an E-Type pulling a teardrop trailer.

That leads me to believe that there may be some utility built in and not just E's either. Here is a pic of a Mk II being put to use for a very mundane chore.

Even though at arms length Jaguar proves again that it is not above daily use!

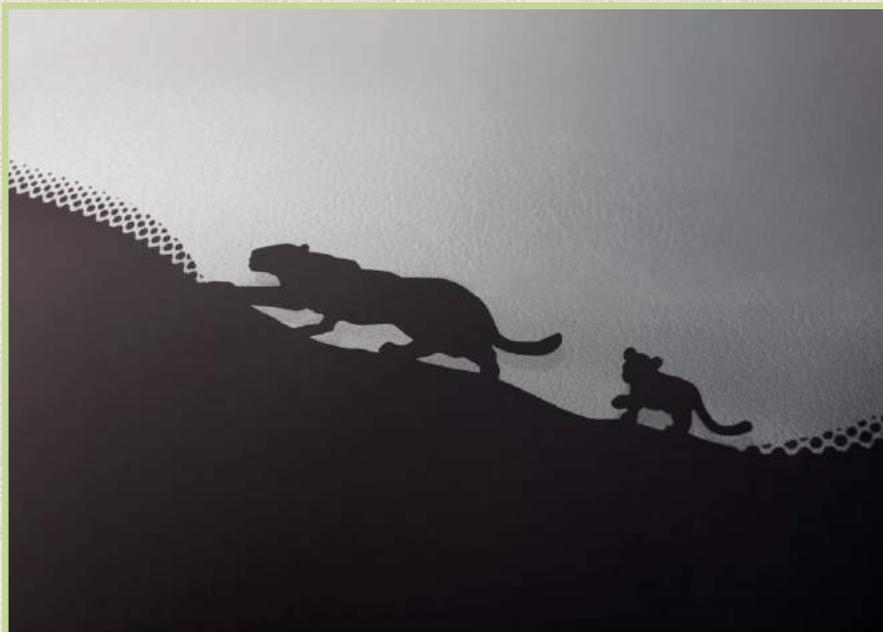
In this case, there are several interpretations of the phrase. According to Jaguar, the tiny jaguar and cub graphic embossed on the windshield is meant to signify their new generation of Jaguar vehicles.

In my case, it signifies a new generation of JagMag. Past President, Kurt Jacobson, will be taking on the mantle of JagMag editor. Along with this new editor comes a lively new JagMag format thoughtfully put together for our club by Michael Watts and Joey Manley.

Lastly, it signifies the hopeful start of a prosperous New Year.

Happy New Year and enjoy the new generation of JagMag!

Tanya Book,



From the Nominating Committee — Contributed by Secretary Chris Eseman

To Jaguar Drivers & Restorers Club of Northwest America Members,

The Nominating Committee, Linda Roberts, Curt Kyle, Bob Book, Chris Eseman and Tanya Book (Chair), presents their nominations for the 2018 Slate of Officers:

President – Steve Christensen

Vice President Technical – Debbie Read

Vice President Activities – George Wheeler

Treasurer – Linda Roberts

Secretary – Chris Eseman

Trustee – Glen Read

**NOMINATIONS
NOW OPEN**

The Committee is taking additional nominations until December 6th, 2017. Nominees must be nominated by at least five members in good standing.

Members will then receive notification about how to vote online. We encourage you to participate.

The results of the election and complete club leadership will be announced at the January Annual General Meeting.

Chris Eseman, Secretary

Holiday Party

Sunday, December 10th
11:00 a.m.

Shake the moths out of your ugly holiday sweater, box up your auction items and aim your sleigh to

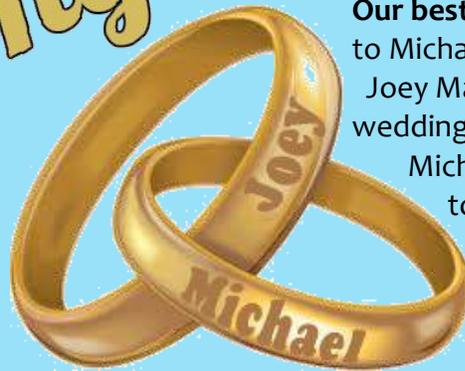
Robb's 125th Street Grill
12255 Aurora Ave N,
Seattle, WA 98133

We will have our popular auction of Jaguar stuff contributed by our members with proceeds going to Neighborhood Harvest. People also like to bid on unique experiences, so think of something to contribute that bidders can enjoy.

\$35 per person
No-host beverages

Contact Steve Christianson
206-234-3765

Congratulations!



Our best wishes to Michael Watts & Joey Manley on their wedding last month.

Michael & Joey volunteered to design our new comprehensive website and brought us into the digital age!



From a diverse selection of fine, classic Jaguar examples available from our showroom...



1971 XJ6 4.2 Sedan
VIN: 1L61619BW

1963 Mark II 3.8 Sedan
VIN: P220371

1959 XK150S 3.4 DHC
VIN: T838092DN

1965 XKE Series I 4.2 OTS
VIN: 1E10758

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PRE-SHOW: Before your Concours event, ask us to pre-judge your car, and we'll tell you what it needs to reduce deductions in scoring. Let us do a complete detail to prepare for your Concours! **POST-SHOW:** After the show, bring us your score sheets, and we'll give you an estimate for correcting any deductions you may have received.



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Over 30 Years of Experience

Written by [Harold Pace](#) on May 1, 2004

A Lion On The Loose



Back in the '80s, classic Jaguars were popular subjects for replication. While there has been a recent small resurgence in replicating Jaguar kits, 20 years ago various kit car companies made kits based on SS-100s, XK-120s, D-Types, C-Types, XKEs, and the one-off XJ-13 prototype. Gerard Coach in Kirkland, Washington, started making replicas of antique autos, then switched to a popular replica of one of the most fabulous Jags of all times, the XK-SS.

The predecessor of Gerard Coach was Omna-Auto, a kit car company founded in the late '70s by Alan Gerard and his sons, Alan Jr. and Klee. Omna-auto made a number of VW-based replicas of antique cars. The Rumbleseat Roadster looked a lot like a '10 Renault and featured tall, skinny wire wheels, brass trim, and a tall, vertical windshield. However, only the prototype was sold. They also made a vintage truck, the Oldbug, with an early-1900s look. Alan Jr. recalls that five to ten were built.

Omna-Auto added two more products that were simple body kits for customizing the VW Beetle. The Bugbox added a delivery truck tail to a cut-down Beetle, but it was expensive to package and ship so only ten were sold. The Flatbed turned a Bug into a small pickup truck and it was Omna-Autos' most popular model with more than 400 happy customers.

In Like a Lion In 1977, Omna-Auto was closed and a new company, Gerard Coach, replaced it. This was a division of Alan Gerard Design, which worked on industrial and retail projects. Alan Gerard, Sr., was an engineer who collected real Jaguars, so he wanted to build something more sophisticated than his previous fare. Alan Jr. was the designer and Klee was responsible for the day-to-day operation of the company. Being Jag enthusiasts, they naturally wanted to replicate the most exotic Jag of all, the XK-SS.

The Jaguar XK-SS, a street version of the famous D-Type racing car that won LeMans from 1955 to 1957, was the Holy Grail of Jaguandom. Among the few changes from the race car was the addition of a full-height windshield and full interior and the removal of the distinctive headrest behind the driver. The XK-SS used a 3.4L twincam-six with triple Webers and dry sump lubrication pumping out 250 hp. It had four-wheel Dunlop disc brakes and a live axle in back. Only 16 were built before a fire wiped out the tooling and ended the project, making the XK-SS a rare and hyper-expensive collector item (today an XK-SS sells for over \$700,000). To Gerard Coach this was the most coveted of Jags and they set about replicating it.

The new project was named the Gerard Lion and was based on a simple chassis hacked out of a Chevy Chevelle frame that was shortened, narrowed, and strengthened. Suspension was modified Chevy up front, with a live axle mounted by coil springs and a four-link setup in back. Drum brakes were standard, with front or four-wheel discs optional. There were a number of suspension options, including a Special Handling Kit that could be tailored to the driver. General Motors manual or power steering was offered.

The basic XK-SS shape was lengthened and widened to provide more room for passengers. The Lion also sported a small trunk, a luxury omitted on the original XK-SS. Buyers could opt for a variety of GM V-6 engines or, with a few modifications, a Chevy small-block V-8. Either automatic or four- or five-speed manual transmissions could be specified.

The Lion was offered in Base or Deluxe Kit form. The Base Kit included the modified rolling chassis with the fiberglass body already mounted. The doors, hood, and trunk were included but not installed. Polished aluminum bumpers, lights, fasteners, and latches were also included for \$8,950 in 1984. For the Deluxe Kit Gerard mounted the doors, hood, and trunk, and the fittings were chrome-plated. A GM tilt-wheel assembly and modified pedal box were included, as were aluminum wheelwells, a leather steering wheel, and a fuel tank. The interior was complete, including seats, carpeting, a convertible top, instruments, wiring, and a disc/drum brake system. This brought the price up to \$10,970. Options included a heater and defroster, a 12-bolt heavy-duty GM rear axle, alloy wheels, rear disc brakes, a leather interior, Spax adjustable shocks, racing seat belts, and various brake and suspension upgrades. Gerard offered Keystone Vortex alloy wheels (15x7-inch)

that were theoretically somewhat similar to the Dunlop alloy wheels used on the XK-SS. KIT CAR did a buildup on the Lion in the March and May '84 issues.

Gerard also sold a simple front-engined sports car called the Witton Tiger, which they built under license from Len Witton. Only two or three were sold before Alan Jr. came up with an upgraded version called the Tiger II that used Pinto or Chevette running gear. It was wider and longer with an aluminum grille and other subtle changes. However, only the prototype was built.

Although the Lion received lots of publicity, sales never took off the way everyone had hoped. Alan Jr., who now runs a Jaguar shop called Paladin Autoworks in Bellevue, Washington, recalled that only six were built (three turnkeys and three kits). Half had V-6 engines and the others were equipped with Chevy V-8s. He says Gerard Coach shut down in 1985 and that the kit business was a lot of fun but a serious drain on their cash supply. "They were very, very good cars, but they weren't Cobras," he said. Well-made but a little pricey for the market, the Lion never caught on. Gerard said the molds were sold to a man in Denison, Texas, about 10 years ago but has not heard of any more being built. Of the principals, Alan Jr. now restores and builds Jag show cars at Paladin, Klee is in the computer business, and father Alan Sr. has passed on.

Later, other companies, such as Predator in the U.S. and Lynx and DeeType in England, offered more accurate replicas of the D-Types and XK-SS models using real Jag running gear, but at a much higher price. The Lion is a striking kit that few outside the Jaguar Owners Club would recognize—a very rare kit that would be well worth restoring.



RAY'S HUGE GRIN IN HIS "NEW" XKSS

A NOTE FROM RAY

This is a explanation about the article. I found this article when I was looking for information about the Jaguar XKSS Replica I bought. Alan Gerard Sr. was a long-time member of JDRC/NWA and a well -known Jaguar authority. I never knew Alan Gerard Sr. His son Alan Gerard Jr. is still an Honorary Member of JDRC/NWA and had Paladin Autoworks LTD. in Bellevue for many years, which specialized in Jaguar repair. He is known as our go-to person when we need information about our vintage Jaguars. Alan now lives in Bremerton WA.

I was surprised when I read this article. I had no idea that they had this venture. I wonder where the few automobiles are they produced? - Ray

Following is the Board's complete strategic direction and progress to date, as described in the President's Message.

2017 Objectives

Possible replacement for Seattle Yacht Club Holiday Party. -- Family-friendly.

The venue for the holiday party has prompted more discussion than any other aspect of the club. Many believe it is the one time of the year when we can get dressed up and ring in the holiday season in a first-class setting. Others say the cost is more than many members want to pay and that precludes bringing kids. So, this year we are trying a lower-cost, more approachable venue.

Coordinate Calendar of Events and Monthly Meetings - Find person to: a. Coordinate and set calendar of monthly general meetings. b. Coordinates the calendar for all club activities and coordinates communications about these events. c. Sets two of the meetings as new member introduction events in conjunction with Membership Chair.

Although we have had some great get-togethers, such as the show and shine, judges training and pot luck at Bob and Ann Alness' Harstine Island beach home, we were only able to organize one monthly general meeting. We could use a volunteer to help here.

Keep moving toward digital process from paper.

Manage Membership Database - a. Beef up computer skills for membership team. b. Create, maintain and correct a single source of membership data and history. c. Maintain this information on the club web site with board only access via password to sensitive data. d. Maintain club roster and email for club officers to use on a passworded website. e. Move members who didn't renew on an archive list so the master list doesn't get outdated. 6. Make sure that other lists, such as officers and special email lists are updated.

Thanks to a huge effort by Bob Book, we now have migrated our membership database to a cloud-based program created specifically for car clubs. Bob, who moved over to Membership Chair from VP Technical, is now implementing the features of the program.

Establish Communications Chair or Director Role - Publicize club activities through email, social media and the club website, working closely with the Secretary to maintain records of correspondence.

Nobody specifically in this role, but the tasks will be undertaken by Membership Chair Bob Book, Webmaster Michael Watts, Joey Manley and JagMag Editor Kurt Jacobson.

New Member "Onboarding" - 1. "Buddy" Pairing: Existing current members introduce new members and nurture them. Find out more about them. Ensure that two meetings are focused on new member introductions. 2. Club Materials & Communications: New members immediately get name badges, emails, JagMag [notification], JCNA card, Jaguar Journal etc.

Are you willing to volunteer to be a "buddy" to new members? This is probably the most rewarding thing you will do in the club. The new membership database will allow us to get members onboard quicker than in the past.

Annual Activity Planning Session: 1. **Balance** of activities, traditional/new, technical/social, planned/ad hoc. More than two current planned drives per year, maybe one per season. Annual family picnic/potluck. Appeal to non-car-oriented partners. Overnighter. 2. **Track attendance** and monitor trends. 3. **Wear name badges.** 4. **Invite members to Board meetings.** 5. **The vice president is responsible for coordinating activities but not hosting.**

Activities would be hosted by different members with an incentive for hosting an event.

So far, we have about half of the 2018 calendar planned. Would you be willing to host an event? It's fun and you will get help from the Board. The new membership database will allow us to track member participation.

Yearly Slalom

One done! More to come.

Recruit local webmaster: Support Dave Massy. Partner with Communications Chair to keep website updated and enables other demands such as board access to member database, historical data and email lists.

Thanks, Michael Watts for becoming Webmaster. And Dave Massy for doing it for years when you were in WA, then CO.

Monthly General Meeting

Weekly morning coffee gathering, alternating one north, one south.

These have been a challenge to arrange. We are looking for volunteer hosts. We haven't pinned down if we always meet the same day of the week, time and location or have a variety. What are your thoughts? Are you willing to arrange for an event?

Encourage involvement, such as JagMag contribution, JCNA tool loans, show cars, participate in events, etc.

Sponsor Engagement: Identify events that are attractive to relevant sponsors, not just for the money, but the shared interest in Jaguars. Pursue Jag dealerships, major used sales orgs (such as Park Place). Multiple smaller sponsors ok. Approach advertisers for sponsorships.

2018 Objectives

Annual General Meeting: [Needs clarification] Perhaps not a lunch, but family-oriented and club provides snacks.

Concours: Paid for by entry fees + sponsorship. Consider reducing cost by having hospitality food & bev no-host [What about room, usually comped?].

Succession/Sustainability: 1. Develop succession plan with people acting as "vice"-something/understudy. 2. Update types and number of positions, such as Communication Director. 3. Update job descriptions. 4. Transition plan with each role.

Engage past/dropped members: Follow up with dropping members as to why they dropped and invite them to re-join.

Pursue owners of new(er) Jaguars; embrace newer cars.

Designate club liaison with other clubs and orgs: Don't lose continuity. We are partners in ABFM. No official affiliation with other clubs. We are partners in ABFM. No official affiliation with other clubs, incl. hot rod clubs that are not brand-specific to bring in new technology. Add tech sessions focusing on newer cars - utilize membership technical knowledge and provide a vehicle to share it.

Transition JagMag to digital, frequently updatable and containing links, away from print magazine format. Find alternative sponsorship opportunities. Find subordinates to help editor. Coordinate with Communications Chair.

Grow membership with no specific goal.

2019 Objectives

Rotate trustee election cycle so a trustee position expires/elected every year.

Financially breaking even.

IT'S A WRAP! The Conclusion of "To Canada by Jaguar— An Adventure Saga" by Jon Rogers

This is the last chapter of Jon Rogers "To Canada by Jaguar—An Adventure Saga". We've enjoyed reading about Mabel's exploits over the past few months. Thank you Jon for your enjoyable series.

The way home from our Canada vacation trip hadn't started very well with both a generator and then a steering problem that made poor Mabel stagger around like a drunken Jaguar.

I'd jury rigged a fix to the latter to get us on our way. Happily, my wiring up the steering rack had worked better than expected and we traveled South for hours without further incident. Now, after a long and tiring day, it was dark, after 8 PM and we were just south of Portland when I got a hunch we'd better call it a day and find someplace to rest.

It was Labor Day weekend and, of course, we had no reservations. It suddenly dawned on me that finding a hotel room might be an issue. Well there were several motels on the Woodburn, Oregon exit. It was time to start checking them one by one.

I pulled off the freeway and into the first available Motel, a nice looking Holiday Inn. When I asked for a room at the counter, I got my first indication how much trouble my lack of planning had put us in.

"We only have one room left and it's the Suite." the counter lady sniffed.

"Oooh Dear," I thought, "only one; and that's the most EXPENSIVE one." I kept talking while I was thinking furiously about what I should do next. I mentioned that I was driving that pretty little classic sports car outside. The young lady behind the counter got very excited at that point and mentioned that I might get a discount if I was on business and did I know the Suite had a Jacuzzi? The discount rate she gave me was quite reasonable for such luxury. I realized my chances of finding a room this late at night on a holiday weekend were slim so I agreed.

As I was signing the register, I overheard her tell the next potential customer that, no they didn't have a room and, no she knew that the other motel across the street was full too, and sorry, but she didn't know who did have one. So it was that, with glad-filled heart, I returned to my ladies Lisa and Mable and informed them of the good news.

Lisa squealed with delight, but Mable gave me the silent treatment. "Hmm," I thought, "only one lady is happy." So Lisa and I had dinner and afterwards I let her explore the Suite (and Jacuzzi) while I took Mable down to a Shell station. There I fed her, washed her, and with

the help of a friendly young station attendant who lent me another floor jack, got under and retightened the mechanics wire holding her steering rack down. Much happier with the attention, she really purred when I took her back to the motel for the night.

Sunday, August 31, we woke up 7 am. Got dressed and left about 9:30am. The morning was bright and sunny. The whole trip down to Medford to see our friend, Everett, was smooth, warm and uneventful. We pulled in about 1:30PM and spent the afternoon and evening resting and visiting with our dear friend who was now retired and leading a life of "luxury" in the little town of Eagle Point, Oregon.

Since Monday would be our last day of vacation with several hundred miles to go, I decided to forgo the planned trip down the coast and keep to I-5 to save time (not to mention Mabel's steering).

So next morning we were up at five AM, on the road by six and out of Oregon before seven. The trip through the Siskiyou Mountains was a glorious example of enjoyable Jaguar motoring. Mabel handled the fast sweeping curves of I-5 with dignity and aplomb.



After many miles of travel, we took a break at a rest stop to renew our energy. As we motored on we saw the welcoming signs of returning to California. It was Mount Shasta in the distance. We had had a wonderful adventure trip to Canada but now it was nice to be returning back home to our familiar surroundings. Mabel seemed happy too as she was purring along and eating up the miles.

IT'S A WRAP! The Conclusion of "To Canada by Jaguar— An Adventure Saga" by Jon Rogers

I had been concerned about steering her through the mountain curves but my jury rig had worked admirably.



And as we left the mountains behind and stopped for gas in Red Bluff I finally was fully relaxed. We were right on schedule for a change and there were only straight roads ahead. We'd be home in no time.

And so, with full gas tank, off we went flying down I-5.

Do you remember any of those tiny little bridges you find on the freeway in the San Joaquin valley? You know, the short ones over creeks that you never pay any attention to? The ones that always seem to give the car a little bump when you cross them?

I noticed Mabel made a little "ting" sound when I crossed one of them. At first I paid no attention. Then I noticed that she was doing it whenever we hit one of those little bridges just so. A few miles further down the road, I noticed that the "ting" was starting to sound like "ching".....

Uhhhh Ohhhh. . . Whenever we hit a sharp bump, "something" was touching the road! That doesn't sound good.

I was a little confused and concerned. What could it be? Could it be the spare tire well? That was the lowest thing on the car. Long ago I had had incidences of low ground clearance when I was restoring her until I moved her up a little with some air shocks. Was that it?? Or could it possibly be the exhaust system? But I had just looked at it at the gas stop in Red Bluff. It was OK then.

On we flew. I was trying to stay out of the way of traffic and to drive gentle. Lisa finally noticed the strange "ching"s Mabel was occasionally making. I had to admit I didn't know what was causing it. As we drove

further South the "chings" were getting a little louder and more often and our worry level was getting higher and higher.

But if I drove cautiously it wasn't too bad. We were almost to I-505, the Winters cut-off by now. We were so close to home. Maybe we could make it??

Down the Winters cut-off I went. Lisa started doing something with some beads again. I think they were her Rosary Beads. When I asked, she mumbled about being the official prayer person... Well, I was concerned too but what could I do way out here in the middle of nowhere? There wasn't a house, let alone any service, anywhere in sight. I knew Mabel was trying hard not to "ching" too much as she knew it was making Lisa nervous. "Together" I thought, "we'll make it."

Finally we reached the end of the Winters Cut-off and turned West onto I-80 going toward San Francisco. At that point, Mable and I had to admit we were wrong. I-80 was ROUGH and the traffic was thick and heavy. Poor Mable was "CHING, CHING, CHINGING" continuously now. And we were back in civilization; it was time to pull off and see what I could do.

Quick like a bunny I grabbed the first off ramp in Vacaville. But, darn, it didn't have a service station! I quickly searched for the next best thing. But all I could find was a shade tree in an office center's parking lot! Still, when you have to get out and get under, it was good to get out of the ninety degree sun. Lisa got me a juice as I pulled out a towel to lay on. I steeled myself with the thought that this could be a long operation.

Sure enough, it was the exhaust pipes. The rear-most hanger had separated where the rubber was bonded to it and the resonator was hanging about 4-5 inches lower under the body than it should. Thank god I had asked Dad for a couple extra pieces of mechanics wire.

After digging out the wire, which was under all of our luggage, I went to work wiring up the exhaust pipes. Two wraps of wire around the resonator and over the frame managed to pull it up to its normal position. That should temporarily fix the "chinging" I thought.

I put the tools and all our luggage back in Mabel's boot and soon we were on our way. I was considerably cheered by the fact that Mable didn't seem to be upset at being wired together both front and rear like this. She purred right along as if nothing had happened.

IT'S A WRAP! The Conclusion of "To Canada by Jaguar— An Adventure Saga" by Jon Rogers

No more "CHINGS" No more Problems. No more cares. Mable purred down the road, over the Cártenas Straight bridge, through Concord, past Pleasanton, and finally down the last hill into the Bay area at Fremont.

As we got closer to home, our relief and our happiness grew. This had turned out to be quite an adventure. Mable had proved to be very hardy and in spite of the failure of some minor components, had insisted on bringing us home safe and sound.

As we pulled into the driveway, I felt a little sad-



ness that it was over. Mable looked awful dirty and tired. It had been pretty hard on the old girl. Her brass was tarnished, her wheels and paint were dirty from all the miles. She deserved a good bath and a rest....

The author, Jon Rogers, with Mabel on two of the club's Fall Colors tours in 2016 and 2017.



not to mention a little T.L.C.

After all, in less than ten days she had taken us over 1,847 Miles at an average of 20.1 Mpg using 91.8 Gallons of gas (at an average of \$1.60 a Gallon) for a total cost of \$146.85. Quite an impressive accomplishment for the old girl.



For Lisa and I it had been a great adventure. We had driven Mabel to Canada and back in one long week; we'd been sightseeing, got in some rest-n-relaxation time and visited family and friends, perhaps not as much as we would have liked, but we did get to see them.

And, yes, Mabel had given us quite a memorable journey.

----- THE END -----



JAGUAR COOKS



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BISQUICK/CORN MUFFINS

Connie Rezendes

October 1987

- 2/3 c. Bisquick
- 1/3 c. cornmeal
- 1 T. sugar
- 1/4 c. milk
- 1 egg

Heat oven to 450°. Combine all ingredients and beat for about 30 seconds. Fill well greased muffin cups 2/3 full or bake as for cornbread. Bake 12 to 15 minutes for muffins. Makes 6.

RAW APPLE MUFFINS

Carlne Manske

December 1987

- | | |
|--------------------------|-------------------------------|
| 4 c. finely diced apples | 2 c. flour |
| 1 c. sugar | 2 t. baking powder |
| 2 eggs, slightly beaten | 2 t. cinnamon |
| 1/2 c. oil | 1 t. salt |
| 2 t. vanilla | 1 c. each raisins and walnuts |

Put 3 mixing bowls on counter; mix apples and sugar in one, set aside; put eggs, oil and vanilla in another, stir to blend well; put flour, soda, salt and cinnamon in third bowl, stirring with a fork to blend. Stir egg mixture into apples and mix thoroughly. Sprinkle flour mixture over and mix well. Add raisins and nuts to mix. Spoon into greased muffin cups and bake at 325° for about 25 minutes. Makes 16.

MEAL IN A MUFFIN

Norma Markey

January 1988

- | | |
|---------------------------|----------------------|
| 1 medium carrot, shredded | 1/2 c. oats |
| 1 large apple, shredded | 3 T. wheat germ |
| 1/2 c. oil | 1 t. soda |
| 2 large eggs | 3/4 t. cinnamon |
| 1/3 c. sugar | 1/2 t. baking powder |
| 2 t. vanilla | 1/4 t. salt |
| 1/2 c. raisins | 1/4 t. ginger |
| 1/3 c. nuts, chopped | 1/8 t. nutmeg |
| 3/4 c. whole wheat flour | |

Beat oil, eggs, sugar and vanilla thoroughly. Add other ingredients and mix well. Pour into greased and floured muffin cups, makes 12, and bake at 375° for 20 minutes.

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by CLAYTON SEAMS | JULY 13, 2017



[Rover Evoque](#), though there isn't a single body panel between the two that's interchangeable, and the rear suspensions of the two are completely different. Jaguar engineers actually deemed the Evoque rear suspension not capable of delivering the sporty feeling that's so important in a Jaguar, and instead used a downsized version of the F-Pace's rear setup in the E-Pace. Up front, aluminum steering knuckles and aluminum suspension components are

The internet jeered [Porsche](#) for introducing the [Cayenne](#) in 2003. Keyboard experts (myself included) were sure that this affront to traditional, god-fearing rear engine-loving devotees would be a flop. And we were all 100 per cent wrong.

The Cayenne went on to become Porsche's single most popular model on an annual sales basis, and the [E-Pace](#) is doing much the same thing for [Jaguar](#). The public has an unquenchable thirst for CUVs, and now Jaguar has unveiled their latest offering in the segment – the E-Pace.

Don't let the "E" fool you into thinking this is an electric vehicle; [that honour belongs to the upcoming I-Pace](#), for now. Slotting in under the F-Pace, the E-Pace will be the most affordable car in the Jaguar lineup with a \$42,700 starting price.

made for better geometry and reducing unsprung weight, and the steering rack is solidly mounted to the car to increase steering feel. Its fenders and tailgate are also made from aluminum to help bring the weight down to 1,893 kilograms.



The E-Pace is a five-seat CUV based loosely off the [Range](#)

Canadian models will come with Jaguar's Ingenium 2.0-litre turbocharged inline-four with 246 horsepower at 5,500 rpm, and 269 pound-feet of torque from just 1,200 rpm, backed by a nine-speed automatic and AWD. On top-spec models, the turbo-four makes a full 296 horsepower at 5,500 rpm and 295 lb.-ft. of torque from 1,500 rpm. European models will be available in FWD or AWD, with a diesel or gas powerplant, and with a manual or automatic transmission. Jaguar's internal testing for the 246-hp version revealed fuel economy at 8.4 L/100km highway and 10.2 city, though official fuel economy results haven't yet been determined.

The base engine gets a standard AWD setup, which sends power to the front, rear or both depending on situations. The 296-hp version uses an active driveline system that also incorporates an electronic rear differential with wet-plate clutches that sends power side-to-side for more dynamic cornering. Standard on all models is torque vectoring, using the brakes to drag inside wheels on a turn to aid rotation and reduce understeer. As well, on R-Dynamic models, Jaguar offers an Adaptive Dynamics system with continuously variable shock absorbers.

Transferring Jaguar's traditional low, slinky proportions into a midsize CUV wasn't easy, but the designers have done well and the E-Pace is the prettiest CUV on the market. The tail lights are reminiscent of the F-Pace and the front overhang has been tucked well in as is with a traditional Jaguar sports car. The roofline is rakish and there's a long rear spoiler to smooth airflow over the rear hatch. The windshield features a tiny graphic of a jaguar and its cubs, implying that the E-Pace is the perfect car to carry around cubs of your own. Wheels will be available in 18-, 19- and 21-inch sizes, depending on the trim level.



Special care was taken to make the inside of the E-Pace feel special. Jaguar went with a dual-cockpit front seat layout divided by the centre console, featuring a prominent passenger grab handle designed to mimic the shape of the F-Type fender vents. The console is also home to a 10-inch TouchPro infotainment screen that works like your smartphone, with pinching, swiping and

zooming capabilities, and an optional 12.3-inch HD virtual Interactive Driver Display can replace the standard driver gauges. First Edition cars also have special mats printed with a jaguar fur pattern. The same pattern is found on the tags adorning the seats at the shoulder.



Behind the 60/40 split rear seats is 685 litres of cargo space, with 1,487L with the rear seats folded – more than the [Audi Q3](#) and only slightly smaller with the seats down than the [Porsche Macan](#). There are also generous storage bins and cubbyholes inside, while every passenger gets their own USB port, among other 12-volt and USB ports found around the cabin.

Of course, the E-Pace gets a full suite of active safety features available, such as park assist, emergency braking and blind spot assist, but not all will be available on the base model; the lineup will also include the S (\$45,200), SE (\$48,200) and First Edition (\$59,000) with the base engine. With the 296 hp engine, there is the R-Dynamic (\$51,000), the R-Dynamic SE (\$54,000) and the R-Dynamic HSE (\$57,300).

North American and European versions of the E-Pace will be assembled in Austria, while Chinese-market models will be assembled in China. Canadian models are expected to hit showrooms in the first part of next year.

In relation to its competitors, it occupies a much lower price point than the Macan, which offers turbo V6 engines and much more horsepower; the E-Pace aligns more favourably with the Audi Q3. But the luxury compact CUV segment is a busy one and Jaguar is sure to find plenty of E-Pace buyers.

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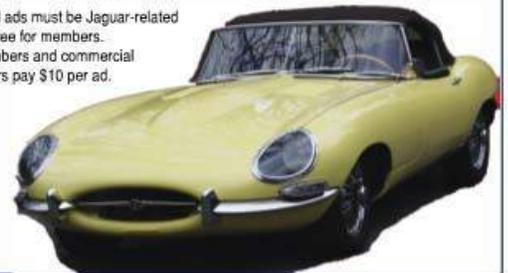
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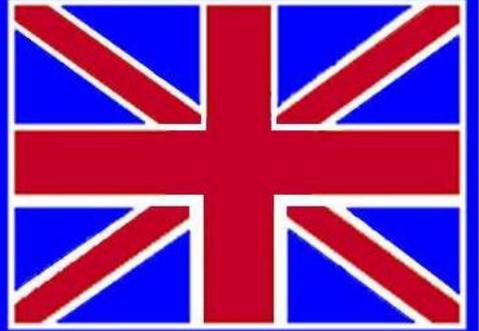


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Michael 360-286-0338 mhedt@yahoo.com

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FREE:

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