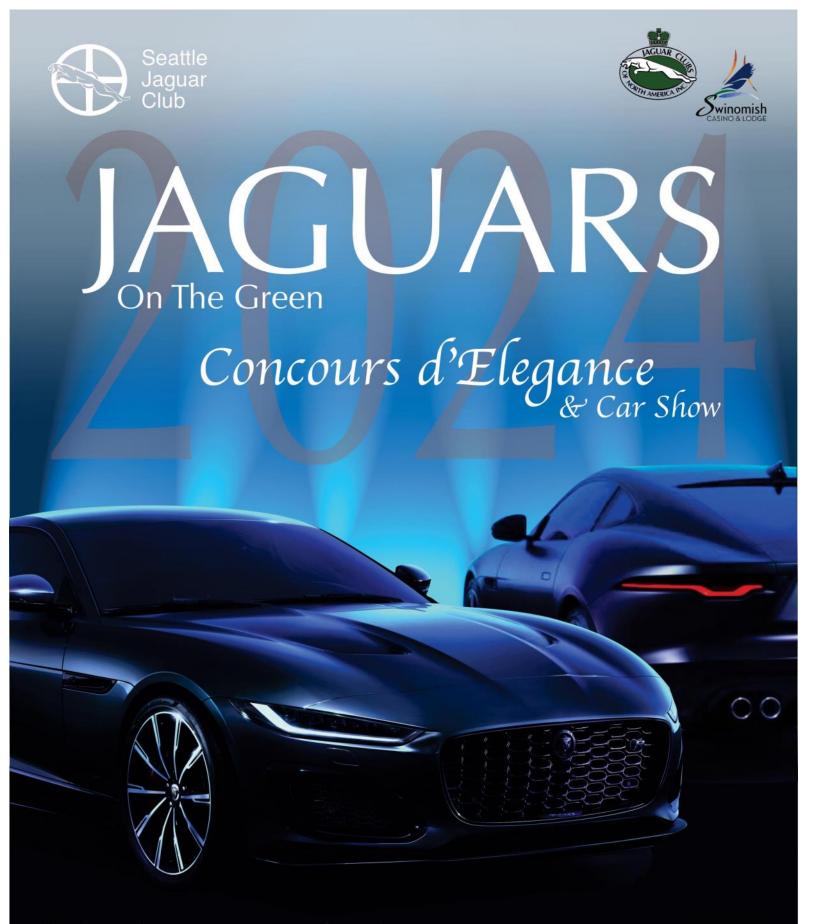


April 2024



Seattle
Jaguar Club
Vol 68 Issue 4
The Amelia, Camano
Island, BritSport,
Sleep, No-fear V12s



Friday, August 2 - Sunday, August 4

Swinomish Casino & Lodge 12885 Casino Dr, Anacortes, WA 98221 This is a JCNA sanctioned Concours.



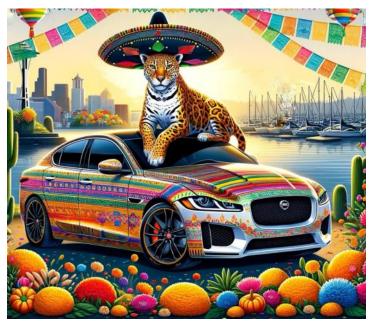


CINCO DE MEOW SPRING THING DRIVE & JCNA RALLY

May 5, 2024, Whidbey Island Spring Thing is a scenic gimmick drive with clues to find along the route. The teams with the most correct answers to the clues wins! This event is fun and should be low-stress.

For a little competition, you can add the JCNA rally.

(Continued next page. Mike Watts AI generated image, right))





There will also be the option to drive this as a timed JCNA -sanctioned rally uses the same route and as the Spring Thing gimmick rally, but adds a time-speed-distance (TSD) competition at posted speed limits. Teams strive to maintain a predetermined time between a handful of checkpoints with penalty points deducted for

arriving early or late at the checkpoints. In addition to the Seattle Jaguar Club awards, the scores of top three teams are entered in Northwest Region and North American competitions. As just our second JCNA rally in more than a decade, we will keep this event simple to see if people want more rallies in the future.

There will be trophies for both events awarded at lunch. Meet at 10:30 am on Sunday, 5/5/24 in the Ken's Corner Red Apple Parking Lot in Clinton, WA, just up from the Mukilteo/Clinton. Ferry Terminal (11042 WA-525, Ste 116 Clinton, WA 98236). There is a bagel/coffee shop in the same mall.

Drive will start at 11:00 am and will take you on a tour of some of the most scenic roads on the island. We will start in Clinton, and circle Whidbey, looking for clues while enjoying the beautiful water, open space and mountain views. The drive will take about 2-1/2 hours, maybe 3 hours with rest stops.

We will finish in Freeland at China City Restaurant for lunch (1804 Scott Rd Freeland, WA 98249) (assuming their remodel is complete), or another casual place on the Whidbey side of the ferry.

Registration: <u>www.seattlejagclub.org/events/spring-thing-2024-jcna-sanctioned-rally</u>. Questions? <u>Cynthia.first@outlook.com</u> or <u>alanbdon-ald@gmail.com</u>. Questions about the JCNA add-on? <u>KurtGJacob-son@gmail.com</u>

2024 CALENDAR

You don't have to drive a Jaguar to participate in Seattle Jaguar Club events. For the latest information and to register, go to https://www.seattlejagclub.org/calendar. And there is a world of Jaguar fun, adventure, information and friendships all around us. With five JCNA-affiliated clubs covering Washington, Oregon, British Columbia, Alberta, and Saskatchewan and members in Idaho and Montana, you will find opportunities to share activities and expertise. Discover what they are doing. Check out their newsletters.

- Jaguar Owners Club of Oregon: http://joco.org/cat-fancier/
- Jaguar Car Club of Victoria (Vancouver Island): https://jaguarclubvictoria.ca/
- Canadian XJ Jaguar Register (Lower BC Mainland): http://www.jaguarmg.com/newsletter.shtml
- Canadian Prairies Jaguar Club (Alberta/Saskatchewan): https://cpjc.ca/

Please check for the most up-to-date information at <u>seattlejagclub.org/calendar</u>

APRIL 2024

Wed Apr 3 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.



Sat Apr 13 Tour of second Jim Lunz collection. Register for one session: 10 am or 11:30 am. Location disclosed when you register. Contact Bran Case.

Thu Apr 25 7-9 pm judges training via Zoom. Register by sending an RSVP to sbcase253@hotmail.com. You will receive a link to the Zoom session a few days prior to the meeting. Contact Bill Holmes bholmes 1588@gmail.com

Sat-Sun Apr 27-Apr 28 overnight drive to Priest River

ID with a stopover lunch at Anthony's-Spokane Falls in Spokane. Meet before depart-

ing 8 am at McDonald's, North Bend WA. Amazing views on the drive up Priest River. Stay at Eagle's Nest. Dinner at the Settlement Kitchen. Sunday visit to the Priest River Museum.

Contact <u>randypickett@hotmail.com</u>, 253.258.6418. Register: <u>https://www.seattlejagclub.org/events/overnight-drive-to-priest-river-idaho</u>



MAY 2024

Wed May 1 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sun May 5 Whidbey Island Spring Thing drive and possible JCNA-sanctioned rally (*right*). See ad on prior page. Route & time TBD, . Contact Cynthia.first@outlook.com. Register https://tinyurl.com/565s87nz

Sat May 11 10 a.m. Tech session at D&L Restoration, 12315 Mukilteo Speedway, Suite A, Lynnwood WA, followed by lunch at Azteca. https://

<u>www.restoreyourcar.com/</u> Register at https://www.seattlejagclub.org/events/tech-session-d-l-restoration Contact Brian Case.

Sat May 18 All British Field Meet, VanDusen Gardens, Vancouver BC. Expect Sunday driving tour. Register: Western Driver.

Thu May 30 7-9 pm judges training via Zoom, Contact Bill Holmes. Register: Send RSVP to sbcase253@hotmail.com to receive a link to the session a few days prior to the meeting. Questions: Bill Holmes at bholmes1588@gmail.com

May 19 Jaguar roving dinner. Location TBD. Contact Brian Case.

JUNE 2024

Wed Jun 5 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Jun 8 noon, Debbie & Glen Read's Show & Shine at their Edmonds waterfront home *(above right)*. Bring a picnic lunch. Beer, wine, soft drinks and treats will provided. Hands-on training for concours judges, open to all. Contact debralread@gmail.com

Jun 22 11 am Tech session, Jaguar of Tacoma. Discover their cars and services. Bring your Jaguar and show it off. Free refreshments. Contact Brian Case.



Jun Jaguar roving dinner, Location TBD contact Brian Case.

Sat Jun 29 Seattle Jaguar Club at the Car Corral at the Pacific Northwest Historics, Pacific Raceways, 31001 144th Ave SE, Kent (*left*). Details and registration: https://www.seattlejagclub.org/events/pacific-northwest-historics-vintage-races-1 Contact Sharon Case sbcase253@hotmail.com 206.931.7795.

JULY 2024

Wed Jul TBD 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Jul 13 Western Washington All British Field Meet, St. Edward Park *(right)*, Kenmore. Contact John Holmes.

Fri-Sun Jul 19-21 Jaguars on the Island JCNA-sanctioned concours and related events, Windsor Park *(below)*, Oak Bay (Victoria). Host Hotel is Ocean Pointe Resort. Contact Brian Case.





AUGUST 2024

Sat Aug 3 (Fri Aug 2 through Sun Aug 4 weekend events) Jaguars on the Green Concours (right), Swinomish Casino & Lodge, Anacortes. Details to come.

Wed Aug 7 6:30 pm (may change), Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.





Sat Aug 10 Seattle Polo Party, fancy, classy event at Seattle Polo & Equestrian Center (*left*), Enumclaw WA. \$75/person. Contact John Conrard..

Sat Aug 31 Jaguar Owners Club of Oregon JCNA Concours and Portland All British Field Meet weekend. Check https://www.seattlejagclub.org/events-calendar Contact

Brian Case sbcase253@hotmail.com 253.329.9126

SEPTEMBER 2024

Wed Sep 4 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Sep 14 TBD British Day, Exotics at Redmond Town Center *(right)*. Contact Randy Pickett.

Sept TBD Tech session. Contact Brian Case.

Sep Jaguar roving dinner. Contact Brian Case.



OCTOBER 2024

Wed Oct 2 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Oct 5 Fall Colors drive to Shelton Oyster Fest (*right*), TBD. Mollusks and much more! Details to come. Contact Kurt Jacobson.

Oct TBD winery tour.

Oct Tech session. Contact Brian Case.

Oct Jaguar roving dinner. Location TBD contact Brian Case.



NOVEMBER 2024

Wed Nov 6 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.



Sat Nov 16, Driving Rain run. Warm up the fluids and explore the traffic-free backroads bounded by Gorst, Belfair, Tahuya, Dewatto, Seabeck and Silverdale where we will eat. Written about by Avants I Drive Everything. Come rain or shine, with or without a Jaguar. Contact Kurt Jacobson, 253.229.6905, Kurt-GJacobson@gmail.com.

Nov Tech session. Contact Brian Case.

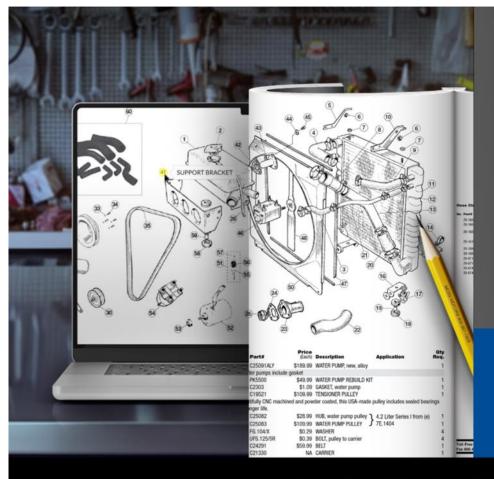
Nov Jaguar roving dinner. Location TBD contact Brian Case.

DECEMBER 2024

Wed Dec 4 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Dec Holiday Party, date & venue TBD.





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Just an adorable Corgi picture with a Lynx D-Type photographed by Marisa Foley.



WHAT'S NEW

Cover SS100 Replica entering The Amelia Island Cars & Community show the day before the official Amelia Island Concours.

Karolyn Walden-Deal, Jaguar club matriarch passes Ray Papineau dug into the club archives for photos and wrote this tribute:

"Karolyn Walden-Deal loved Jaguar automobiles and the people who owned them..

Until the last years of her life, she attended Jaguar events with a warm greeting and welcoming smile. Helping organize many Jaguar events back to the 1960's she was usually at the hub of activities (right and recently below right). The 2006 JCNA AGM, Jaguar Driver's Club of NW America 50th Anniversary, rallies, and driving events she was there. She was also involved with the SCCA as a course worker. Married to Glen Walden, an aeronautical engineer for the Boeing Company, they restored a Jaguar 1957 MK VIII and a 1954 Jaguar XK120 FHC. The XK120 still resides in our club. Karolyn held the office of Jaguar Drivers Club of Northwest America (JDRCNWA) President several years as well as almost every other position. JDRCNWA was recently changed to the shorter name, Seattle Jaguar Club.





No grass grew under her feet during her life. While raising three children she was active

in the Church of Jesus Christ of Latter-day Saints and taught dance for 31 years. She loved to dance. She auditioned for the Radio City Rockettes back in the day. Later after knee replacements she was back on the stage. She danced and skied with those new knees well into her late eighties. No grass, remember?

When Glen (right) passed away, she married Jim Deal. Jim was a career Air Force Officer who was involved with the SR-71 Program. She and Jim traveled, enjoyed music and life.

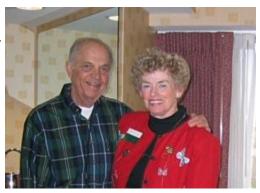
After Jim passed, she continued to traveling to Korea, Japan and safaried in South Africa.

Karolyn was an intelligent, determined and classy lady. I'm privileged to have known her."

-Ray Papineau









(Left, top, banners in the lobby of the Embassy Suites where our club hosted the 2006 JCNA Annual General Meeting. Left, bottom, member Frank Brockman's XCK120 and factory prototype of the new XK. This column from top, Karolyn with Glen Walden; likely raising her hand to volunteer; leading the luau dancing.)





(Jaguar club life in the mid 1960s)



In this issue is an item about the photo Marisa Foley took of Bob Keeler's E-Type that won a JCNA first-place newsletter photography award. She sent along another photo she took while in their white E-Type OTS touring Scotland (below left).

From the sublime to the ridiculous, she also included husband Art enjoying working under the dash of their XK120 (below right). The other is where she

discovered where Art keeps her Seattle Jaguar Club nametag (bottom).







2024 Jaguar Clubs of North America Annual General Meeting notes JCNA Northwest Region Director and Seattle Jaguar Club VP Technical Brian submitted the following information:

The 2024 JCNA AGM was held March 15-17 in Charlotte, NC. The General Membership Meeting was Saturday March 14.

The International Jaguar Festival scheduled for September 25 – 29 has been cancelled.

The 2025 AGM will be in Philadelphia, PA April 24-27, 2025

The newly elected JCNA officers are J J Keig, President and Craig Kerins, Vice President

Ownership of JCNA Judges Guides All rights to Judges Guides are owned by the JCNA, not the authors. A former author of one of the guides offered ownership rights to the Coventry Foundation. The Foundation contacted other authors asking them to assign the rights to the Foundation. The Coventry Foundation has been advised that JCNA has legal ownership of JCNA Publications.

<u>Awards</u> The JCNA board is looking for someone to take over the awards program. The individual will manage the current program as well as explore options to replace the pewter plates currently used.

Concours violations Due to the ongoing complaints about how concours violations are handled by the JCNA Chief Judge and the Concours Rules Committee, a new position has been established. The Concours Administrator, will be the point of contact for all inquiries to JCNA Chief Judge and Rules Committee. The Concours Administrator will answer the easy questions and refer others to the appropriate individuals. The administrator will also report the status of inquiries to the Board of Directors quarterly. This will reduce the workload on the Chief Judge and the Concours Rules Committee members. The new Concours Administrator is Dave Allen, from the San Diego Cub.

(Continued next page)

The Arizona and Indiana Clubs had their concours scores reinstated. They had been invalidated by the Chief Judge. Only the Board of Directors has the authority to invalidate scores. Members points were reinstated. No North American Awards were affected by the reinstatement.

<u>Jaguar Journal</u> The Board accepted the transition of the <u>Jaguar Journal</u> Editor contract from Peter Crispin to Nicole Smart. Peter is moving back to England. The <u>Jaguar Journal</u>, published since 1954, is the oldest continuously published Jaguar publication in the world.

After five years of discussion and no action, the BOD appointed Les Hamilton to develop a transition plan for moving the *Journal* to an electronic version for all members. Those wanting a paper copy would pay a premium for it. The plan is to explore all options and include an implementation date of around Jan 1, 2025. Les will present options at the June Board Meeting.

There are known problems with signing up for the current electronic version of the *Journal*. Brian asked that members work their way through the signup procedures to get the electronic version. Instructions are on this page: https://www.jcna.com/jaguar-journal-information

Marketing Committee The committee will continue to focus on three areas during 2024. First, revise the JCNA website to reflect a member-oriented club. Changes will include more articles from local clubs and pictures of members enjoying social events. Second, updating the JCNA Rally and Slalom programs to reflect the interest in more driving events by new and older members. Third, leverage social media platforms and implement an electronic *Jaquar Journal*.

Membership Recognize that membership is changing. Younger members are interested in more social and driving events. They are purchasing XK,

F-Type and F-Pace models and using them as daily drivers. They have little interest in maintenance and restoration programs.

Make first contact personal by email, phone calls and invitations to coming events. Make sure welcome letters are personal and inviting, not administrative form letters. Focus on club resources and encourage everyone to participate.

<u>Direct mail recruitment project</u> The direct mail recruitment project is on hold. Response was disappointing.

<u>Concours Awards</u> North American concours, rally and slalom awards were not presented at the awards dinner. The individual award name plates which are affixed to the Pewter Plates had not arrived. Winners of North American awards will receive them through the mail.

Brian was surprised and disappointed in the manner the AGM was conducted. No financial report was presented because the representative was on vacation. A presentation from JLR (formerly Jaguar Land Rover) was cancelled because of poor time management. I think all members would like to know that JLR had record profits in the 3rd and 4th quarters of 2023. Fred Hammond, JLR representative to the JCNA Board had a lot of information to share. An issue that was resolved at the BOD meeting was allowed to resurface and resulted in a long heated discussion.

Brian could not discuss events which occurred at the Sunday morning Board meeting because he was not present.

Kurt Miyatake delivered his car photography session to the Canadian Prairies Jaguar Club via Zoom He reports that he made the slide show with speaker notes available to the Canadian club with new slides added to those available on our website, specifically slides #3, #19 & #20. To see a video of the earlier version, go to www.seattlejagclub.org/links and click on the second video.



WHO'S NEW

Roderick Jefferson in his own words "I became interested in Jaguars after I bought mine [a 1987 Jaguar XJ V12 Vanden Plas]. Before then I thought some Jags were cool like the X308 XJR, XF Sportbrake, manual F-Type, manual 3.0 X-Type and S-Type but I never had must interest in the brand as a whole. I just never thought of them a lot nor was I really exposed to them.

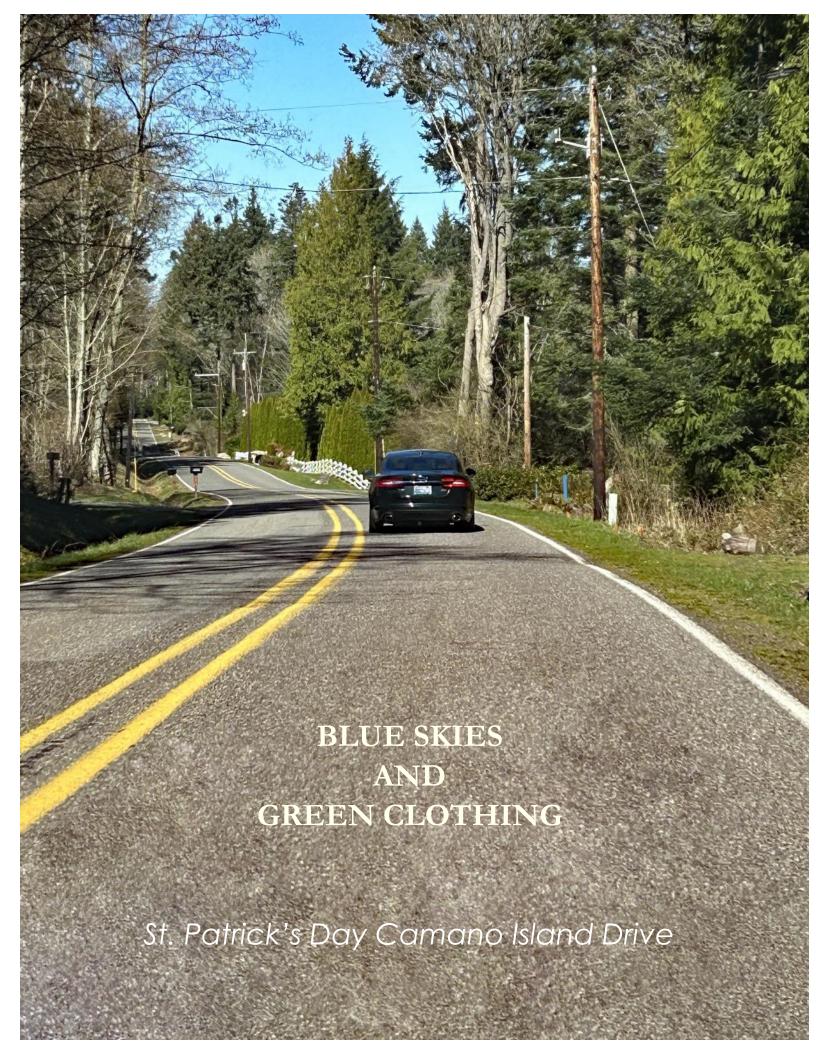
My VDP was previously owned by a friend of mine. I was visiting him in North Vancouver, and we rode around in the Jag and I was impressed how fun and full of character the car was. I thought to myself I could see myself owning it. Later my friend moves to Australia leaving all his cars behind. The Jag sat, and fast forward a year and a half later he came back to Canada to visit family and he offered to sell it for me for cheap. It had some problems now at this point and he sold it to me for 400 bucks. Now I'm putting in some TLC and getting it ready for summer.

I own a 1992 Ford Sierra 4x4 Estate that I imported from Germany, and I own a series 1 Land Rover Discovery [and a 2022 Subaru WRX].

I'm from Houston, Texas. I used to play rugby years ago but passions now other than cars are skiing, hiking, officiating basketball and traveling. I'm a Journeyman Union Electrician (particularly HVAC controls and Fire Alarm). No kids.

I thought the club would be a good source of networking with other Jag owners, especially V12 owners. It's kind of a niche brand and I'm niche of niche owning a car that wasn't even offered in the US.

I want to finish my work on the car which hopefully is within a week or two and take nice photos when the sun comes out and has Washington plates on it."





Pictures: Kurt Miyatake, Sharon Case & Kurt Jacobson. Story: Kurt Jacobson.

Can you believe it? Driving top-down under a severe-clear sky with temperatures eventually touching 80 degrees ... in mid-March? Thanks to Kent Wiken, with the support of Lisa Wiken and Sharon Case, 39 Seattle Jaguar Club members and one dog named Britney Spears (right with her person Bill Holmes) in 21 cars explored Camano Island. The group gathered for a late St. Patrick's Day lunch at Shawn O'Donnell's at the Farmhouse on Hwy 20 between Burlington and Anacortes on the Skagit Flats. (This page, dressed in St. Patrick's Day green are Lisa & Eric Aasness with their masterfully-designed XJC. Preceding page, Lisa & Kent Wiken's XF taken by Anna & Kurt Miyatake in their F-Type.)



After a quick driver's meeting where Sharon Case passed around route instructions using tulip symbols for the intersections, we departed the I-5 Smokey Point rest area. We quickly left the interstate, heading northwest on the fast rural Pioneer Hwy, part of the old Pacific Highway. Past Silvana and Stanwood we crossed Davis Slough onto Camano Island. It is Possession Sound. Skagit Bay lies to the north of the island, Saratoga Pass to the west, and Port Susan to the east.



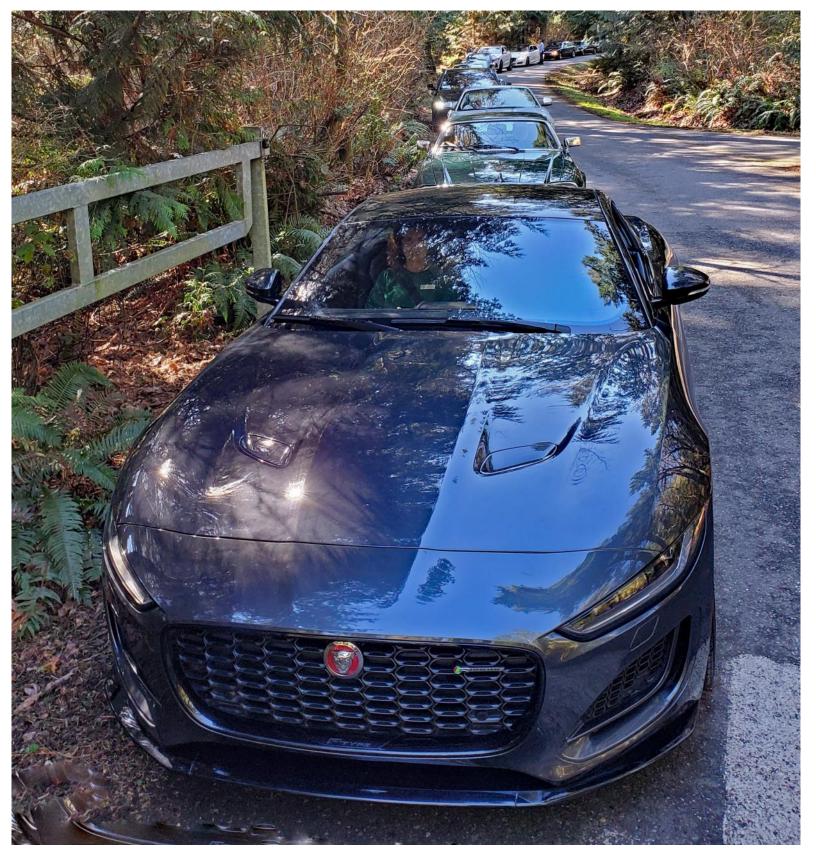
The first stop was Terry's Corner where members loaded up with sugary baked goods and coffee for the next leg of the trip (Nick Kappes ordering, left).

We headed down around the long, skinny island to a surprising art enclave deep in the woods, Matzke Fine Art and Sculpture Park (right) www.matzkefineart.com.This is how owner Karla Matzke describes her surprising venue: "The 3000 square foot Gallery features prominent and emerging American and international artists. The 10-acre park features world class sculptures, the artists utilize bronze, steel, glass, stone and installation pieces, all site specific." Exploring the extensive sculpture col-





lection on the property requires more time and patience than we could devote. (Lower right, Kurt Miyatake and Janet Hewitson.)



After a brief stop at Cama Beach State Park (above) to jettison some of the Terry's Corner coffee, the convoy continued to block cross traffic as it snaked back up the island, then along the Pioneer Hwy to Conway, then zig-zagging northwest past La Conner to our destination restaurant.







As usual, we had a congenial mix of newer members and familiar faces (Top from left, Lisa Wiken, Andrew & Janet Wiken, John & Trish Blackburn, Kent Wiken. Bottom left Steve Bird & Sarah Squibb). And it was a reminder that you don't have to drive a Jaguar. Lisa & Jon drove their MX-5 after their XK140 OTS Mabel leaked out its coolant. Susan & Tim McCullough made an impressive arrival in their Aston Martin. And Trish & John were making their E-Type more perfect by pulling out the seats for some upholstery recontouring.

Not mentioned so far were other members: Steve Bell, Suzanne & Mike Hunsley, Greg Holt, Cynthia First & Alan Donald, Andrew Hewitson, Nicholas Kappes' son Nicholas, Susan & Randy Pickett, Linda Roberts & Ray Papineau, and Cheryl & Kurt Jacobson.



IF YOU DON'T SNOOZE, **YOU LOSE**

Pictures by Sharon Case. Story by Kurt Jacobson

David Chang, MD kept all the Seattle Jaguar Club members attentive for one hour and 45 minutes around the subject of sleep (above). Dr. Chang was Medical Director at the Polyclinic Sleep Medicine. His BS degree is in genetic biology at Purdue University. His MD is from the Indiana School of Medicine.

At the club's roving dinner at Angelo's in Burien, he gave a one-hour high-



level, detailed explanation of sleep and related issues. Then answered questions for an additional 45 minutes. His slide deck and complete audio are available at https:// tinyurl.com/4j75efhh, along with photos of the event.

(Left, Annie & Dr. David Chang)

Dr. Chang discussed what sleep is, what sleep deprivation means, what happens when we get older, restless leg syndrome, jet lag, sleep apnea and insomnia. Highlights from Dr. Chang's presentation:

- Our society does not respect sleep.
- We don't know why we sleep. Theoretically, sleep restores the body after burning through a lot of energy, especially the brain. During sleep our whole cardiovascular system rests.
- Our immune system suffers when we are deprived of sleep.
- Sleep helps brain development.
- Studies show that students who took naps retained more of what they have been studying.
- We secrete growth hormones and grow when we sleep.
- We have four stages of sleep, one of which is non rapid eye movement (REM) sleep which occurs about every 90 minutes. At that time our bodies become essentially paralyzed. That is when our memories are consolidated. We have irregular heartbeats and breathing.
- Stages 3 and 4 are deep sleep when our bodies are restored and we grow.
- You have to be awake for about three minutes for you to remember that you woke up during the night.
- Regarding sleep apnea, Dr. Chang said, "I wish I had a marriage counseling class in med school. She says 'I'm snoring and not breathing' ... patients don't know they are doing it, 30-100 times per hour. About six million, mostly men, are diagnosed with sleep apnea. Thirty-nine million people actually have it."
- Adults need 7-9 hours of sleep a day. We can't make up for a deficit by sleeping more later.
- Too much screen time and caffeine reduce sleep time. The brain can't differentiate from the blue light of screens and sunlight. Caffeine effects linger. 100 mg of caffeine has a half-life or 3-7 hours.
- People with sleep problems tend to keep their blinds shut.

Dr. Chang offered these tips:

- Wake up to bright light and the sun and exercise first thing in the morning.
- Keep a regular schedule.

In addition to Annie and Dr. James Chang, attending were Curt Kyle, Virginia & Roger Susick, Bonnie & Tom Brunton, Ryan Lunz, Jim Lunz, Debra & Tom Bohn, Lynne & Rick Peters, Debbie & Read, Tamera & Michael Bramble, Patty McKerney & Kurt Hrubant, Sue Kingston & Paul Petach, Linda Roberts & Ray Papineau, Sharon & Brian Case.

(Top photo, from left: Ryan Lunz, Kurt Hrubant & Patty McKerney, Curt Kyle, Ray Papineau & Linda Roberts. Bottom, Tom & Bonnie Brunton.)







THESE ARE THE GOOD OLD DAYS

Pictures: Doug Jackson, Craig Cootsona, Sharon Case & Kurt Jacobson.
Story: Kurt Jacobson

In the "old days," the Seattle Jaguar Club's tech sessions at BritSport of Seattle were popular and would attract 20-25 members and a few guests.

Forty attended the March 23rd session, with 18 gathering afterward for lunch at Chinook's at Fisherman's Terminal.

Among the normal number of familiar faces were several guests, who are always wel-



come. And many were new members, including those who were previously members who have returned. Kent Harbidge who was a member in the mid 1980s and his black 1954 XK120 OTS was in the shop. Also a member in the 1980s was Anita Williamson who has a 1968 2+2. She was joined by her husband Earl Beckett Junior, who goes by Earl Junior. Bob Willits rejoined. He has a 1949 3.5-liter Mark V and 1947 3.5 Saloon. (Top from left: returning member Kent Harbidge, Earl Beckett Jr. and his wife and returning member Anita Williamson, Brian Case. Bottom from left, Tim Weber, new member Rocky Nutt, Kent Harbidge and member/BritSport owner Mark Jones.)





Other members who recently joined were Richard Dean, who goes by Dean, Rocky Nutt, John Hake, and Jim Thompson. Walter De Marsh is a member of our Seattle Jaguar Club Facebook page https://www.facebook.com/groups/JDRCNWA. Not yet members were BritSport owner

Mark Jones' guests and customers Stephanie & Loren Kenkman, whose XK150S OTS was the center of attention in Mark's shop. (Above, left, looking at the Kenkman's 150 are Ron Smith, and Craig Cootsona in the hat. Above right, Mark talking about the cars currently in his shop.)

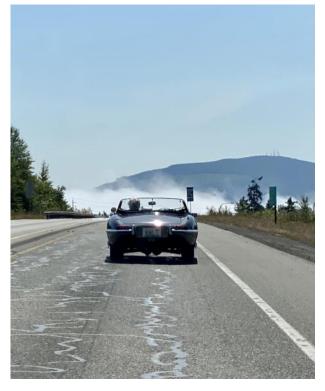
Mark's wife Debbie sent with Mark a care package of baked goodies to ensure nobody bonked between leaving home for the 11 a.m. gathering and the lunch following. Sharon Case brought a stack of outstanding Seattle Jaguar Club Jaguars on the Green Concours posters to take where car enthusiasts gather. This example of design excellence created by Ray Besson has been distributed to our neighboring JCNA Northwest Region clubs based in Calgary, Vancouver, Victoria and Portland. (Right, some of Mark's automobilia.)







Tech VP Brian Case, the event organizer, recently returned from the Jaguar Clubs of North America's Annual General Meeting in Charlotte, NC. Brian is one of two JCNA Northwest Region Directors. He brought back three awards for club newsletter excellence and presented them to the creators. (Above left) Ray Papineau and Linda Roberts received a 1st Place Travel Article Award for their description of their trip to the 2023 International Jaquar Festival in Dallas. Steve Walls and JagMag Editor Kurt Jacobson (above right) received a 1st Place award for



Steve's story about building up his XK120 OTS with a hand-made custom alloy body. Not at the tech session was Marisa Foley who also won a 1st Place award for photography. Her photo of Bob Keeler in the family's E-Type shot from the passenger seat of the XK120 Coupe driven by her husband Art captured the spirit of last year's Olympic Loop tour (above right). Our club members have been winning more newsletter awards than any of the 55+ JCNA-affiliated clubs. Brian also mentioned that our club has the third-greatest membership count, only a few short of the number two club.

Mark Jones specializes in Jaguars and there are usually one or more member cars in the shop when we visit every couple of years http://www.britsportofseattle.com/. And he always has other interesting cars. This

time it was a De Tomaso Vallelunga (right), the first road-going car made by the company from 1964 to 1967. This car was one of 50 fiberglass-bodied cars. The cars came with a 1.5-liter Ford Cortina-based engine.







Another was the Champagne Ivory 1951 Nash Healey (*Ieft*) designed by Donald Healey with an aluminum body outsourced to Panelcraft Sheet metal and using Nash and Rambler trim and other components. The engine is a 235 cubic inch overhead cam six. Mark explained to us the extensive amount of fabrication to bring the car back to life.

As with many past visits, no matter how hard Mark tries to hold the attention of guests, the group scatters throughout the shop and forms many clusters of conversations. So Mark happily circulates and answers many questions.

Also participating but not yet men-

tioned were Bob Alness, Ehab Sahawneh, Tim Weber, Craig Cootsona, Sue Kingston & Paul Petach, Doug Jackson, John Holmes, Jim Sanders, Randy Pickett, Nick Kappes, John Hake's guest Graham Whitehouse (Hake, left, and Whitehouse, bottom photo), Bob Book and his son-in-law Chris walker, Bud Anderson, Steve Repp, Harold Demarest and Glen Read.

THAT SCARY V12!

By Randy Pickett



Have you ever run across a really nice Jaguar at a great price, only to be disenchanted that it has the infamous 5.3 V12 in it? I know a lot of people shy away from a V12 car due to its unsavory and often inaccurate reputation.

The reality is, the 5.3 V12 has proven to be a nearly bulletproof engine, if, if, it is

properly maintained. A lot of the reason the V12 ended up with a bad reputation is the fact that Jaguar shortchanged some of the engine support components (cooling system) which caused many early engine failures. It also didn't help that dealer service was not up to par and in many cases, dealer service departments were not properly servicing the V12 cars. With proper attention to maintenance, and upgrades of problem areas, the V12 can be a very reliable and long-lasting platform. There is also nothing like the smoothness of a V12.

So, what to look for in purchasing a V12 car? For starters, you can't go wrong if the vehicle has an extensive maintenance history. If the car has been well maintained, chances are the engine is likely in great condition. Things to look for in maintenance records:

- Regular cooling system maintenance, radiator flushed every few years.
 The water pump and all cooling hoses were replaced within the last 5 years or so.
- 1. Replacement of all fuel lines within the last ten years. Many V12's have been lost due to a fuel hose failure and engine fire. A replaced fuel pump and replaced air and fuel filters.

- Depending on the year and ignition system used, basics like spark plugs and wires, plus additional maintenance such as the distributor on the Lucas system.
- Under hood wiring: All V12 wiring harnesses of a certain age are brittle and cracking which can cause a host of problems. There are replacement harnesses available, but they are not cheap.
- An added note for all cars: Suspension, brakes, and tires. Maintenance records in these areas are important. Tires may look good with lots of rubber, but if they are over ten years old, they should be replaced.

Finding a V12 car with all the above maintenance completed and in good working order is probably a rare occurrence and any vehicle in that condition is likely to command a premium price. Most V12 cars I run across are either cosmetically challenged, mechanically challenged or both. More often than not, the V12 cars are either not running, or not running well. Cars that look fantastic cosmetically have generally been sitting in a garage for decades and none of the needed maintenance has been completed. Not to fear! In most cases, if the V12 turns over, it will likely run. If it is running, but not well, there are remedies to make it purr like a kitten! Many parts are still available and if you work on the car yourself, the cost is surprisingly affordable.

When purchasing a Jaguar V12, if I had to name my poison, I would choose mechanically challenged over cosmetically challenged for the simple fact I am better at mechanical issues than I am at painting a car. I have gone all routes and have completed a restoration on a mechanically and cosmetically challenged XJS with very good results. For those of you willing to take the plunge, I am available for any questions you may have and have a significant amount of dealer service tools I can loan out. There is also a PDF book called "Experience in A Book" which I have available that literally covers everything on the V12, what to upgrade and what to pay attention to for a long service life V12. Thanks for reading.

CARS, CONNECTIONS AND CONVERSATIONS AT THE AMELIA



Florida is known as the Sunshine State because each year it gets about 230 to 250 days of sunshine. Unfortunately, Friday, Saturday and Sunday of The Amelia weren't three of them. Getting douched (look it up) were the Porsche Werks Reunion, Porsche Driving Experience, Classic Motorsports Amelia Island Kickoff & Concours d'Lemons, the Cars & Community show and shine, Radwood, The Hanger Amelia wine/cheese and collector car event; and the featured Amelia Concours d'Elegance. So was the Eight-Flags tour for concours entrants that made a stop in Downtown Fernandina Beach. Seattle Jaguar Club members Bill Holmes (above) and his father and club treasurer John Holmes volunteered to help Dave Hord, the tour director park cars in the downpour. The Holmes knew Hord when they participated in Hord's other tours in John's XK150 FHC.

JagMag Editor Kurt Jacobson has attended a half dozen Amelia Island events and reported on several. As a former Seattle Jaguar Club president and JCNA Northwest Region Director, he has developed friendships with several people who attend the events and/or live nearby. He has also met and had conversations with many more enthusiasts.

Story and photo contributors: John Wiley, John Holmes, Bill Holmes and Kurt Jacobson





This year four Seattle Jaguar Club members attended. (Above are Kurt Jacobson with John Holmes & Bill Holmes, and the Holmes with John Wiley.) In addition to Jacobson and the Holmes, John Wiley was there working with the Hagerty team that puts on the events revolving around



The Amelia Concours the company now owns. Wednesday, February 28th, the first event Jacobson attended was the preview of the Gooding auction. And the first person Jacobson saw when entering the display area was John Wiley appraising the conditions of the cars on offer. He was standing on the other side of the featured 1903 Mercedes Simplex that sold later for \$12,105,000 (bottom right, above).

Bill Holmes was given the trip as a Christmas present from his wife, Libby Calovich. His father John decided to join him.

Jacobson normally wraps in a visit with his son and his husband in Clermont, just west of Orlando. On the way from Clermont to Amelia Island Jacobson stopped at the Spruce Creek Aviation Community for a visit Art Patstone whose car was featured inside and on the cover of a 2019 *Jag-Mag*. Patstone gathered three other car enthusiasts for lunch at the airport's Fly-In Café.



After driving Patstone's XK140 FHC around the community, Jacobson went for a ride out over the Atlantic in Patstone's rare airplane (above), a 1971 Messerschmitt-Boelkow-Blohm BO-209 "Monsun." https://tinyurl.com/yh6rfck3. At Amelia, Jacobson connected with JCNA SE Region Director Craig Kerins and his two JCNA Amelia Island houseguests; Jaguar Club of Florida Membership Director and former long-time JAGwire newsletter editor Robert Delmar and three of his club's members.

This was the first visit to Amelia Island for the Holmes. Still, even thousands of miles from home, they were happy to meet old friends and familiar faces. Dave Hord is the director of tours for Hagerty. He also has his own tours based in B.C. where he organizes the Hagerty Spring Thaw that the Holmes have completed several times. Dave directed the Amelia Concours Eight Flags tour that makes a stop in downtown Fernandina Beach where Bill Holmes helped Dave get the cars parked.

The Holmes also chatted with Bruce Wanta from Bellevue whose 1937 Bugatti Type 57 won Best in Class. Bruce has shown the Bugatti and many other incredible cars at the Exotics at Redmond Town Center in recent years. The Holmes also met very nice folks from Renton who were there handling the 1964 Lotus 34 USAC race car from Bruce McCaw's Bellevue collection that won Best In Class of Indy Legends. John and Bill particularly enjoyed meeting Nigel Matthews, a long time Jaguar Concours Judge from B.C. who has assisted in judging the Seattle Concours in the past. Nigel was a judge for the Amelia Island Concours and, on Saturday afternoon, presented an informative and interesting seminar on concours judging.



John and Bill enjoyed the many Jaguars in the shows and auctions, such as the 1956 XK 140 DHC (above left) that Robert Seyler inherited from his father who bought it brand new. Rob-



ert completed the restoration that his father had started. The car won its class award and Robert was very generous in allowing the Holmes to pour over the details. The Broad Arrow auction included the 37th E-Type (above right) that came off the assembly line with all the correct items such as welded louvers, flat floor, etc. Several other Jags were auctioned during the weekend.

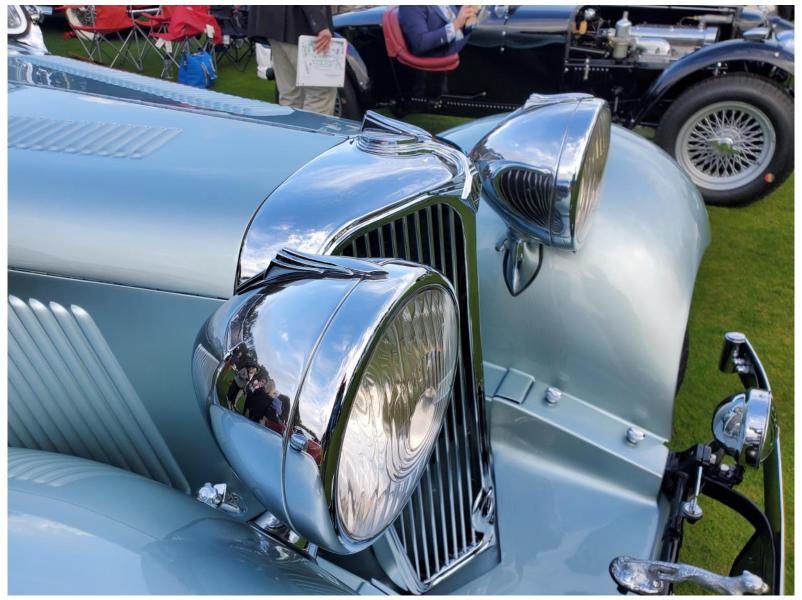
On the field Jacobson hid from a rain squall with two exhibitors with a 1903 Studebaker Brothers electric racer (right), then gave them a ride back to their car. The caretaker of the 1949 Norman Timbs Special (below left) explained how the car was restored, then almost written off after a wildfire destroyed the owner's home and



76 rare cars (https://tinyurl.com/4ay2hcxm). A story about how young professional auto restorers and collection managers can take over from the retiring experts emerged from a conversation with

Amanda Gutierrez, VP for Automotive Restoration at McPherson College. Her team brought the Mercedes-Benz 300S Cabriolet that students restored and were awarded a 2nd in class award at the 2023 Pebble Beach Concours (*right*).







Also on the display field the delightful and enthusiastic entrants, Natalie and Scott Bluestein happily shared their experience with their 1934 SS1 Open Sports Tourer (this page), covered in the current Jaguar Journal. Other Jaguar owners at The Amelia brought superb recently completed cars. At the Saturday nearby Motorsports event, the owner of a worthy 100-point Mark IX spent time with us. His car was the

talk of the 2021 International Jaguar Festival, the only 100-point car there.

Unlike Monterey Week, it is probably possible to attend every Amelia event, but why work that hard? I passed on the presentations at the Ritz-Carlton Amelia Island Hotel.

Over the five days of events, there are three major auctions. Broad Arrow, formed by Hagerty, previews and auctions their cars at the Ritz-Carlton. The Saoutchik-bodied 1954 Pegaso Z-102 (below) that Seattle Jaguar Club member Art Foley rescued and originally restored before passing to other caretakers appeared to not sell auction and now carries a \$760,000 price. In addition to the Gooding auction where Wiley and Jacobson met up, the Bonham's auction is also nearby.





If you follow automotive media, you are likely to repeatedly run into Wayne Carini of Chasing Classic Cars (left, in blue shoes), Donald Osborn of the Audrain Museum, or Tom Cotter of Barn Find Hunter, and other collectors and racing greats.



In prior Amelia Island coverage, Jacobson mentioned that it is still inexpensive to see all of the cars if you are willing to forgo a little convenience. You can always find places to park for free if you are willing to walk a couple hundred more feet. Attending the Sunday concours, Saturday Cars and Community show and shine and all the auction previews (even Bonhams and Gooding auctions themselves), probably costs about \$300.

If you are willing to commute about 35 minutes, you can stay at cheap Jacksonville airport motels. And the Holmes paid only about \$400 for a two-bedroom condo just a few miles down the beach on AIA from the center of the action. And good restaurant food costs far less than in the Puget Sound area. (Top, Jacobson's media badge got him great access. Right, a few of the many nice Jaguars.)







JUDGES CORNER

We're just a few weeks away from our first concours judge's training! As you may have seen in previous emails and *JagMag* issues, we're always looking for new judges. The more judges we have the smoother the event will go and the faster we can wrap up the judging portion of the show.

I've said in past articles that judging is a fairly straightforward process with the most important aspect of judging being consistency. The score sheets that JCNA provide make that job easier for us. So I wanted to include them on the following pages You can get a sense of what you'd actually be doing.

On the following pages you'll find score sheets for Operation, Exterior, Interior, and Engine Compartment. The last one is typically done by the lead judge in your group.

We will of course go over this in detail during our training, but I wanted to share this out to take some of the mystery out of the Judging process if this will be your first time.

I will also bring score sheets to our June Show & Shine so we can do a live judging event.

I hope to see you for the judge training on April 25th!

Cheers,

Bill Holmes, Chief Concours Judge





Score Sheets JAGUAR CLUBS OF NORTH AMERICA, INC. Official Concours d'Elegance Judging Score Sheet #1

ENTRY#				CLASS	:	
DATE:				PLACE	:	
HOST:				ENTRANT'S JCNA	4	
11051.						
				MODEL YEAR		
				BODY TYPE	:	
Entrant's Name:				MODEL	:	
Street:				COLOR	.:	
Address:				HOME CLUE	3	
City, St, Zip:			- г	Bold Boxes are for Sco	re Keepers U	se Only
				_		
Entrant or family member is present				r Engine Verification (Y/N)		
Fold on line	below for	insertio	n into	window envelope		
If you think you are eligible to receive an array	d it is V	TID no.	cnonci	bility to submit a vacuast (coo the ICN	wob site
If you think you are eligible to receive an awar Library Page) to receive the award. If you DO						
your standings for you, and you may not receive		-	ı stant	migs, the JCIVA Awards C	ommittee wi	not check
OPERATION VERIFICATION	ve your a	waru.		O.V. NON-AUTHENTICIT	TV ITEMS	Mand
	Max. Ded.			Item (Identify and describe ac		tials Ded.
Horns	6		7 [
Headlights (high and low beam)	10		1 1			
Driving Lights	6		7 [
Fog Lights (front & rear)	8		7 [
Parking, Tail, Side & License Plate Light(s)	12		7 [
Brake Lights	10		T [
Back-up Light(s) (see below)	6					
Turn Signals (Front, Rear & Side)	12] [
Four-way Flasher System (Nov. 1965-on)	6] [
Must have 2 or more backup lights to receive max dedu	action.]	Deducts for missing or non-au	thentic items	
Each inoperative light filament or horn receives a 1.0 p			7	must be initialed by the Entrar	nt or Family me	mber
An inoperative system receives the maximum deduction	n indicated		」 L			
Using Special Operation Verification Teams:						
If a separate Operation Verification Team suspects a r				n must list the item in the non-a	authentic box.	
The Primary Judging Team must judge the item and to				L. 1_i T 1 1 1 4	41	44
This sheet must be placed with the other score sheets: with the other score sheets.	ior review	by the Pr	imary .	rudging Team and submitted to	tne score keep	ers togetner
X:						
O.V. TEAM LEADER'S NAME			O.V.	TEAM LEADER'S JCNA	NUMBER	
Entrant or family member is present						
X: PRIMARY JUDGING TEAM LEADER'S NA	AME		P.I	TEAM LEADER'S JCNA	NUMBER	
Entrant or family member is present	LIVIL		1.0.	TERM ELIDER S COM	HOMBER	
Entrant of family memoer is present		<u> </u>				
The Team Leader's Name, whether it is of the O	V Team			SCORE SUMM	IARY	
or of the Primary Team, is the only name to appe	ear on	M	IAXIN	IUM POINTS		1000.00
the O.V. Team Leader's Name line.		M	IINUS	TOTAL DEDUCTIONS OF	F	
		F	OR TO	TAL GROSS SCORE OF		
OV Total Deductions		_		by 10 for Champion Division	on	
Total Exterior Deductions				by 100 for Driven Division		
Total Interior/Boot Deductions				by 100 for Special Division		
Total Engine Compartment Deductions				NET SCORE		
Total Deductions						

JAGUAR CLUBS OF NORTH AMERICA, INC.

A STATE OF THE PARTY OF THE PAR	101	O ENTRY DATE:		Conco	ours d'El	legan — —	EN El	dging Score Sheet #2 TRANT'S JCNA #: VTRANT'S NAME:			
JUDG	E'S NAME:						JU	DGE'S JCNA NUMBER:			
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Ente	r deduction digits on both side	es of deci	mal po	int: e.g	., 0.1, 1.0	Mar	k unus	ed location with a or / for	the whol	e section	1
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			OTS	FHO	С				Min	Max	
		XJ6C	/XJ120	С	1		Chr	ome & Stainless	Deduct	Deduc	t
			XJ-S	С	¥		(Incl	. Accessories, Tailpipes & F	cesonato	rs)	
		Min	Max	Max	ĸ.		18	Dented/rippled	0.1	6	
Boo	dy, Doors, Bonnet,	Deduc	t Dedu	ict Ded	uct		19	Pitted/rusted	0.1	6	
	ot Lid, Painted Bumpe	rs &					20	Lifting/Peeling	0.5	6	
	illes										
1	Dented/rippled	0.2	6	8		1	21	Scratched/worn/faded	0.2	6	
2	Poor repair	0.2	6	8		1	22	Paint overspray/poor fit	0.2	6	
3	Poor fit	0.2	6	8		1	23	Poor rubber	0.1	6	
4	Cracked	0.2	6	7		1	24	Cleanliness	0.1	20	1
5	Rusted	0.1	6	7		1 '					1
6	Poor rubber	0.2	10	12		1	Hoo	d, Hood Env., Side Cı	artains	Ton	10211
						i i		/DHC, XJ6C/XJ12C/XJ-SC		•	
D-:	4 Einiah					.				4	Olis .
7	nt Finish Scratched	101	6	7		٦	25	Scratched/torn/hole	0.1	4	-
8	Chipped/peeling/fisheye	0.1	6	7		-	26 27	Poor fit Frayed/loose bindings	0.2	4	<u> </u>
9	Faded (obvious)	0.1	5	7		1	28	Faded	0.2	4	
10	Worn/checked	0.5	6	7		1	29	Creased/wrinkled	0.4	4	+ -
11	Orange peel	0.5	5	7		1	30	Cleanliness	0.1	5	-
12	Paint overspray	0.2	5	7		1 '	50	Cicuminess			<u> </u>
13	Cleanliness	0.1	22	26	<u> </u>	1	Wha	eels (Wire, Disc, Alloy, C	hrome	Daint	od)
	Cicaninicss	0.1	1 22	20	·	1 1	31	Damaged/dented	0.2	10	
C1	H 11 G	о т				,	32	Pitted/chipped/scraped	0.2	10	· ·
	ss, Headlamp Covers,	_	_		T	۱ ۱					
14	Discolored/clouded	0.5	10	10		-	33	Rusted	0.2	10	
15	Scratched/chipped	0.2	8	8		┨	34	Cleanliness	0.1	20	
16	Cracked/delaminated	0.5	8	8		1					
17	Cleanliness	0.1	15	17	·	١,	Tire				
						J	35	Cracked/crazed	0.2	4	
							36	Excessive tread wear	1.0	4	
Co	ndition & Cleanliness l	Deduct	ion L	ocati	ons	,	37	Cleanliness	0.1	8	
Refe	erencing the numbered boxes	, list and	l descr	ibe the	top 3						
or											
	e condition and cleanliness o	leduction	ıs. If C	&C			MI	SSING OR NON-AUT	HENT	IC II	EMS
	actions		.11-			1	/C1	i & D-i Dii-i	2-1>		Mand.
are i	made, this section should not	de leit t	nank.					mpion & Driven Divisions ((identify and describe accura		nitials	Mana. Ded.
						1	пеш	(locality and describe accura	cry) 1	THUR19	Deu.
						1			-+		-
						1			-+		-
						1	Dedi	actions for missing or non-a	athentic	items	

Must be initialed by the Entrant of Family member

Total Exterior Deductions

${\bf JAGUAR\ CLUBS\ OF\ NORTH\ AMERICA, INC.}$



Official Concours d'Elegance Judging Score Sheet #3

3	ENTRY	#				TRANT'S JCNA #:				
	DATE:			ENTRANT'S NAME:						
JUDGE'S NAME:					JUDGE'S JCNA NUMBER:					
Entrant or family member is present Enter deduction digits on both sides of decimal point: e.g., 0.1, 1					Bold Boxes are for Score Keepers Use Only					
Ente	r deduction digits on both side	s of deci	mal point	: e.g., 0.1,	1.0 Ma	rk unused location with a or	/ for the	whole se	ction	
INT	ERIOR				BO	OT (Champion & Special D	ivisions	Only)		
Wo	odwork, Vinyl &	Min	Max		Pair	nt, Side Panels, Mats,	Min	Max		
Lea	, , , , , , , , , , , , , , , , , , ,	Deduct	Deduct		Car	pet, Battery	Deduct	Deduct		
1	Scratched/torn/cracked	0.5	11		28	Scratched/chipped/etc.	0.1	7		
2	Dented/dimpled	0.5	11		29	Poor finish/repair/dented	0.2	7		
3	Faded/peeling/worn	0.5	11		30	Faded/worn/hole	0.3	7		
4	Poor fit	0.5	11		31	Corroded/pitted/rusted	0.2	7		
5	Cleanliness	0.1	16		32	Cleanliness	0.1	26		
Hea	dliner, Underside of Ho	od,			Too	ls, Tool Box/Pouch, Ma	nual, S	pare Co	over	
Doo	r Panels & Arm Rests				33	Scratched/chipped/etc.	0.2	7	.	
6	Scratched/torn/cracked	0.5	10		34	Corroded/pitted/rusted	0.2	5		
7	Faded/discolored	0.3	9		35	Torn/faded/stained	0.2	5		
8	Wrinkled/loose/bent	0.5	9		36	Cleanliness	0.1	5		
9	Cleanliness	0.1	12							
					Spa	are Wheel & Tire			-	
Doo	or Jambs, Sills, Shut & I	Tinge	'		37	Damaged/dented	0.1	2		
	es, Rubber Seals, & Wii	_	duite		38	Pitted/chipped/scraped	0.1	2		
10	Scratched/chipped/etc.	0.2	6		39	Rusted	0.1	2		
-	Poor repair/fit/rubber	0.2	5	· -	40	Cracked/crazed	0.1	2	+ -	
12	Overspray/poor paint	0.2	5	<u> </u>	41	Excessive tread wear	1.0	2	· ·	
13	Corroded/dented/rusted	0.2	5	<u> </u>	42	Cleanliness	0.1	8	+ -	
14	Cleanliness	0.1	12	·			0.2			
14	Creammess	0.1	12		MISS	ING OR NON-AUTHENTI	CITEM	s		
Car	pets					npion and Driven Divisions On		-	Mand	
15	Tom/hole	0.2	10		-	(identify and describe accurate		Initials	Deduct	
	Faded/discolored/worn	0.2	9	<u> </u>	Item	(identify and describe accurate	.1y)	Initials	Deduct	
-	Poor binding/stitchg/fit	0.1	9	<u> </u>					· ·	
$\overline{}$	Cleanliness	0.1	12	·					· ·	
		0.2								
Наг	dware, Steering Wheel,	& Inci	ruman	te						
	. 120 Batt Champ. & Spec. D			6.3	Doday	cts for missing or non-authenti	a itama			
19	Scratched/cracked	0.1	9			be initialed by the Entrant or F		omber		
20	Corroded/pitted/rusted	0.1	9	<u> </u>	must	be minated by the Entrant of F	ашпу ш	emoer		
21	Faded/discolored	0.2	10	 	Con	dition & Cleanliness De	duction	Locati	one	
22	Delaminated/dented	0.2	10	· -		encing the numbered boxes, lis				
23	Cleanliness	0.2	12	 		encing the numbered boxes, is condition and cleanliness dedu			• 1	
23	Otequimess	1 0.1	12	<u> </u>		ade, this section should not be			Guctions	
					110 111	and, and section should not be	LOIL OIGH			
	ts, Squabs & Belts	1 0 2	1.4		\vdash					
24	Scratched/torn/cracked	0.2	14	<u> </u>	\vdash					
\rightarrow	Faded/discolored/worn	0.2	14	<u> </u>						
26	Poor fit/wrinkled Cleanliness	0.2	14 28	<u> </u>						
21	Cleaniness	0.1	28	<u> </u>	T.	17 (' /D (D) ()				
				·	Lota	l Interior/Boot Deductio	ons			

JAGUAR CLUBS OF NORTH AMERICA, INC.



Official Concours d'Elegance Judging Score Sheet #4

8	ENT	RY#			E	NTRANT'S JCNA #:			
CITA	DA'	TE:			-	NTRANT'S NAME:			
JUDO	GE'S NAME:					JUDGE'S JCNA NUMBER	.:		
Entra	nt or family member is prese	nt 🗌			1	Bold Boxes are for Scor	e Keen	ers Use	Only
			mal poin	t: e.g., 0.1, 1.		c unused location with a or			
ENC	SINE COMPARTMEN	T (Chan	npion an	d Special Div	risions	Only)			
Brig	ht Metal	Min	Max		Exh	aust	Min	Max	
(Cam	Covers, Carb Domes, Etc.)	Deduct	Deduct		(Man	ifolds & Downpipe Config.)	Deduct	Deduct	
1	Scratched	0.1	10		15	Cracked	0.1	6	
2	Pitted	0.1	10		16	Discolored	0.1	6	
3	Dented	0.1	10		17	Rusted	0.1	6	
4	Corroded	0.5	10		18	Scratched/pitted/dented	0.1	6	
5	Cleanliness	0.1	40		19	Cleanliness	0.1	6	
Shee	et Metal				Elec	., Hoses, A/C, Emission	, P/S		
(Firev	vall, Radiator, Subframes, Bo	onnet, Un	derside,	Etc.)		., Alt., Relays/Reg., Wiring, E		ubing, C	lamps)
6	Scratched/chipped	0.1	10	<u> </u>	20	Frayed/cracked	0.2	6	<u> </u>
7	Dented	0.1	10		21	Discolored	0.2	6	
8	Rusted	0.2	10		22	Scratched/pitted/dented	0.1	6	
9	Poor Paint	0.2	10		23	Corroded/rusted	0.1	7	
10	Cleanliness	0.1	20		24	Cleanliness	0.1	15	<u> </u>
	ine Block, Head, Carbs			tion		SSING OR NON-AUTH	ENTIC	CITEM	
11	Scratched	0.1	10	tion	(Cha:	mpion Division Only)			Mand.
11 12	Scratched Corroded/rusted	0.1 0.1	10 9	tion	(Cha:			C ITEM	
11 12 13	Scratched Corroded/rusted Faded paint (head/block)	0.1 0.1 0.3	10 9 6	tion	(Cha:	mpion Division Only)			Mand.
11 12 13	Scratched Corroded/rusted	0.1 0.1	10 9	tion	(Cha:	mpion Division Only)			Mand.
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11 12 13 14 Con	Scratched Corroded/rusted Faded paint (head/block) Cleanliness dition & Cleanliness D	0.1 0.1 0.3 0.1	10 9 6 25 n Loca	tions	(Cha:	mpion Division Only)			Mand.
11 12 13 14 Con	Scratched Corroded/rusted Faded paint (head/block) Cleanliness	0.1 0.1 0.3 0.1	10 9 6 25 n Loca	tions	(Cha:	mpion Division Only)			Mand. Deduct
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Seattle Jaguar Club

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1999 XJ8L, X308 for sale

Hard-to-find Long Wheel base Saloon. Owned 18 years (2nd Owner). Always garaged. New seat upholstery, carpets, and paint. VG Tires. 4.0-liter engine just-serviced 5 speed automatic transmission with J shifter with sport mode. Excellent tires. Sunroof. 132,000 miles. Mainte-



nance records. Looking for a buyer who appreciates the beautiful car that it is and will not part it out. \$4,000 or best offer. Contact deedeemaul50@outlook.com or call/text 253.691.1360. Mar 2024

1991 XJS Convertible for sale. 19,000 miles. All original V12. Runs and drives great. Second owner. Always garaged. \$24,500 OBO. Email or call with any questions. Rick Peters, Captainrick@seacaptain.us 425-417-1460 Jan 2024







E-Type parts for sale Short-stud long block \$500, rebuilt long stud slotted block, with rebuilt head \$500. E-type aluminum oil pan \$500. Griffin aluminum radiator \$100, Period aftermarket AC system: Tecumseh compressor, interior vents \$500. Cam pair series 1 \$100, cam pair series 2 \$100. Contact dharr13177@comcast.net Apr 2024

1989 XJS convertible for sale (right) Extensive mechanical restoration for reliability, subtle upgrades for driving pleasure.
Original BRG Metallic color, new NOS Conolly leather, wood accents, high-end audio. New top, seals, added insulation.
Engine, brakes and A/C completely rebuilt/upgraded.
Cleaned/lubed door & top com-



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Two Jaguar books for sale *Jaguar 3.8 "E" Type Grand Touring Models Service Manual*, hard bound, two ring binder, like new, \$100.00. *The Complete Official Jaguar "E,"* published by Robert Bentley, Inc. Like new, \$75.00. "Comprising the official Drivers Handbook, Workshop Manual,

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2003 Jaguar XKR convertible for sale

Platinum silver, 65,000 miles. Originally purchased in the US. Body like new, light grey interior leather is likewise, no tears or significant creases. Victoria BC Jaguar club treasurer-owned for 9 years. Stored Oct-Apr covered in an underground garage. Most of servicing done by JLR Victoria. Rear suspension bushings replaced 2017 (JLR Victoria). New tires & battery 2021, transmission and cooling system serviced 2021. Transmission linear switch module replaced 2022 and gearshift illumination module replaced 2023. Convertible top in excellent condition, no leaks. All service records since 2015. Functioning adaptive cruise control! Car is excellent mechanically and performance is amazing – a joy to drive. 2003 – 2006 had new 4.2L V8 and ZF 6speed automatic transmission. \$ 15,000 (USD). Contact Bob @ (250) 213-2172 or email bob.baynton@outlook.com





