



A Front Yard Fit For a Queen

JagMag
July 2025



Seattle
Jaguar Club
Vol 69 Issue 7
A Clowder At
Bramble's

Editors Corner



Fearless editor: Harvey Sherman

Cover photo:

As we roll into July there are exciting events on the calendar in upcoming months. I have added to JagMag a flier for the “Clowder of Cats” for which I learned the definition of and the use of the word “Clowder” to my vocabulary.

The 10th Anniversary of the “Fall Classic” in Telluride, Colorado appears to be an exciting event which features a display of Jaguars in the Concours.

This is a premier weekend including a poker run, a casino night, a Concours, and a three day arts show in one of the most scenic areas of the Rocky Mountains at a great time of year when the fall foliage reaches its zenith and the weather is historically comfortable. See more here: [FESTIVAL EVENTS – TELLURIDE AUTUMN CLASSIC](#) , [Telluride Autumn Classic Thu, 09/25/2025 - 12:00 | Jaguar Clubs of North America](#)

Our own Kurt M. attended last year. He told me great things about the experience. So great that I added it to my fall plans.

I will be on a road trip the entire month of September. I’m going to the—feel free to laugh—”International Camel and Ostridge Races”, and the International Balloon Races in Virginia City, Nevada the first part of the month, and the Telluride “Fall Classic” toward the end of the month. I do not possess the skill to type on a laptop, drive at the same time, and live, but I will be communicating and the JagMag October issue will be published. Colorado. See you in Telluride if you go to this event.

Harvey

2025 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 four JCNA-affiliated clubs covering Washington, Oregon, British Columbia, 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://www.joco.org/> <https://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/> <http://www.jaguarmg.com/newsletter.shtml>

Check for the most up-to-date information at [seattlejagclub.org/calendar](https://www.seattlejagclub.org/calendar)

July 2025

Wed Jul 2 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman at secretary@seattlejagclub.org.



Sat Jul 5 PNW Historics Vintage Races at the Pacific Raceway in Kent, WA. Our club will have a Car Corral. Register at [Pacific Northwest Historics Vintage Races 2025 | Seattle Jaguar Club](#). Contact Sharon Case sbcase253@hotmail.com.



Sat Jul 12 Western Washington All British Field Meet, St. Edward Park, Kenmore. Online registration at <https://wwabfm.com/> Volunteers needed.



Fri-Sun Jul 18-20 Jaguars on the Island JCNA-sanctioned concours and related events, Register: <https://tinyurl.com/4wap4tt6> Windsor Park Oak Bay (Victoria). Host Hotel is Ocean Pointe Resort. Contact Brian Case sbcase253@hotmail.com.

Sun Jul 20 Hansville Car Show at Buck Lake in Hansville. Contact Bill Buegel wabuegel@me.com.

Sun Jul 27 Roving Dinner at 4:00pm at Yea's Wok in Newcastle. Register at [Roving Dinner in Newcastle | Seattle Jaguar Club](#) Deadline to register is July 19th. Contact Sharon & Brian Case

August 2025



Fri-Sun Aug 1-3 Seattle Jaguar Club Jaguars on the Green weekend and JCNA-sanctioned concours. Swinomish Casino & Lodge, Anacortes. Registration is open as of May 1st. Weekend of events including a Friday Welcome Reception, Saturday Concours d'Elegance followed by an awards banquet. And Sunday

drive and lunch at Lorenzo's Mexican Restaurant. Register at <https://www.seattlejagclub.org/jotg>

Wed Aug 6 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Aug 9 All Roads Lead to the Northwest Carriage Museum in Raymond WA. New routes to and from this unexpected peek into the past of wheeled transportation. <http://nwcarragemuseum.org>. This will be a shared experience with Jaguar Owners Club of Oregon. Register at **NW Carriage Museum Drive with JOCO | Seattle Jaguar Club** Contact Kurt Jacobson KurtGJacobson@gmail.com.



Sat & Sun Aug 16 & 17 Gettin' Down in the Gorge. Treveri Cellars, St John the Forerunner Monastery, Maryhill Museum, Goldendale Observatory, Western Antique Aeroplane & Automobile Museum, lunch at Columbia Gorge Hotel, Ape Caves. Register at **Gettin' Down in the Gorge | Seattle**

Jaguar Club Contact bob.willits@comcast.net 206.619.2045

Sat Aug 16 Arlington SkyFest. For more info: **Arlington SkyFest**. To purchase your tickets for their car show **Arlington SkyFest Tickets** Seattle Jaguar Club group attendance. TBD.

Fri-Sun Aug 22-24 Heritage Classic JCNA Concours, Langley BC. <https://jaguarmg.com/2025-heritage-classic/> Deadline to register is Aug 8th.

Sat Aug 30 9:00 am LeMay Collections at Marymount – Annual Show. You are invited by our member, Wayne Brooks, to attend. Jaguars will have a special place on the field and we will have a British tea in honor of Ruth “Mimi” Ruppert whom we lost in April. Register at **LeMay Collections at Marymount - Annual Show | Seattle Jaguar Club** Contact Brian Case sbcase253@hotmail.com

September 2025

Wed Sep 3 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Fri-Sat Sep 5-7, Jaguar Owners Club of Oregon Concours in conjunction with the All British Field Meet, Portland International Raceway. Saturday is the concours and on Sunday there is a JCNA sanctioned Slalom. More details to come.



Sun Sep 7 Edmonds Classic Car Show, Seattle Jaguar Club group. TBD. Contact Brian Case sbcase253@hotmail.com.

Sat Sep 13 Tech session, location TBD. Contact Randy Pickett.

Sat Sep 20 Exotics at Redmond Town Center, British Car Day. E@RTC Contact Brian Case sbcase253@hotmail.com.

Sun Sep 21 Roving dinner. Location TBD. Contact Sharon & Brian Case.



Thur-Sun Sep 25-28 "Clowder of Cats in the Mountains," Jaguars at the Telluride Autumn Classic. tellurideautumnclassic.com Contact harveysherman@frontier.com

Fri-Mon Sep 26-29 International Jaguar Festival, Savoy Automobile Museum, Cartersville GA. Concours, rally, slalom, receptions. Special Jaguar Racecar exhibit. InternationalJaguarFestival Contact Brian Case sbcase253@hotmail.com.



Sat Sep 27 Drive. Location TBD. Contact Danny Lisa dlisa@aol.com.

October 2025

Wed Oct 1 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Fri-Sun Oct 3-5 Winery Tour. Contact Kent Wiken kwiken50@gmail.com.

Sat Oct 18 Fall Colors Tour. Contact Wendy & Craig Duckering craigduckering@hotmail.com.

Sat Oct 25 Tech session. Location TBD. Contact Randy Pickett randypickett@hotmail.com.

November 2025

Sun Nov 2 Roving Dinner. Location TBD. Contact Sharon & Brian Case.

Wed Nov 5 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Nov 8 Tech session. Location TBD. Contact Randy Pickett randypickett@hotmail.com.

Sat Nov 15 Drive. Contact Tim Weber toadhall87@msn.com.

December 2025

Wed Dec 3 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sun Dec 14 Holiday Party at the Seattle Yacht Club, Fireside Lounge. Contact Sharon Case sbcase253@hotmail.com.





Concours d'Elegance

**Hello. You're Invited To Our Party.
Join Us As We Celebrate JOTI's 20th Anniversary.**

**Friday, July 18 – Sunday, July 20
Victoria, B.C.**

**Friday Evening Welcome Reception
Saturday Sanctioned JCNA Concours
Saturday Evening Awards Banquet
Sunday Driving Tour and Farewell Luncheon**

**A CELEBRATION OF ALL JAGUAR CARS AND THEIR OWNERS
WITH SPECIAL RECOGNITION OF THE ICONIC E-TYPE JAGUAR**

**Host Hotel: Victoria Delta Ocean Pointe
Concours Show Field: Windsor Park, Oak Bay**

REGISTRATION OPENS IN MARCH

www.jaguarclubvictoria.ca

For further information please contact:

2025 Concours Chair: Carole Borgens

Email: caroleborgens@shaw.ca

Photo Credit: Silver Arrow Cars Ltd.

The Seattle Jaguar Club presents:

**2025 Concours d'Elegance & Car Show
Swinomish Casino and Lodge - Anacortes, WA**

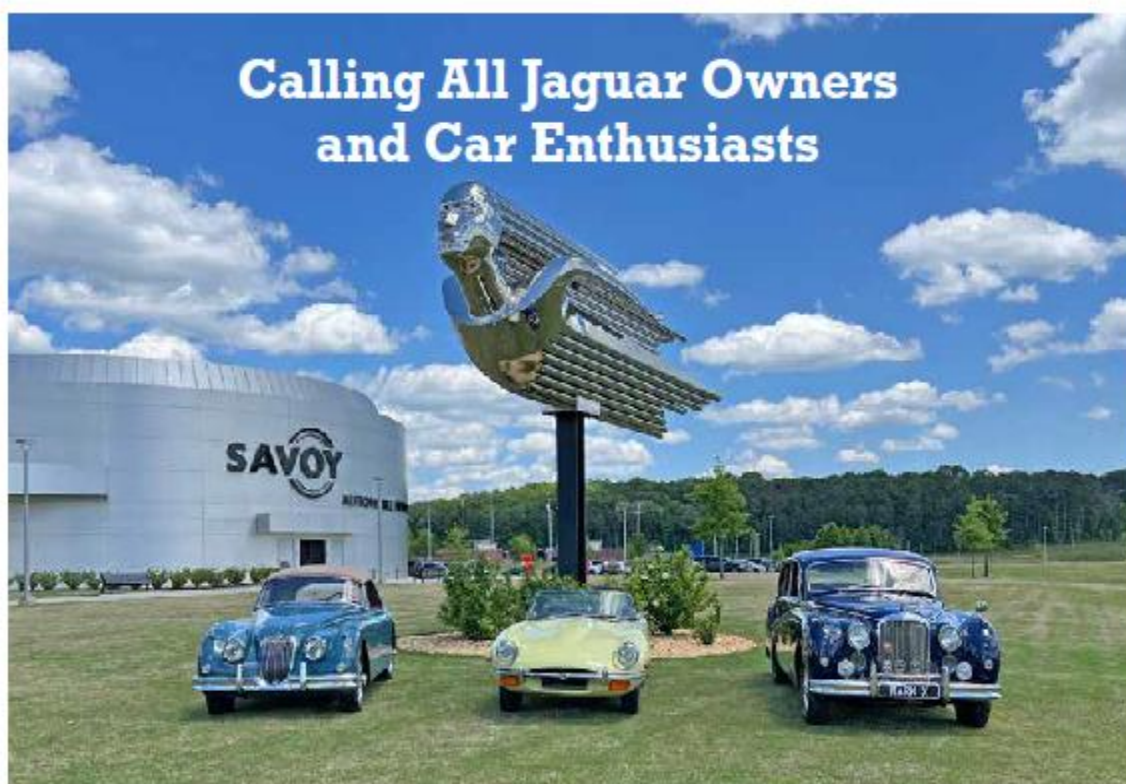
Jaguars On The Green Saturday August 2nd, 2025

Opening Happy Hour: Friday 8/1 6-8p

Car Show: Saturday 8/2 8-3p

Prowl/Lunch: Sunday 8/3 9:30-1p

Registration & more info at www.seattlejagclub.org/jotg



Calling All Jaguar Owners and Car Enthusiasts

The International Jaguar Festival is hosting and celebrating the largest display of Jaguar cars for 2025 in North America. You're invited to be part of this grand collection of Classic British car Marque Excellence.

Where: The beautiful Savoy Automobile Museum, Cartersville, Georgia.

When: September 25th – 28th, 2025

Activities: Roar of the Jaguar
Jaguar race cars will be on display at the Savoy during this event.

7:00 PM Friday Night
Savoy Museum
"Tire Side Chat"

Featuring Jaguar race cars, hosted by Ken Gross, past Executive Director of the Petersen Automotive Museum in Los Angeles and Wayne Carini of the TV show *Chasing Classic Cars*.

Saturday 10 AM-5 PM. Judged
Concours d'Elegance, Champion,
Driven classes, plus Display class.

Followed by after hours museum admission, banquet and awards ceremony in the theater.

Free field attendance.

Open to the public.

Questions:



Hosted by

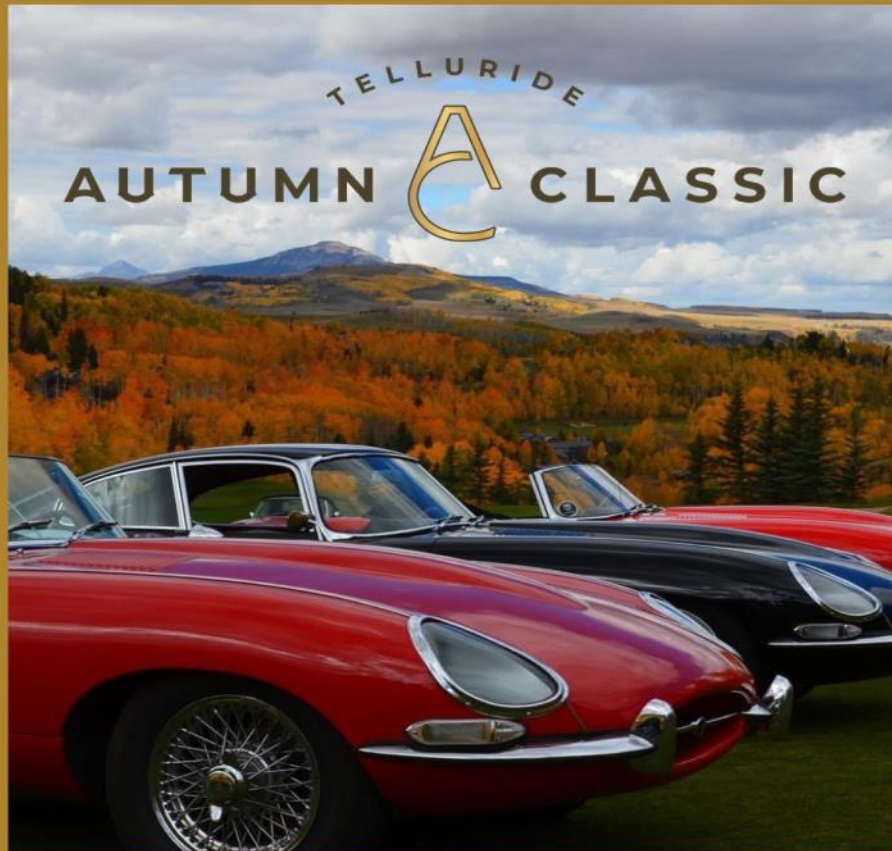


Go to: www.jcnaif.com to register your Jaguar



Current Itinerary

- Thu Meet and Greet @ Courtyard Hotel**
(heavy hors d'oeuvres, Cash Bar)
- Fri Savoy Museum "Tire Side Chat" 7:00 PM**
Featuring Jaguar Race Cars and Hosted by Ken Gross
and Wayne Carini
(Savoy Restaurant open until 7:00 PM)
- Fri Slalom place, timing, price, determined upon location**
- Sat IJF Concours Judged Champion & Driven**
At the Savoy Museum Pavilion
- Sat Display**
At the Savoy Museum Pavilion
- Sat IJF Awards Banquet**
(Includes after hours museum admission,
banquet and awards ceremony in theater)
- Sun IJF Rally For National Points**
with prizes
- Sun Fun Rally**
with prizes
- Sun Scenic Drive**
A fun drive through the North Georgia Mountains



Clowder of Cats in the Mountains Descending on the Telluride Autumn Classic

September 25-27, 2025

Get ready to roll with Jaguars from coast to coast for an unforgettable display at the Telluride Autumn Classic.

For more info contact: Anita Cody--970.708.1898
www.TellurideAutumnClassic.com



Towaco Screw Machine Products Company Tour

Article by Ray Papineau and Sharon Case

The club had an opportunity in early June to visit one of the most unique machine shops in the Northwest, the Towaco Screw Machine Products Company in Sultan. This business has been operating since the 1950s. The current owner, Duane Schosbock, has run the company for over 40 years with machines built in the 40's and 50's. No CNC machines here!



The shop used to be in Bothell. After the machine shop owners sold the building and property they gave the equipment to Duane. He took it apart piece by piece and transported it to its present location in Sultan. Duane told how he went about getting three-phase electric installed to run these machines. Three-phase electric provides a more consistent and efficient power supply. The machines in the shop are amazing. The building has holes in the side where long stock is fed

into machines to save floor space inside the building. Many of them just need to be started and then run and run until the job is done. No coffee breaks for them!



The machines are manually programmed by changing different shaped discs and cams. There was a wall in the shop full of these different discs and cams. This shop makes small parts for other machines like espresso and exercise machines, moisture meters, pallet jacks, berry pickers, etc. No computers are running this equipment and the knowledge of which cams are needed for which jobs is all in Duane's head!

Several of our members got to assemble one of the parts that Duane makes and take it home as a souvenir..



Duane Schosbock was Sky Valley Racing Association Stock Car Champion for 10 consecutive years! Duane went to NASCAR the next year and won that championship too! He also raced super stock for a few years after that.

Some of our club members walked over to another outbuilding on the property to see his race car in the barn.

Afterwards, many of us went to lunch at the Ixtapa Family Mexican Restaurant. It was a fun and interesting day!





*Harvey and His New Buddy Who Was a Little Stiff
That Afternoon.*



Award master, Brian Hands out another One



Watching For UFOs



The Jag Gang at Towaco Screw







A Ramble to Brambles'

Article by Harvey Sherman

Photos by Harvey Sherman, Roy Pringle, and

"Brambled Photography" photo gallery at the end of the article

In June, the Brambles treated fellow Seattle Jaguar Club members to a visit to their home in Gig Harbor for a Show and Shine on their property. I don't know the final count but I can say we had a wonderful array of Jaguars from XK120 to current models and many other models in between. It looked a little like an outdoor Jaguar museum.



A Front Yard Display Fit to Welcome a Queen

The Bramble's generosity impressed as we took over their garage and enjoyed the food and drink they provided. That had to be a lot of work, home baked bread included.



John Voigt's '65 AC Cobra

We also had a beautiful '65 AC Cobra that looks like it just rolled out of the factory in England; a one-owner car from the days of driving back and forth between a college campus in Wisconsin and Washington back in the day. Through North Dakota In winter! With a heater that ran for only 10 minutes before quitting from new. Owner John Voight, you are a tough guy! A genuine Cobra man. Parked on the front lawn it proudly and deservedly wore the Pebble Beach Tour license plate. That's a lifetime achievement for any car guy. Kurt Jacobson and I went to Carillon Point to see them off on their back road drive to Monterey. That's an event I'd like to hear more of. Maybe we can tease an article out of John about the drive. I'm not sure I could ride in Cobra seats of that vintage without a chiropractor. Either John is as tough as he was in college or his back adapted to '65 Cobra seats. Ouch!



The Aston Martin Contingent

We had three recent generation Aston Martins, including Mike Bramble's impressive V12 Volante and a stunning D-Type. Replica



Art Foley's D-Type Replica



Mike Bramble's V12 Volante

I brought an '06 V8 Vantage coupe. My friend Tom brought his '07. On the way, I looked for a street where GPS told me to turn and missed the subdivision entrance. That led me to a backed-up circle a few miles past the turn that took quite a while to circumnavigate. I managed to lose Tom in the gaggle and he lost himself trying to following me. I pulled over and waited for him call to text him the address.

After entering the subdivision I stopped past the guard gate to wait for Tom. Someone in a Porsche SUV stopped on his way out to advise me to move my car because "The old people who live there can't drive. They run into road signs, and were sure to hit me." It made me wonder if he was talking about himself. There is never a dull moment on a drive.

With the front yard covered in Jaguars of most vintages and types in front of the magnificent Bramble's home, the property looked like an English

manor house. Just add ivy. We had a neat line of them pointed at the street on one side and a group strewn on the other side of the front lawn. I know the back-in line up is popular. I prefer cars at all angles like the throw of the dice. It's the more natural, and less composed way. I'll conform to the crowd. If they like the lineup, back-in parking style it's OK with me.

The club's chrome Jaguar sculpture looked great behind the lineup of cars on the front yard. It's a treasure unlikely to be further duplicated. We are lucky to have it.

How many of history's world-beating competition cars are also a work of art? I wonder if designer Malcolm Sayer aimed for this and if he knew he succeeded in the moment? The D-Type is an ageless icon. It makes me wonder if Mr. Ferrari might have thought, "If I have to lose, it isn't so bad to lose to this car." We know what he said about the E-Type derived from it.

Birthered in an era where a talented designer could envision a race winning aerodynamic shape that is also an artistic expression, the D-Type is an epic car. It managed 170MPH with an engine of modest power compared with what it takes to achieve this pace in one of today's cars, a D-Type can do this with wheels on the ground in spite of a lack of aerodynamic do-dads, and tacked-on bits and pieces to correct a lesser beast. It's a surprisingly clean design for a car of its performance envelope. This is quite a departure from today's exercise in design by government regulation and computer design efficiency that makes it difficult to produce a car that looks like little more than an elongated egg. There will never be another age or another design like the D-Type. It's something to be savored when you are lucky enough to see one on the road. I can envision it hurtling down the Muslanne straight at LeMans where it vanquished Mr. Ferrari's cars and all other comers in more than one contested year. I confess I'd love to get behind the wheel of a D-Type car to experience this car, one of the few that make me dream of it. So too, the majority of club members from the attention they paid it.

I love the period helmets driver Art Foley and his wife Marisa wore as they rumbled away when they left the gathering. There is this practical side of driving behind a minimalist windscreen without a swarm of bugs plastered on the face. Even if it's DOT regulation, the period helmets and face shields are a reminder of when Moss and Hawthorne wore them when racing D-Types. Even though I would be ten years older, I regret being born a decade too late to see them racing.

I want to extend a personal thank you to the Brambles for inviting the club to visit their home, park on their lawn and provide food and refreshments.

Mike said he didn't witness any burnouts on his lawn. Jaguar owners are a responsible, respectful bunch that manage to have fun in spite of it.

What a lovely way to take a ferry and a drive from Kirkland and spend an afternoon with club members, our hosts the Brambles, and our wonderful cars. Just watch out for those old folks who can't keep it in the lane. If we meet the enemy it might be us.

More event photos here...[A Ramble To Bramble's - Harvey Sherman Motorsports Imaging](#)



Vickie Kollmar & Sheila Pringle



Roy & Sheila Pringle's 2017 XF



No Caption Needed

Photo Gallery Curtesy of “Brambled Photography”

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&redirect_back=%2f-seattlejaguarclub%2fgallery](https://brambled.passgallery.com/-seattlejaguarclub/login?&redirect_back=%2f-seattlejaguarclub%2fgallery)



Mike, Kayla, Tamera & Daniella



































Summer Solstice at Ocean Shores Minus Sunshine

Pictures by Sharon Case and Steve Averill, story by Kurt Jacobson



The morning of Saturday, June 21st, most Seattle Jaguar Club members in the Puget Sound area were enjoying a rainy day without having to water their gardens. At his Ocean Shores getaway house, Mike Watts was setting out food and drink for a club summer solstice gathering. And in the lobby of LeMay—America's Car Museum, Curt Kyle, Tamera & Michael Bramble, Sharon & Brian Case, and Cheryl and Kurt Jacobson met to convoy along backroads to Mike's place.





Kurt and Curt Parked Cars

We already knew from dismal weather forecasts and wagging wiper blades that the hoped-for beach photo events were unlikely.



Mike Watts XK and Thunderbird

But it turned out to be enjoyable anyway. Past President Steve Averill and Nancy spend their summers at their Duck Lake home in Ocean Shores and joined us for Saturday evening's dinner at the Oyhut Bay Grill. Steve also joined in the conversations earlier at Mike's place.

The Cases and Jacobsons stayed overnight and met Watts and Averill for breakfast, then a photo op at the shark gift shop entrance, perfect as this

was the 50th anniversary of *Jaws*. Sharon took the opportunity to acknowledge Averill and Jacobson's donation of their pewter concours trophies for reuse at future concours. Earlier, Brian Case awarded Mike the Jaguar Clubs of America first place trophy for newsletter photography.



Brian Presents Photography Award to Mike Watts

Every Seattle Jaguar Club event has its standout feature. In the case of our Summer Solstice weekend, it was the opportunity to drive backroads we seldom take, but more importantly to spend time getting to know more about the amazing people who are attracted to Jaguars.



What more appropriate image can you make on the 50th anniversary of "Jaws"?

The Following photos from Steve Averill



Seattle Jaguar Club Visits Mike Watts in Ocean Shores





Club Breakfast at Copalis Cove Pub

New Members

Judy and Lee Taylor from the Beehive State with Seattle ties.

Lee elaborates, “Judy and I live in Sandy, Utah and have been married for 35 years this month. Some of my interests include film photography, camping, target shooting and barbershop quartet singing. And, of course, crawling underneath my old Jaguar to address various mechanical opportunities. I'm a retired buyer for a medical manufacturing firm and Judy is a retired R.N.



My interest in Jaguars dates from childhood. It became more serious when I saw the Mk 1 parked down the street from my flat in Seattle. The owner wanted \$800, but I talked him down to \$780. Pretty shrewd negotiation, I'd say. I've owned it since 1967.

This was my first car, and it taught me a lot about things mechanical. At the suggestion of a mechanic, Loren Wilhite, I joined the Jaguar Drivers Club of North America in 1968 or so. My car began life as a 2.4-litre saloon, but full disclosure, it's been converted to 3.4. Also, the original Borg-Warner automatic was replaced with a Moss box with overdrive. It's signal red with a navy-blue interior. Many of the mechanical mods were performed by Walt Osborn, of Blackfoot, Idaho. Walt was an amazing Jaguar technician, whom we lost a few years ago.

When I had owned the car for a while, my Boeing workmate and friend, Jim Lunz decided that he needed a British car as well. I guess he envied my machine, which he nicknamed the Big Red Slug. I heard of an XK 140 for sale by club members Henry and Rene Trimble. We went to look it over and Jim bought the thing for an undisclosed sum (the deal of the century, believe me). Somewhere, I have a Kodachrome shot of Jim driving it during the winter of 1969; heroic for sure.



I try to drive my car every couple of weeks and I plan to show it at British Field Day in Salt Lake City. The license plate, Onca, refers to the scientific name, *Panthera onca*, for Jaguar.

We get up to Seattle occasionally, and we hope to participate in one of the Club's many activities someday. Meanwhile, I look forward to technical articles and other news in the *JagMag*."

New members

Steve Gutzmer shares a little about himself and Penny

"I'm impressed by the welcoming emails I've received ... Of course I was very impressed with the JagMag as well!



About Penny [Gutzmer] and I and our cars, I'll keep it fairly short and brief because being a car guy we can all talk forever about cars right? My interest in the XKE started in high school which is when I first saw one on the road, wow was my first reaction someday I'll own one. I was a bigger Corvette C2 fan, as coming from the Midwest, you guys on the west coast were Porsche and Jag fans. While in Navy flight school I test drove a '67 XKE, a '67 big block Vette and a Datsun 280Z looking for my Ensign mobile. Insurance cost dictated a new Z for the 23-year-old nugget. But the XKE still held a flame for the future. The dream became reality in 2006. Members at the Anacortes on the Green event talked about all the driving events that you guys do, so that piqued my interest in joining.

What can the club do for me? Well, that's a question I have to think about.

I would say “just be a club.” People first, friends, good times spent drinking wine talking about the common denominator of our beloved Jaguars.

What can I do for the club? That's easy... participation is the key for any club to expand and grow. The key is to have as much fun as possible, keep the drama to a minimum, and encourage the wives and girlfriends to attend and be a part of the club so it's not just a guy thing. I'll help where needed, I've been a national judge (not Jag), so I'll sign up for your judging class to help and to further my knowledge of the marque. My knowledge is very narrow-banded around the series 1 E-Type.

Lastly, I look forward to talking to other members about their cars and experiences. There is always something to learn from fellow enthusiasts that might come in handy down the road. The club offers a collective experience and knowledge pool to draw from, and I enjoy that aspect more than talking about my stuff.

Looking forward to meeting [members] at one of the events, maybe a Whidbey drive that I can set up for the group.”

It really goes, but will it stop?

An Inside Adventure with some Series 1 Jaguar Disk Brakes

NOTE: This information relates to the First Production Disk Brake design found on XK-150, Series 1 & 1.5 XK-E, Mk-1, MK-2, & MK VII Sedans as well as other retrofitted Jaguars of the era up until the introduction of the Series 2 Ventilated Disk brakes around 1968.

The Series 1 design Jaguar disk brake system found on all early Jaguar Sports Cars and Sedans after 1957 was a direct result of the 1953 Le Mans winning system developed by Dunlop and Jaguars during the period of 1952-3. Far better than contemporary drum brake systems they have proven to be powerful and reliable brakes. Properly maintained they provide long lasting service.



Typical, twin cylinder square puck Series 1 Dunlop Disk Brakes.

However, like any mechanical system, they require attention and occasional maintenance and over time, are subject to occasional failures. This personal story comes from an issue that may arise to any owner of the same system.

This case began with an inspection of the system during a routine chassis lube. The Mechanic wrote on the report that my car, *Mabel*, a restored 1955 XK140M Roadster with an upgraded XK-150S Disk Brake system had

a small leak in one of the rear calipers area. He recommended that I should 'keep an eye on it.'

I had never had braking problems up to that time. I detected no braking problem on the way home from the shop and no sign of fluid on the garage floor afterwards. At first I gave the mechanic's note on the report little notice. However, later, coming home from about the third trip to the local post office, I found Mabel pulling to the right somewhat on moderate braking. Time to get serious, I thought.

Putting Mabel up on jacks, removing all wheels and closely examining all the brakes at first did not reveal any leaks or anomalies. After several days a re-inspection showed the left rear brake did have fluid leaking out the bleeder and onto the floor. A spot about the size of a dime.

So far this was not much of an issue. A quick check on line to Moss Motors revealed the part number for a replacement bleed valve was 6911 so I ordered a pair figuring it would be a quick fix.

Moss sent the parts in jig time and upon their arrival I discovered that the Jaguar bleed valve design on these brakes requires a small ball for the check valve itself which were included with the parts. It was upon removal of my old check valve and ball that I discovered an issue. The check valve balls in the replacement pair was a significantly smaller diameter.

The bleed screw was different in design with a gold finish but more importantly my original check valve ball diameter was 0.250 inches while the replacement was 0.154 inch diameter as show below.

This could be a serious problem.



Returning to the Moss Catalog I find there are TWO parts for the series one brake, the second being 6911SSL, listed as Stainless Steel. There are no stainless steel cylinders listed, just bleeder screws. So I ordered a pair of those because of the differences I'd measured.

When they arrived, they too were different. This time the 6911SSL bleed screws were silver and the ball diameter measured 0.220 inches (see photo) which was much closer but still a concern. What followed was a research project to identify and resolve these part changes. My next step was to remove and compare the bleed screws from one of the FRONT brakes. This added to the confusion as the check valve ball measured 0.187 inches diameter and for the first time, was NOT magnetic which the two previous ones had been.

What followed were several emails and conversations with mechanics I know about the design differences I'd found. During one of these conversations I was asked if there were any other differences between the brakes on the rear and front of my car and confessing that I hadn't really paid attention I went back and looked.

It was then I realized that the rear brakes on *Mabel* were from an entirely different manufacturer! As clearly stated on each one they were HYE-DRA-CYL STAINLESS STEEL. It turns out this is a company, based in Missouri that has been supplying stainless steel replacement cylinders for a wide range of exotic cars ranging from Alfa Romeo and Aston Martin to Jaguar, Mercedes and even Studebaker for decades.



Kicking myself for not seeing the obvious, I quickly searched and found that manufacturer's website. They were very helpful and offered to send me a pair of replacement bleed screws much to my relief.

My relief was short lived; however, because upon the replacement arrival I discovered that while their bleed screws were identical to the ones on the front Dunlop brakes on *Mabel*, the check balls also measured an identical 0.187 Inch diameter and were also non-magnetic. What gives?

The HYE-DRA-CYL representative assured me that the difference in diameter was not a problem and either size check ball would work. However, still unsure about this, I decided to measure the size of the brake cylinder's orifice to see for myself.

Both the front Dunlop cylinders and the rear HYE-DRA-CYL cylinders' would not allow a 0.090 diameter drill bit rod to pass through the orifice and would allow a 0.075 diameter one to pass. Lacking the exact rod, I estimated the design diameter orifice to be approximately 0.080-0.085 in diameter. With the diameter of the valve being about 0.250 that confirms that any of the various sizes of check balls should provide an adequate seal as the valve area is a cone.

Relieved, I replaced the check valves, and with my wife's help, bled the brake system and took *Mabel* out for a check drive believing the issue to be fixed.

Uh Oh. *Mabel* still pulled to the right. The problem was not fixed. Back to the garage and back up in the air, I once again examined all four brake cylinders and connections. No leaks at all.

Something else was definitely amiss.

And at this point I have to ask you, dear Jaguar owner, how long have you had the disk brakes on your car? And how long or how many miles has it been since you've had a major service on them?

The cause for uneven braking can come from a problem with the hydraulic system, there being air in the line somewhere, or from one or more cylinders having some sort of mechanical issue.

Now *Mabel's* history was that when I began her restoration in approximately 1969, she was a running car at the time. The first project was to have the entire suspension steering and braking system completely overhauled by a professional shop of high reputation. During that job I was told the rear cylinders needed replacement and I agreed to have the stainless steel replacements installed at extra expense. At the time my front brakes were acceptable condition after being cleaned up and were not re-

replaced. However her original Dunlop front brakes were replaced at a much later date after her restoration was completed and several long distance trips had been made, somewhere about 1989-1990.

I mention this history because the next task was to dismantle and inspect all *Mabel's* brakes to find out what her continuing problem was. After all, if a car can go really fast, she has to be able to stop really fast as well.

Disassembly of the type one Disk brake system is fairly straight forward. Since it is necessary to break the hydraulic line to the brake, it's best to have a small cap to plug the end of the brake line and reduce fluid loss as much as possible. It is best to start by removing the bracket that secures the flexible brake line to the back of the wheel hub first. Then when you remove the connection to the rear brake cylinder you can move the brake line up high above the wheel and 'hang' it in the wheel well on the body work which also helps reduce / stop fluid loss.

Once the brake line is removed the entire brake can be removed by removing the two 5/8 inch bolts on the back side of the caliper. It is important to observe any shims between the caliper and wheel backing plate and not lose them. Usually there are one or two 0.010 shims but this can vary greatly. The purpose of the shims is to center the disk in the center of the caliper evenly between the two cylinders.

Once the bolts have been removed the entire caliper, cylinders, lines, and pads can be removed as a subassembly onto the bench for disassembly. It is best to have a pan to catch any/all fluid which will leak out of the cylinders. Next remove the 7/16 inch bolt holding the brake pads retainer plate and the plate itself. Both pads may then be removed by the small tabs attached to the pad out the rear of the caliper. A small pair of pliers helps with this.

Next remove the connection line between the back and front cylinder, again a 7/16 inch open end is the size and place it in the tray where it can leak. Finally both cylinders can be removed with by taking the four 3/8 inch bolts out. You now have the cylinders for inspection, but not yet.

The cylinders can be removed from their housing by placing in a vice and prying them out after disconnecting the outer seal from its lip. This is not an easy task as they will leak and are very difficult, but they will come out. Now you can see the condition of the brake cylinders

What you see below is the condition of my two front brake cylinders after disassembly.



Left Front Dunlop Cylinder



Right Front Dunlop Cylinder

You can easily see by the amount of contamination and corrosion inside the cylinders that it is a wonder that the brakes functioned at all, let alone as well as they did. Further inspection revealed that, amazingly, the brake gasket seals were in good, undamaged condition.

Internal contamination and corrosion is the enemy of safe and proper brake systems operation. The above brakes have been in service for 40 years but it is condition not age that is our problem.

At this point I did my best to decontaminate, clean and remove most of the corrosion from the cylinders. I cleaned the walls thoroughly. Corrosion that pits the cylinders will renders them irreparable but this did not seem to be the case here. This was mostly imbedded contaminated material which could be carefully removed bringing the inner surface of the cylinders back to smooth. I proceeded to clean these up and at this point I am in the process of testing the car to see if my repair job was successful.

Knowing the condition of the front brakes were not good, I wanted to find out the condition of the rear brakes so I elected to disassemble and inspect them.

This is what I found.



Passenger's side Rear HYE-DRA-CYL Stainless Steel Cylinder condition

This is exactly how these cylinders came off the car. All dirt is external of the seals. As you can see, the cylinders internally look like they are brand new. They were clean, uncontaminated and in perfect condition.

Understand that these cylinders have been installed and operating since 1969 (over 55 years); longer than the front pair. I find this solid evidence to the incredible durability of the product.

If my testing of my front brake repair of my Dunlop cylinders is not satisfactory, I will be replacing them with Stainless Steel ones from HYE-DRA-CYL. Moss motors can order them or you can get them directly from the manufacturer.

HYE-DRA-CYL LLC
804 Woolwick Ct.
St. Charles, Mo 63304

I hope this information helps other owners of the Type 1 Jaguar Disk Brake system.

Jon Rogers.

Chris Tilly's Jaguar travels from Fairbanks brought him to Tacoma

New member Chris Tilly wrote earlier about his experience with Jaguars. He is also advertising the two cars in this issue of *JagMag*. He has added more miles to the XJ6 odometer, sending this information:

"I just completed driving the XJ6 to all 49 states and I have it in storage in Auburn, Washington. I just got a national Jaguar club magazine that I believe came because of the Seattle Jag club membership. Pretty cool, I did not know these existed.

I just went to LeMay America's Auto Museum in Tacoma. They have the 1st XJ6, Serial Number 1. Built in 1968 before full production. A really nice car museum with many nice cars. [Read about the XJ6 in the July-August 2018 issue of the JCNA Jaguar Journal, <https://tinyurl.com/u42tjcb6>.]



Historic XJ6 at LeMay—America's Car Museum

One of my photos made it into the 2025 Welsh Jaguar calendar for the month of June! The 1984 XJ6, front view with a sunset in Iowa while driving across the US on my road trip. It also displays the Alaska license plate XJ6 on the front bumper. I had four photos entered. You can see the many photos entered: at <https://cars.welshent.com/calendar-2025/> [The photos are arranged in reverse alphabetical order by last name as you put the curser on the image.]



Sunset in Iowa

Also, I was just in Los Angeles to attend our son's college graduation from USC in Interactive Media / Video Game Design. While I was there we rode in a WAYMO - which was based on a Jaguar I-PACE. WAYMO is an autonomous vehicle that has no driver. It was amazing and it did well in traffic and surprisingly well with parking lots and odd situations. It handled cars being double parked off the curb, trash dumpsters put in the street, and even recognized pedestrians with dogs. It was amazing. We took a

WAYMO to lunch and then to a Jaguar dealership and then returned to our hotel - all without a driver.”

WAYMO in Los Angeles



Way to go, WAYMO!



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1957 Mk1 project for sale Rare: 3.4 L, 4spd w/overdrive, 4-wheel disc brakes. Fairly solid, straight body panels, mostly preserved interior wood, 4 hubcaps. Rusty: Brakes, some frame, under dash, around engine compartment windshield, & rear windows. Parked when it needed carb rebuild. Storied history, no title, bill of sale only. \$3,750. Located in Lake Stevens. Bobby Crawford, 425.210.1593, bobbyc_sfd@hotmail.com. Jul 2025



Single XK120-140 wire wheel brake drum Can anyone use a single front drum for a wire wheel 120 or 140? Dated Jan 1953. Purchased what were supposed to be a date-matching pair from a company in the UK that call themselves Classic Quality (Parts Ltd). See their listings on eBay UK. They screwed up and now I am stuck with a part I can't use. Perfectly functional drum, just not the correct date for my car. any reasonable offer accepted, just want it gone. Let me know if you can use it. I'm into it including shipping for almost 250 GBP. Godfrey, artrageus@shaw.ca

1984 Jaguar XJ6 95,044 miles. Original owner (Seattle Jaguar Club member), 41 years in Fairbanks, AK. Maintenance & documentation records. Original survivor. Painted once, Jaguar warranty, on original paint. 7 Jaguar mag wheels (5 on car+2 w/studded snow tires). Parked winters, stored inside 41 years. **MAKE OFFER** Christopher Tilly (907) 388-6264



Currently stored inside in Washington State. Seattle Jaguar Club member Christopher Tilly (907) 388-6264. More pictures and discussion on Barn Finds, <https://barnfinds.com/alaskan-pair-1970-and-1973-jaguar-e-types/>

1973 Jaguar E-type 47,535 miles. V-12, automatic, removable hardtop. 37+ years in same ownership. Stored inside. Fairbanks, Alaska. Painted once in original color. Original survivor car, many details. \$65,000 obo. Seattle Jaguar Club member Christopher Tilly (907) 388-6264. More pictures and discussion on Barn Finds, <https://barnfinds.com/alaskan-pair-1970-and-1973-jaguar-e-types/> Apr 2025



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Shameless Product Endorsement

I'm not planning to make product endorsements but having experienced the same failures most of us have makes me feel like sharing one:

I brought an SUV instead of a sports car to a Jaguar Club event in the spring because I inadvertently disturbed the plug on my trickle charger and did not realize I left it disconnected for four months over the winter. When I went to the garage I discovered the battery could not turn the motor over. The trickle charger eventually brought the battery back enough to start the car, two days later.

Worse things can happen. The weather could have been better in Snohomish were we went on a drive. Not the car I intended to take on the excellent driving roads we traveled that morning, the Rover would have been a good choice.

The previous summer I accidentally left the hatchback of my Aston Martin in a not completely closed position on an overnight stay in Portland. In combination with the analogue clock, and additional battery draining electronics of modern cars I had to call AAA to get me going the following morning. There is a possibility that this will kill a car battery. I did that once in a different car by leaving the key in it turned to the drive position, powering the gauges for months. A hard lesson. That car had a \$500 Lithium battery that needed replacement.

My Aston Martin has a 120AMP alternator. I only needed to start the motor and let the alternator do the rest. If only I had a way to charge it that morning we toured Snohomish it have been fully charged on the way to the driver's meeting.

After enough of these issues, the onset of senility? I decided I need an emergency backup. I queued up Amazon and found this handy device.

[Amazon.com: 6000A Car Battery Jump Starter Portable Charger with 150PSI Tire Inflator Air Compressor, Air Pump and PD100W Fast Charge, 1200LM Lights, 12V Battery Booster Pack, Jump Box \(for All Gas/12L Diesel\) : Automotive](#) -

I'm not saying we all need to buy this particular brand or model but I will say I am happy with this one. It appeared to be the best value at the time for a multi-function portable emergency product. Additionally it serves as a tire inflator pump, a powerful flash light, a strobe light, and an emergency light.

While a more careful owner would be a better solution and would take less space in the garage and the boot, I am unable to monitor myself so I did the next best thing which is to buy a backup system. It ships with a 100 watt AC adaptor and cable enabling me to charge it rapidly.

It also serves as a power bank for charging cell phones and cameras that have USB charging capability. With 6000 AMPs on offer, its power enough to start an entire event of cars, our cell phones, cameras and about anything else we might take on the road. It makes me wonder if we are reaching the point where I can buy one with enough capacity to run my house lights, refrigerator, and the fan on my natural gas furnace for a couple of days when the weather knocks out electricity from Puget Power. Not yet, but it's coming. Puget Power might think about subsidizing something like it to make getting their customers back up and running less of a scramble. Their customers might actually like them.

I'll be bringing this multi-emergency device with me on a month long road trip to Virginia City, Nevada, and Telluride, Colorado, in September and to most Jaguar Club tours and events so if you need a charge, look me up. Or buy one to keep in the boot.

This one comes in a case that's actually attractive tucked into the corner of my boot. In this diminutive size, it punches well above its weight. It won't cure me of knucklehead disease, but it might save me from it.

What next? A single 12 volt, 5 pound lithium battery replacement for two 6 volt batteries in an XK120? Well, yes. See it next month in JagMag.



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Niall Porter



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