



JagMag

April 2026



Seattle Jaguar Club
Vol 70 Issue 4

St. Patrick's Day Drive
Tips for hosting an event
XK Fuel Pump fixes

Calendar of Events

Please check for the most up-to-date information at seattlejagclub.org/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, and British Columbia, and members in Idaho and Montana, you will find opportunities to share activities and expertise. Check their newsletters to discover what they are doing.

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

April 2026

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

Sat Apr 18 11am Tech session at Crown Hill Automotive in Ballard. They can handle modern or classic jaguars for repair or service. Contact Randy Pickett at randypickett@hotmail.com.

Fri-Sun Apr 17-19 Jaguar Clubs of North America Annual General Meeting, Mexico City, Mexico. Contact JCNA Northwest Region Director Brian Case sbcase253@hotmail.com.

Thurs Apr 23 7:00pm Judges Training Session via Zoom. Register on the website at [Judges Training via Zoom Apr2026 | Seattle Jaguar Club](#)
Contact Bill Holmes bholmes1588@gmail.com.

Sat Apr 25 9:00am Olympia to Satsop! Enjoy some of the best twisty backroads of Thurston and Grays Harbor Counties. There will be a stop at the never completed Satsop Nuclear Power Plant. Drive will end with lunch at the Ranch House BBQ & Streakhouse in Olympia. Register at [April Drive - Olympia to Satsop! | Seattle Jaguar Club](#) Contact Kurt Miyatake motorsport.driven@gmail.com.



May 2026

Sat May 2 Tech Session/Swap Meet/Potluck, at Randy Pickett's garage in Mill Creek. Register at [Tech Session/Swap Meet at Randy's garage | Seattle Jaguar Club](#)
Contact Randy Pickett at randypickett@hotmail.com

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



Sat May 9 Cars & Coffee-Camano Island. Register at:

<https://www.seattlejagclub.org/events/cars-coffee-camano-island>

Sat May 16 VanDusen ABFM. (left) The Rover and Jaguar XJS are the featured marques. Register at [Western Driver](#)
Contact Brian Case at sbcase253@hotmail.com

Thurs May 28 7:00pm Judges Training Session via Zoom. Contact Bill Holmes bholmes1588@gmail.com.

Sat May 30 Spring Thing Drive. Details to follow. Contact Brian Case.

June 2026

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

Sat Jun 6 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com.

Sat Jun 13 Show & Shine at Brambles'. Contact Michael & Tamera Bramble, tabramble@msn.com (right)



Sat Jun 19-21 Overnight drive to Spokane. Gather at the home of the McKinleys in Spokane Valley for lunch followed by a visit to a nearby winery. Contact: sbcase253@hotmail.com 253.329.9126

Thu Jun 25 7 pm Preparing for a Concours Zoom session led by Bill Holmes on how to prepare your car for concours judging. Contact Bill Holmes bholmes1588@gmail.com

July 2026

Wed Jul 1 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Jul 4 Pacific Raceways – Historics Vintage Races. (right) Contact Sharon Case sbcase253@hotmail.com 206.931.7795

Sat Jul 11 Western Washington All British Field Meet, St Edward Park, Kenmore. Contact Kurt Miyatake, motorsport.driven@gmail.com



Fri-Sun Jul 17-19 Jaguars on the Island weekend. JCNA sanctioned concours and events. Victoria BC. Register at:

[Jaguars on the Island \(JOTI\) - Jaguar Car Club of Victoria \(jaguarclubvictoria.ca\)](http://jaguarsontheisland.com)

Fri-Sun Jul 31-Aug 2 Jaguars on the Green weekend. JCNA sanctioned concours and events. Swinomish Casino & Lodge, Anacortes WA. Registration opens May 1st. More info at: <https://www.seattlejagclub.org/jotg> Contact: sbcase253@hotmail.com 206.931.7795

August 2026

Wed Aug 5 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Aug 8 Drive planned. Details to follow. Contact Brian Case sbcase253@hotmail.com

Sun Aug 16 Noon Potluck Lunch at the home of Andy & Mac Phillips in Woodinville. Reserve your spot at the potluck: [Potluck Lunch at the Phillips Home | Seattle Jaguar Club](#)
Contact: sbcase253@hotmail.com 253.329.9126

Fri-Sun Aug 21-23 Heritage Classic weekend. JCNA sanctioned concours and events. Langley BC. Details to come. Contact: sbcase253@hotmail.com 253.329.9126

Sat Aug 29 LeMay Collections at Marymount - Annual Show. (below) Hosted by our member Wayne Brooks. Jaguars will have a special place on the field and there will be a traditional British tea. Contact Brian Case sbcase253@hotmail.com



September 2026

Wed Sep 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Fri-Sun Sep 4-6 Portland All British Field Meet, Portland International Raceway. Jaguar Owners Club of Oregon (JOCO) will have a Concours on Sat. Contact Brian Case sbcase253@hotmail.com.

Sun Sep 6 Edmonds Car Show. Details to follow Contact sbcase253@hotmail.com.

Sat Sep 12 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sat Sep 19 Exotics at Redmond Town Center, British Car Day. (right) Contact Brian Case sbcase253@hotmail.com. (right)

Sun Sep 20 Roving Dinner, place TBD. Contact: sbcase253@hotmail.com 206.931.7795



Fri-Sun Sep 25-27 Winery Tour to be combined with Prosser Balloon Festival. Details will follow. Contact Kent Wiken, kwiken50@gmail.com

October 2026

Wed Oct 7 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org.

Sat Oct 17 Drive on Whidbey Island. Details to come. Contact: sbcase253@hotmail.com



Sat Oct 24 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

November 2026

Wed Nov 4 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Nov 8 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

Sat Nov 14 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Sat Nov 21 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

December 2026

Wed Dec 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Dec 13 Holiday Party will be held at the Museum of Flight. Party starts at 10:00am and after Brunch and the festivities everyone can tour the Museum of Flight. Contact: sbcase253@hotmail.com 206.931.7795



January 2027

Wed Jan 6 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Jan 10 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

Sat Jan 16 AGM at Griot's Garage. (right) Contact: sbcase253@hotmail.com 253.329.9126

Sat Jan 23 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126



February 2027

Wed Feb 3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Feb 13 Valentine's Day Drive, place TBD.
Contact: Brian Case sbcase253@hotmail.com
253.329.9126

Sat Feb 27 Tech session, place TBD.
Contact Randy Pickett
randypickett@hotmail.com



March 2027

Wed Mar 3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org



Sat Mar 13 St Patrick's Day Drive. Details to come. Contact:
sbcase253@hotmail.com

Sat Mar 20 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sun Mar 28 Roving Lunch, place TBD. Contact:
sbcase253@hotmail.com 206.931.7795

April 2027

Wed Apr 7 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Apr 10 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Fri-Sun Apr 16-18 Jaguar Clubs of North America Annual General Meeting. Location TBD.
Contact JCNA Northwest Region Director Brian Case sbcase253@hotmail.com.

Thurs Apr 23 7:00pm Judges Training Session via Zoom. Contact Bill Holmes
bholmes1588@gmail.com.

Sat Apr 24 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Jaguars on the Island Concours d' Elegance

*Celebrating the Vision of Sir William Lyons
Through the Timeline of Jaguar History*

*Grace... Space...Pace
Some have it all!*



Friday, July 17 – Sunday, July 19, 2026
JCNA Sanctioned Concours Saturday, July 18
Victoria, B.C., Canada



www.jaguarclubvictoria.ca

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<https://gertiesgarage.com/>



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WHAT'S NEW

Recognizing Past President Craig Duckering at the Seattle Jaguar Club's Annual Meeting, the club traditionally welcomes the incoming president and recognizes and thanks the outgoing president.

This typically happens at the January 17th AGM at Griot's Garage. Craig, with the help of his wife Wendy, organized a meeting with outstanding food, a speaker who is nationally known for collector car legal matters, and new member introductions. But his agenda didn't include the agenda item, "Effusive praise for Craig's presidency." After everyone thanked Craig and Wendy for the record-setting event, the board realized, "Hey, we forgot to recognize Craig for the great job he did as president for the past two years!"



Past Editor and Past President Kurt Jacobson and Craig Duckering

At the Annual General Meeting we would have explained that Craig is a skilled and effective builder of teams. Knowing that team members come and go, he set about making sure the position of each volunteer leader had a clear job description for the succeeding volunteer to follow. For instance, he led the effort to transfer all the tasks of a single JagMag editor to a team with clear procedures.

Craig has been a calm, focused and dedicated president for two years. He will continue to contribute as past president, which is an active position on our board. We have a nice gift for Craig and plan to present it to him and recognize his contributions at the next event he and Wendy attend.



Webmaster Mike Watts with Craig at the AGM

Craig worked closely with Webmaster Mike Watts and Sharon Case to continually improve our website, our membership recruitment and tracking and other member touchpoints, as membership chair, he coordinates all of the incoming applications, payments and member onboarding procedures.

In addition, Craig and Wendy Duckering have supported our Annual General Meetings, show and shine, Sweetheart and Spring Thing drives, and contributed articles to our JagMag newsletter

Craig has been a calm, focused and dedicated president for two years. He will continue to contribute as past president, which is an active position

on our board. We have a nice gift for Craig and plan to present it to him and recognize his contributions at the next event he and Wendy attend.



This month's cover photo:
Ray Papineau and Linda Roberts are dressed for the weather during the St. Patrick's Day drive in Ray's V12 XJS convertible. It may technically be spring but it's still cold!

Photo by Kurt Jacobson



Annual St. Patrick's Day Drive

Story by: *Bill Holmes*



The crew checking out Steve Gutzmer's e-type

St. Patrick was smiling on the Seattle Jaguar Club on March 21st as we made our annual St. Patty's Day drive through Skagit Valley. While warm clothes were still required for the brave souls who brought their convertibles (see this month's cover photo!), the group was treated to a rare sunny day in March.

Members new and old met up in the Wal-Mart parking lot next to Tulalip Casino prior to setting out. We were happy to welcome a couple of prospective members and their Jags, as well as member Randy Ayers on his first event!



Prospective member and Skagit Valley local Steve Coffey with his '22 F-type



Randy Ayers on his first Jag Club event with his 2004 XJR



Prospective member Travis Turner and his 2002 XK8



Passenger view on a beautiful day

From there, 11 Jaguars and one BMW set off through the back roads of Skagit Valley making our way through farmlands and soon-to-be tulip fields. It was a bit early in the season for tulips but the group was treated to a few bright yellow fields of daffodils. Also present were flocks of migrating snow geese picking through the fields and multiple trees featuring large eagle nests.

A big thanks to Brian and Sharon Case for putting together an excellent route. Many people commented that it was one of the nicer drives they had been on, with the weather and local wildlife making all the better!

The route ended at Shawn O'Donnell's, a local Irish Pub located just west of Mount Vernon on your way to Anacortes. They're a family-owned business with five locations throughout Washington state. Corned beef and fish & chips were on the menu and a good time was had by all!



L-R Linda Roberts, Ray Papineau, Lisa & Kent Wiken



Kent on left and George Thorton with his brother, our member, Jim Thorton and Brian Case.



L-R, our prospective members Travis Turner and Steve Coffey sat with member Randy Ayers.



L-R, John Holmes, Bill Holmes and Steve Gutzmer giving the thumbs up.



Michael and Tamera Brambles on the left and Cheryl and Kurt Jacobson on the right.



Guinness Foam Art

JAGUARS

ON THE GREEN



Seattle Jaguar Club
Concours d'Elegance & Car Show

Swinomish Casino & Lodge
Anacortes, Washington
July 31st - August 2nd 2026

Jaguar heritage
from past to present



www.seattlejagclub.org/jotg

Tips for hosting a club event

Story by: Randy Pickett



Hosting a Jag club event at your home can be a rewarding and fun experience for both the host(s) and the attendees! A lot of preparation can go into a single event, and it can take a significant amount of time to successfully host the event, or very little time depending on the size of the event and the theme. Some considerations I think about prior to the event include the following:

1. **Attendance**, how many are attending? This is important in purchasing the right amount of food and drink.
2. **Parking**, parking, parking! Are there enough parking spaces for everyone?
 - a. Prioritizing locations for those who drive their Jags
 - b. On the lawn? Is it too muddy? etc.
 - c. On the street, is it safe and not blocking the neighbors
3. **The weather!** Weather can significantly impact attendance at an event so it is important to monitor the weather the week prior and be prepared for cancelations. Attendee tip: If you are not going to be able to attend, please let the organizer know prior to the event so they can adjust accordingly, food etc. it is super important and a common courtesy.

1. **Preparing** show and tell for the event. If it is a tech session, what needs to be staged and displayed prior to the event. Will it be indoors or outdoors? Ensuring enough space for all attendees to the event is important.
2. **Pets!** Do you have a dog (or lots of dogs) that may not be friendly, or are way too friendly? It is important to plan for pets prior to the event.
3. **The house.** Most of us don't scrub down our houses daily, so some preparation is needed to ensure everything is clean, toiletries are available and a pleasant experience is had by all.
4. **The yard.** If you have dogs, you must embark on a search and destroy mission initially prior to the event to prevent a squishy situation from happening. The lawn may need to be mowed and/or cleaned up. If you have too many Jags like I do, some vehicle shuffling or parking offsite of overflow vehicles may be needed.
5. **Chairs and seating areas.** It is important to have enough seating and eating areas for everyone. If you don't have enough, encourage members to bring their own folding chairs.
6. **Pop up canopies:** If the weather forecast is challenging and you are hosting an outdoor event, pop up canopies can save the day. If you do not have one or enough of them, many members have canopies they can bring or let you borrow.
7. **Inbound traffic control.** It may be important to have someone out front guiding folks into your designated parking spots. This could prevent a lot of confusion at the start of the event.
8. **Signage and cones:** Posting a large sign out front will go a long ways in preventing attendees from driving by your house several times!

1. **Food:** How many attendees will be coming and how much food is needed based on what you'd like to serve? A full meal isn't required, and food can be as simple as sandwiches or cold apps. Drinks can be as simple as water, soda, etc., or include beer and wine.
2. **Time:** What is the date and duration of the event? Usually 3 to 4 hours is sufficient depending on the theme. Events are also most often scheduled on the weekends which encourages maximum attendance.

In conclusion, hosting an event is great fun for everyone. Consider hosting a club event in the future! The club will really appreciate it, and it also helps the club to host events in areas that might not have events very often.

And this is a great transition into a recap from Ray Papineau about the most recent tech session that he and Linda Roberts hosted on March 7th !

March Tech Session at Ray's

Story by: Ray Papineau



It's quite rewarding to see 38 Seattle Jaguars Club members attend an event that Linda and I have organized. It's a lot of enjoyable work. It takes a week or so to shop, prepare the property, set up and retrieve items from the club storage unit. I'm not going to get into how someone can put on an event. You likely just read Randy Pickett's article right above this one! He wrote an excellent article and I could not expand on it. Randy also gave an informative talk on how to restore Jaguar interior wood work at the Tech Session. I'm going to focus on my presentation that I made about Evans Waterless Engine Coolant and some gadgets I've picked up over the years.



Evans Waterless Engine Coolant

ADVANTAGES

1. It's a life time coolant. You never have to change it. Have a cooling system problem Drain the coolant make the repair and pour it back in.
2. Ever have your overheating engine puke the coolant out on the ground? Evans won't do that. It does not form steam pressure from water boiling. Evans boiling point is 375 degrees Fahrenheit. When an engine overheats there are steam pockets formed in the engine. Steam will not cool an engine.
3. Doesn't form pressure when the engine is up to temperature. This is good for older cars that might have a tendency to blow hoses or head gaskets. I have removed radiator caps with the engine running at operating temperature only to hear a pop when the cap is removed.
4. Freezes at -40 degrees Fahrenheit.
5. It's waterless! Because it's waterless it offers excellent corrosion protection. Prevents electrolysis and rust. Contains no water, silicates or phosphates.
6. Non-toxic. Advertising states that it will not kill pets and non-toxic to children. I debate that statement. Evans is mostly ethylene glycol. The MSDS Sheet for Evans states that Evans is a Category #4 oral toxin. Harmful if swallowed. May cause nausea, vomiting, abdominal pain and diarrhea. Container must have a warning label. Doesn't sound non-toxic to me, so stick to gin and tonics.

DISADVANTAGES

1. Initially very expensive. Prep Fluid \$35.45 per gallon. Coolant \$50.62 per gallon. Prices to convert to Evans Coolant: E-Type 4.2 liter \$430, E-Type V-12 \$517, XJ6 \$430, XJS V-12 \$517 and XK V8 \$344. Remember that it's lifetime and this will hopefully be your only coolant expense.
2. If you are touring and have a coolant system leak and have to add water to get home you have ruined the coolant. You will have to start with new coolant and the installation process.
3. Some people say their engines run 5 degrees hot with Evans. I have not experienced this.
4. Some people say that if you have a small hole in your cooling system Evans will run out, where anti-freeze won't. SPOILER ALERT! Don't have a leaking cooling system!
5. It is a pain to install. (See below)

Evans Waterless Engine Coolant Installation Instructions

- A.) Drain all anti-freeze out of engine, radiator and heater.
- B.) Remove thermostat.
- C.) Use a leaf blower to blow remaining coolant from engine and radiator.
- D.) Reassemble without thermostat.
- E.) Fill with Evans Prep Fluid.
- F.) Run for 30 minutes.
- G.) Drain Evans Prep Fluid.
- H.) Use leaf blower to blow Prep Fluid out of engine and radiator.
- I.) Reassemble with thermostat.
- J.) Fill with Evans Waterless Coolant.
- K.) Run for 30 minutes.
- L.) With a refractometer check to see that residual water content is below 3%.



You (probably) need these!

Throughout the course of the afternoon Ray also touched on a number of other products that's he's a fan of and provided additional details on each one below.

Spark Plug Cleaner (Sand Blaster): Amazon \$27.49

Small hand held sand blaster that makes your spark plugs look like new. Does not work well on oily plugs. Clean oil off plugs with lacquer thinner first. You will need an air compressor to work it.

Spark Plug Cleaner Media (Sand): Amazon \$14.99

Remember when you could buy a printer for \$69 then they charged you \$120 for the ink? This is sorta the same deal. A 4" high jar of blast media that weighs 1 pound for \$14.99. You can buy a 50 pound bag for \$50.

PQY Spark Plug Gap Tool: Amazon \$14.99

Remember trying to get the gap perfect on spark plugs by bending the ground electrode back and forth multiple times? With this it's a one shot deal every time. Put the spark plug in the tool, put a correct thickness feeler gauge between the ground and the center electrode, turn the knob to bend the ground electrode to pinch the feeler gauge.

Spark Plug Cleaner, Spark Plug Gap Tool and Feeler Gauge Kit: Amazon \$36.99

Refractometer: Amazon \$19.99

Used to measure residual water content when installing Evens Waterless Engine Coolant. Refractometer can also be used to measure the percentage of anti-freeze mixture when using anti-freeze. A separate refractometer calibrated for antifreeze will have to be purchased.

Granit Camber Alignment Gauge: Amazon \$17.95

Set your suspension camber in your shop with this handy Gauge. A magnet holds it to your brake disc or backing plate. A bubble gauge with degrees shows camber angle.

AUTOOL BT460 Battery System Test Tool: Amazon \$36.99

This tool checks starter systems, charging systems, max load and percentage of life left in your batteries. Scotty swears by this tool and so do I.

UNI-T UT210E Mini Clamp on Meter: Amazon \$53.99

Clamp on DC amp meter. Measures up to 100 amps. When I bought the XKSS Replica all the fuses were 30amp. This meter was super handy getting correct fuses to protect the circuits. Also can be used to trace open circuits.

ITE Automotive and Accessories Brake Fluid Water Content Meter: Amazon \$15.99

When was the last time you flushed your braking system. We know we should, but we don't do it often enough. With tool you can measure the water content of your brake fluid. You'll probably feel really bad after testing it. This tool has a row of LEDs that light up according to what percentage of water is in the fluid. Calibrated for DOT 3 and DOT 4.

REV-X 85 Ethanol Test Kit: Amazon \$13

This little plastic bottle measures how much ethanol is in or not in your gasoline. Easy to follow instructions are on the bottle. Out of stock at time of this writing.

QAGEA RZ396 Oil Filter Cutter: Amazon \$30

Ever wonder what your oil filter is removing out of your oil.....sludge, dirt, metal particles or piston rings? You get a hacksaw and take 30 minutes to saw around the filter to look inside, what a mess. Are those metal particles from the engine or the hack saw? With this easy peezy oil filter cutter just clamp the filter in a vise and attach the cutter. Rotate the cutter around the bottom of the filter and voila it's open!

AUTOOL Spark Plug Tester: Amazon \$31

After cleaning your spark plugs test them in this spark plug tester. Plug it in to the wall, insert a new spark plug with a newly cleaned one next to it. Shut the cover and start the tester, compare the new spark plug to the newly cleaned spark plug. Tester can be adjusted from 0 to 6000 rpm.

WILTEEXS 48 Piece Thread Checker: Amazon \$27

Ever wonder what the heck is this thread? You can find out with this thread checker. It has 48 pieces that one end is male and the other is female. Check bolts and nut threads. Metric M2 thru M24-3.0 and standard #2 thru 1/2". No Whitworth !

DEWAY AUTOMATIC FUEL TRANSFER PUMP: Amazon \$70

Now for the star of the show! This pump has saved me hours of grief. No lifting gas can chest high to pour into your Jaguars. No over filling with gas splashing on paint and garage floor. Just screw the pump onto your gas can. Set the can on the floor and put the filling hose end into the gas filler. Clip the end to the opening and turn on. When the tank is full the pump automatically turns off. With new batteries it pumps 2.4 gallons a minute, it takes 2 minutes to empty a 5 gallon gas can. Hose is 35" long. Runs on 4-AA batteries. Batteries last for 100 gallons. Use it to fill your lawn mower and sprint car too!



Restoration of a Wrecked 1968 E-Type

Story by: Brian Case

At our February 21st Tech Session, John Chudy explained the restoration of a seriously damaged Series 2 E-Type to amazed attendees. A video presentation began by showing the extensive structural damage to the car and progressed to the near total restoration. John explained in detail the intricate process of dismantling the car and using a frame alignment jig to stretch the body in the multiple directions required to bring it back to factory specifications. John also covered many of the other systems he has rebuilt and changes he's made to improve the car. John also offered his extensive list of resources he used during this restoration.



Wrecked '68 E-Type purchased at Puyallup Swap Meet two years ago.



I don't think that will buff out

For paint color, John originally looked at British Racing Green, but ultimately felt that it leaned too 'olive'. After some searching, he settled on 'Verde Seltweg', which is actually a

Ferrari color (code 610). John's extended family members Vasyl Petryshyn and Yuliia Yurechko, both Ukrainian war refugees, are professional auto painters who did the prep work, paint mixing, and application. Safe to say they did amazing work!



It is near completion now.



Kurt looks on as John talks while the video screen above shows the progression.



Great looking interior!



Doug Bosworth and John Blackburn watch and Ludwig Allegra takes photos as John gives details.

Aside from selecting covered headlights and utilizing triple SU carbs from the Series 1 (Series 2 e-types had two Zenith-Strombergs) John is keeping this build mostly original. John hopes to have it running before summer and plans to showcase it at this year's Concours! Discussions about the process continued while members enjoyed a wonderful lunch provided by John.



Rebuilt engine looks new!

Members attending

included Ludwig Allegra, John Blackburn, Doug Bosworth, Sharon and Brian Case, Steven Hiester, Doug Jackson, Kurt Jacobson, Randy Pickett, Ron Smith, Debbie Hall and Tim Weber.



John provided a great lunch for everyone!

What to do when your Jaguar's Fuel Pump fails

A 'Get you Home' guide for pumps with points (1948-1975)

By Jon Rogers, ISE, CMfgE, 2026-01-05

All Classic Jaguars have a heart!

Tick, Tick, Tick, TickTickTick... ..,Tick.

Turn the ignition key of almost any Jaguar made before 1975 and you'll hear this sound. It's that lovable heartbeat of her little electric fuel lump...err ...pump, loading her carburetors with fuel and making her ready for the open road ahead.

Today in the 21st Century, it's not immediately understood that Jaguar's including an electric fuel pump in their cars was very cutting edge in America in the 1950s. But it was.

At the time almost all American cars had mechanically driven fuel pumps mounted on the engine and were prone to a dreaded disease called 'vapor-lock.' Various conditions and engine heat would cause fuel in the lines to evaporate, causing bubbles and the mechanical pump couldn't deliver fuel to the carburetors. Engines would die at the worst times. When I was ten I can personally remember our family station wagon (make mercifully withheld) succumbing to this disease trying to climb up a mountain road in summertime, completely changing a joyful family vacation trip into a stuck-by-the-side-of-the-road-for-hours-nightmare. An electric fuel pump would have been a life saver.

Alas those Jaguar vapor lock-eliminating electric fuel pumps had their own quirks. The SU designed electric fuel pumps used internal contact points with a lifetime of approximately 10,000 miles. However, while that was a considerable distance to travel in those days, when Jaguar's electric fuel pump finally needed servicing it would fail—any time, any place, usually in the more embarrassing situation the better.

But at least it would politely give you a couple of warnings of trouble.

A new owner, surprised at his car's sudden loss of power, would pull over only to discover that if he switched the ignition off and on, the pump would start clicking again and the car would fire up and run normally. Hmmm? What was that?

Turn the ignition key of almost any Jaguar made before 1975 and you'll hear this sound. It's that lovable heartbeat of her little electric fuel lump...err ...pump, loading her carburetors with fuel and making her ready for the open road ahead.

Today in the 21st Century, it's not immediately understood that Jaguar's including an electric fuel pump in their cars was very cutting edge in America in the 1950s. But it was.

At the time almost all American cars had mechanically driven fuel pumps mounted on the engine and were prone to a dreaded disease called 'vapor-lock.' Various conditions and engine heat would cause fuel in the lines to evaporate, causing bubbles and the mechanical pump couldn't deliver fuel to the carburetors. Engines would die at the worst times. When I was ten I can personally remember our family station wagon (make mercifully withheld) succumbing to this disease trying to climb up a mountain road in summertime, completely changing a joyful family vacation trip into a stuck-by-the-side-of-the-road-for-hours-nightmare. An electric fuel pump would have been a life saver.

Alas those Jaguar vapor lock-eliminating electric fuel pumps had their own quirks. The SU designed electric fuel pumps used internal contact points with a lifetime of approximately 10,000 miles. However, while that was a considerable distance to travel in those days, when Jaguar's electric fuel pump finally needed servicing it would fail—any time, any place, usually in the more embarrassing situation the better.

But at least it would politely give you a couple of warnings of trouble.

A new owner, surprised at his car's sudden loss of power, would pull over only to discover that if he switched the ignition off and on, the pump would start clicking again and the car would fire up and run normally. Hmmm? What was that?

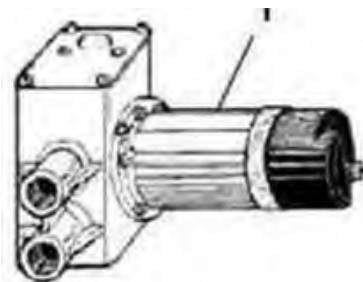
Unfortunately for American owners and mechanics, this was all unfamiliar territory. So the irony is that, while Jaguar had introduced advanced technology with their constant velocity carburetors and electric fuel pumps, critics had a field day when American owners had unexpected trouble. Thus the urban legend of Lucas, "The Prince of Darkness", and Jaguars being unreliable was planted and blossomed into full flower.

Today, there are many SU electric fuel pumps still operating perfectly and have been for decades simply because they were maintained as they were designed to be by a mechanically inclined person. Why throw something away if you can restore it to new condition? Furthermore, unlike an American fuel pump failure there is also a method to get you home, when it does fail.

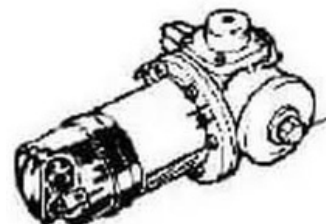
That brings us to the purpose of this little article; to show how you can do a quick 'roadside repair' of any of the electric fuel pumps found in Classic Jaguars built before 1976 back into operating condition.

But first we should identify the variations of the fuel pump you may find in your car.

There are two main types of Electric Fuel pumps used on Classic Jaguars.^[1]



The Square Pump: AUA57, AUA52



*The Round Pump:
AUF300/001, AZX1307-8*

[1] While often called a Lucas fuel pump due to Lucas providing 90% of Jaguar electrical components, these were designed and made by SU (Skinner Union) in various sizes and used by many British car makes from the 1920s on.

Jaguar introduced SU's LCS (Large Capacity, Single) square body pump to America in 1949. In mid-1954, the original square body pump, AUA57, was given a condenser, a stepped cap and became AUA52 (shown above). It was universally used until about 1963 when it was superseded by the round pump series.

The round pump changed the design of the body's input/output chambers and valves adding an input 'air bottle' and output 'flow smoothing device' which give the round pump its shape and name. Early versions were labeled AUF300 and used internal springs in the flow smoothing devices, later versions, labeled AUF301 were simplified. Later the round pump was relabeled AZX1307 or AZK1308 depending on application.

What you will find is that the XK-120, XK-140 and most of the XK-150 have one square pump, while the early saloons and the XK-150S have two square pumps and later 4.2 E-types and saloons have one round pump for each fuel tank.

For the purpose of this article, none of these changes in design are important as both square and round body pumps work by the design of a mechanical points controlled diaphragm to pump fuel to the carburetors. However, in almost all cases the square and round pumps, diaphragms, coil, and points systems are interchangeable. Those points are what give us the opportunity to do a roadside repair and get to our destination.

HOW TO DO AN EMERGENCY ROADSIDE REPAIR

Ok, you're now stranded in the middle of nowhere and flicking the key and pounding on the floorboards do not work. There are now two ways to get you home. You can call for the tow truck and wait for hours etc, or you can get down and dirty and fix it yourself. This will show you how.

FIRST: You should always, carry in your car's tool kit;

- A 6 inch adjustable wrench,
- a piece of fine, 400 grade sand paper,
- a small straight screwdriver, and
- a flashlight that works.(Preferably a headlight as you need both hands)

Ninety percent of all pump failures are due to the points being worn to where they don't conduct electricity anymore. Unless you see fuel leaking from the pump, or the pump beats rapidly with no fuel flowing (you're positive you're not out of gas, right?) it is the points. I hope you've coasted off the side of the road to a safe area to work because you're going to have to get out the jack, raise the passenger's side of the car and get under. Yes, the whole darn side.

So decide that you can afford to clean your new shirt or sport jacket, raise the car and assuming your wife hasn't thumbed a ride and left, crawl under the car and here's what you do.

And find the pump. Ahh there you are you little. . .!

1. Remove the one wire on the front of the pump and the one or two nuts on the stud holding it.

IMPORTANT: hand your nuts to your wife to ensure safekeeping. (did I really say that?)

2. Remove the cap over the points set. Hand the cap to your wife also. (to put your nuts in?)



You will see something like this



or this



3. With flashlight in teeth (and wish it was a headlight), examine the assembly. Observe the top point's blade is attached with one small screw on one end. The dual points are under its other, wider end.



4. Your pump probably has a condenser or diode attached to the blade. Examine it for damages like a hole in it or 'goo' coming out of it.

5. Loosen the blade's screw and detach the condenser / diode at that end and move it out of the way. Remove the blade.

6. Place your 400 grit, fine sandpaper on a flat surface, turn the blade upside down and dress the points lightly with a back & forth action. Just a light 'cleaning' is all that is usually needed.

7. Put the blade aside in a safe place (your wife?). Do NOT lose it.

8. Unscrew the two screws holding down the phenolic base and rotate the base 90 degrees back down toward you exposing the lower set of points like this. Do NOT disturb or remove the pin it rotates on. (It needs to be centered for the cap to go back on and it is a b*tch to realign if it comes out.)



9. With your 400 grit, fine sandpaper dress these lower points lightly also. Try to use something more flat than your finger behind the paper.

10. Rotate the phenolic base back into position and secure it with the two screws.
11. Replace the top points blade ensuring its points are aligned with the other points under the base. If the condenser / diode is undamaged, reconnect it. If damaged, leave it off.
12. Replace the 12v wire temporarily to stud with nut leaving cap open.
13. Have your wife turn the ignition on and observe/test pump action.
14. If pump does not tick, turn ignition off, remove wire and repeat the cleaning process.
(Remember, the pump stops normally when the carburetor bowls are full.)
15. When pump ticks, turn ignition off, replace cap, nuts and 12v wire, crawl out from under car and accept the applause from your wife and traveling companions for your genius.

You will now be able to continue your journey!

At your EARLIEST convenience, RENEW the pump with new points and diode/condenser at home as described in my upcoming article. And be thankful that you have a fuel pump that can be repaired instead of trashed. Properly maintained SU fuel pumps can last forever.



Judge's Corner: Concours Judge Refresher is this month!

Story by: Bill Holmes

Hard to believe that it's already been a year since our last Concours Judge training session! Later this month on April 23rd I'll be walking everyone through what's needed to be a Concours Judge ([Register here!](#)). So for my Judge's Corner article this month I thought I'd give everyone a preview of what's covered and hopefully pick up a few more attendees.

Being a Concours Judge is not about having an encyclopedic knowledge of Jaguars (I certainly don't), or even to pick over every inch of an entry with a magnifying glass (you won't get one, and you only have 15 minutes per vehicle). As I often say, a Jaguar Concours event is a celebration of the brand and that's how I like to approach judging.

The ultimate goal of Concours entry is that it should be as close as possible to what it looked like when it rolled out of the factory. That's pretty much it. Everything else is just nuance and details.

During our Judge Refresher course I will be reviewing the entry sheets that judges are to fill out, tips on how to review a vehicle, and what's in the Judge's manual. The manual is about 250 pages (publicly available on the [JCNA site here](#)). It can seem overwhelming and is very dry to read, but think of it as a reference guide. Nobody is expected to memorize anything and guides will be available to everyone.

If you're at all curious about judging at a Concours I highly recommend joining the session. There's no commitment and we'll have members from a few regional clubs on the call. If you can't make it, the session will be recorded and available later.

I hope to see everyone there!



President's Message: Drive Washington State!

Story by: Kent Wiken

Spring has finally arrived, and it's the perfect time to bring your Jaguar out of the garage and rediscover the incredible beauty of Washington State. The Seattle Jaguar Club hosts several scenic drives and roving dinners throughout the year (you can find them on our website at www.seattlejagclub.org/upcoming-events).

If you've enjoyed a memorable drive or have a favorite restaurant you'd love to share with the club — or even feel inspired to plan and lead an outing — Brian Case would be delighted to hear from you at VP-Activities@seattlejagclub.org.

One of the most common things we hear during our lunch stops is, "I had no idea this was here." Even after 28 years of living in Washington, I'm still discovering new places that amaze me. Our state is a treasure of diverse landscapes — ocean beaches, islands, rainforests, mountains, deserts, lakes, and river gorges — each offering a new surprise just around the bend. Washington's roads follow the land beautifully, and our Jaguars were made to savor every curve, every view, and every moment shared along the way.

If you're feeling the pull to explore on your own, Scenic Washington State 365 is a wonderful resource. Visit www.ScenicWA.com or call 877-260-2731 for a free Scenic Drives Road Map. Also, we recently started using a phone app called Rallista for some of our drives. You can download this free app for our drives and also follow other nearby drives that people have shared to the app.

Planning a solo adventure doesn't take much. As Steppenwolf put it, "get your motor running, head out on the highway looking for adventure." Sometimes a spontaneous day trip in your Jaguar is exactly what your spirit needs. Your journey could be as simple as an afternoon drive through a nearby farm valley, surrounded by rolling green hills, with stops at a farmers market, a local shop, or a small-town museum. A ferry ride to Whidbey Island or the Olympic Peninsula makes for an unforgettable day. And if you're up for an overnight trip, eastern Washington, the San Juan Islands, the Columbia River Gorge, the Skagit Valley tulip fields, our majestic volcanoes, and the Olympic Peninsula all offer experiences you'll remember long after the drive is over. I've traveled many of Washington's scenic routes, so if you'd like recommendations or ideas for what to see along the way, feel free to reach out at President@seattlejagclub.org.

Happy motoring friends!



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Sign up as a new member or renew your annual dues for the Seattle Jaguar Club. Membership is \$95 and is based on the calendar year. If you are already a member of another JCNA club but would like to also have membership with Seattle Jaguar Club just follow the instructions on website www.seattlejagclub.org and your total will be reduced by \$55. Any questions about membership should be sent to membership@seattlejagclub.org.

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April 2026

