



JagMag

February 2023



Seattle
Jaguar Club
Vol 67 Issue 2
Annual
General Meeting
A Beautiful Day
Visiting Lunz

2023 CALENDAR

You don't have to drive a Jaguar to participate in the JCNA 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 by checking their newsletters.

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

FEBRUARY 2023

Thu Feb 1 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Feb 11 1pm Sweetheart Drive from See's Candy Chocolate Shop in Tukwila, 17100 Southcenter Pkwy, Tukwila, WA 98188, cruise Alki and dinner at Salty's on Alki Beach, 1936 Harbor Ave SW, Seattle, WA 98126.

Register at <https://www.seattlejagclub.org/events/sweetheart-drive-2023>. For dinner we have a reservation for 24 at 3:30pm. After the first 24 people you will have to make your own reservation. So sign up NOW!. **And you have to order their Famous White Chocolate Mousse Cake** with Raspberry Coulis. This is Sharon's favorite dessert in the whole wide world!

Sat Feb 25 4 pm guest speaker, John Wiley, club member and Hagerty's Manager of Valuations and regular writer for *Hagerty Insider*. Angelo's of Burien, 601 SW 153rd St, Burien. John knows and has access to a huge amount of collector car market information. He will present an overview of the collector car market and trends for popular Jaguar models. Menu items will be limited. Everyone orders and pays individually. Special dietary restrictions? Then include a note on your registration. Register by February 19th at <https://www.seattlejagclub.org/upcoming-events> Contact Brian Case sbcase253@hotmail.com 253.329.9126



MARCH 2023

Thu Mar 2 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Mar 18 1 pm, St. Patrick's Day Drive. Start at Delta Hotel Parking Lot 3105 Pine St, Everett, WA 98201, drive past stately mansions on Grand Avenue to Marine View Drive and newly renovated Port of Everett with stops along the way to Mukilteo, past the Boeing plant (largest building in the world) and Paine field, then at Shawn O'Donnells in South Everett. Contact Kent Wiken. Right click the URL to register: <https://www.seattlejagclub.org/events/st-patricks-day-drive>



Fri-Sun Mar 10-12 JCNA Annual General Meeting, San Francisco. Contact Paul Petach/Kurt Jacobson.

Sun Mar 19 Roving dinner, location TBD.



Sat Mar 25 11 am, tech session at Ray Papineau's Bothell garage/shop (*left*). The main topic will be the Jaguar XJS series. Address to come when you register at <https://www.seattlejagclub.org/upcoming-events> Right click on the URL. Contact Brian Case sbcase253@hotmail.com

APRIL 2023

Thu Apr 6 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Apr 15 Tech session, location TBD.

Sat Apr 22 Museum of Flight (*right*) & lunch with Jaguar Owners Club of Oregon. Contact Kent Wiken.

Sat Apr 22 Tulip Rallye, Skagit Flats confirmed. Information and registration, right click <http://www.mgccnwc.com/tulip-rallye/>



MAY 2023

Thu May 4 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.



Sun May 7 9:30 am Spring Thing drive, East King County, Start at the Safeway at 34828 SE Douglas St, Snoqualmie, and finish with lunch at the Black Diamond Bakery (*left*). contact Wendy & Craig Duckering. Optional JCNA Rally, contact Kurt Jacobson.

Sat May 20 Probable date for the All British Field Meet, VanDusen Garden, Vancouver BC. Contact Brian Case.

Sun May 21 Roving dinner, location TBD. Contact Brian Case.

Sat May 27 Tech session, location TBD. Contact Brian Case.

JUNE 2023

Thu Jun 1 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Jun 3 Tech Session, date & location TBD. Contact Brian Case.

Sat Jun 10 Show 'n Shine at Read's waterfront home in Edmonds.

Sat-Sun Jun 24 Joint drive with Jaguar Owners Club of Oregon. Date & route TBD. Contact Kent Wiken.

JULY 2023

Sat Jul 1 Jaguar Car Corral, Pacific Northwest SOVREN Historics, Pacific Raceways. TBD. Contact Kent Wiken.

Thu Jul 6 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.



Sat Jul 15 Western Washington All British Field Meet, St. Edward State Park (*above*). Contact Brian Case.

Sat Jul 22 Jaguars on the Island JCNA-sanctioned concours, Victoria BC (*left*). Contact Brian Case.

Sun Jul 30 Roving dinner, location TBD. Contact Brian Case.



Sat Aug 26 Heritage Classic JCNA-sanctioned concours. Greater Vancouver BC. To be confirmed.

Sat Jul 29 Tech Session, car photo class by Kurt Miyatake. Location TBD. Contact Brian Case.

AUGUST 2023

Thu Aug 3 7 pm Board meeting, likely cancelled due to Jaguars on the Green Concours. Contact Secretary Chris Eseman.



Aug 4-6 Fri-Sun Jaguars on the Green weekend

Sat Aug 5 Jaguars on the Green JCNA-sanctioned Seattle Jaguar Club concours, Swinomish Casino & Lodge, Anacortes (left). Contact Joey Manley.

Sat Aug 12 Tech Session, location TBD. Contact Brian Case.

Sat-Sun Aug 19-20 TBD Cascade Loop Tour (right) with Aston-Martin Owners Club . Details to come. Contact Kent Wiken.



SEPTEMBER 2023

Thu Sep 7 7 pm Board meeting via videoconferencing. All members welcome. Contact

Secretary Chris Eseman.

Sat Sep 9 To be confirmed, Jaguar Owners Club of Oregon JCNA-sanctioned concours at the Portland All British Field Meet. Contact Brian Case.

Sat Sep 16 TBD, Canadian Museum of Flight, Northwest Region JCNA club gathering, Langley BC.

TBD Weather-dependent, British Car Day at Exotics@Redmond Town Center. Contact Brian Case.

Sat Sep 23 Tech session, Thunderdome in Enumclaw. Contact Brian Case.

TBD Jaguar roving dinner, Contact Brian Case.

OCTOBER 2023

Thu Oct 5 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sun-Wed Oct 29-Nov 1 "Film Noir" JCNA International Jaguar Festival, Santa Barbara CA (right). Contact Brian Case.

TBD Fall Colors Tour. Contact Kent Wiken.

Sat Oct 21 TBD Tech session, Contact Brian Case.



NOVEMBER 2023

Thu Nov 2 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

TBD Tech session, Contact Brian Case.

TBD Jaguar roving dinner, Location TBD contact Brian Case.

DECEMBER 2023

Thu Dec 7 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Dec Date, place & Time TBD Holiday Party (*right*). Contact Kent Wiken.



Below, Kurt Hrubant captured this shot of his F-Type R on a drive with Patty McKerney to Mt. Rainier..



You're invited to the
JCNA Annual General Meeting
March 10th ~ 12th, 2023
San Francisco, California

Event schedule:

Friday

- ~ Sailing tour of the SF Bay
- ~ Mozart Foundation
Auto Museum visit
- ~ Welcome reception and dinner

Saturday

- ~ AGM meeting
- ~ "People's Choice" Concours
- ~ Awards Banquet with speaker
Mr. Boris Guzman,
*"Completing the 2019
Peking to Paris Rally
in an E-Type"*



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more information and registration here:
www.JAGS.org

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www.JAGS.org

REGISTRATION FORM

2023 JCNA AGM JAGUARS BY THE BAY PEOPLES CHOICE CAR SHOW

Saturday afternoon, March 11, 2023

Embassy Suites Hotel
overlooking San Francisco Bay
150 Anza Blvd, Burlingame CA

Open to all Jaguars from early classics to modern cars, from daily drivers to full restorations. A fun no-stress car show with judging by you the attendees. Awards in several classes depending on the number of entries will be presented at the AGM Awards Banquet in the evening.

Entry starts at 11:00 am. People's Choice Judging from 1:00 - 4:00 pm.

Cost: \$20.

Pre-Registration deadline is Mar 1; register at www.jags.org

Mail in Registration: Complete and the form below with a check for \$20, made out to JAG and mail to JAG Treasurer, 37 Campbell Lane, Menlo Park, CA 94025 or payment via Zelle or PayPal to Treasurer@jags.org. To use credit card call 650 854 4445.

Name: _____ Model: _____
Address: _____ Year: _____
City: _____ Color: _____
State: _____ Zip code: _____ Email Address: _____
Phone: _____ Mobile: _____
Signature: _____ Date: _____

WHAT'S NEW?

Cover Mark Jones, club member and owner of the BritSport of Seattle restoration and maintenance shop, explains the considerations and costs to restore Kathy & Tim Weber's XK120 Fixed Head Coupe. It was the featured program at the our club's 2023 Annual Meeting in Club Auto at LeMay—America's Car Museum. *Kurt Jacobson photo.*

Make sure to check out the complete transcript of BritSport of Seattle restorer Mark Jones at the end of this issue. Much of the information refers to the restoration of any car. You can read it at your leisure, print the PDF and send the PDF to your car enthusiast friends. **You can also view the video recording of his presentation at <https://www.seattlejagclub.org/photogallery>**



Founding member Bill Young has passed His wife and active club volunteer Rosemarie Young notified us of Bill's passing at age 93 in late January. The story of Bill's life with Jaguars, and Rosemarie's as well, would fill this issue of *JagMag*.

2023 elections results There were thirty votes submitted. We have re-elected the following Board members: President, Paul

Petach; Vice President-Technical, Brian Case; Vice President-Activities, Kent Wiken; Treasurer, John Holmes; Secretary, Chris Eseman; Trustee, Douglas Jackson.

Paul's Pub Wow what a start to the new year. Another outstanding club AGM at the LeMay Museum had about 60 members attending the meeting that featured an in-depth presentation on what it would take to build up an older neglected car and make it what you wanted. From a daily driver all the way up to a concours representative. NOTE: Best if you bring time and money.

For the next event we went to Arnies restaurant in Edmonds and had a wonderful late lunch on the second floor, overlooking the bay and watched the Edmonds ferry while it shuttled cars and people back-and-forth. It was a sunshiny, gorgeous day (*continued*).

We ended the month with a stunning viewing of a collection of cars tucked away in a rather nondescript building, kind of like the crown jewels placed in a gray steel safe. When the doors opened it was a staggeringly beautiful showing. A great place to be able to safely keep your cars with room to clean, or polish them, or just sit and have a cup of coffee and look at them. If this opportunity to see these cars is offered again, I would strongly recommend every club member taking the time to see all of these gorgeous vehicles.

Next month, Kent and Brian, our outstanding Activities and Technical VP's will be continuing the fun with a Valentine's drive starting at See's chocolates and ending with an early dinner at Salty's. It looks to be glorious fun. We may even get to put the top down.

RW Auto Classics will be having a get together to go over their plans for a complex that will have at least an exhibition field and a racetrack in the near future. We may be able to get them to include an autocross and slalom area also. Let's hope so.

Finally, the month will end with a presentation by a member and Hagerty's analyst and a grand dinner at Angelo's in Burien. Good food, Great people. What more could you ask for.—*President Paul*

Doug Jackson sent these reminders of January 2023. His XK8 (*below*) in white over British Racing Green.



Glen Read says, “My grand daughter Nora (*right on F-Type*), getting ready for a Grand Prix start at the Read Raceway”



More information about our club's birthdate Bob Alness reports, "I found the following information in a 2011 membership roster. The drivers club was started in 1959 and the first president was Rod Manning, followed by Roger Swift in 1960 and 1961, Herb deBruyn in 1962 and 1963, Adrian Brennan in 1964 and 1965, Glen Walden in 1966 and 1967, and Bill Young in 1968 and 1969. The XK Jaguar Restoration Club was formed in 1973 and the first president was Florence Shepherd and vice president Terry McMichael. Then they combined the two organization in 1989 with president Carita Boswell and vice president Roger Himka."

Long-time member Steve Averill says, "I believe the club was started in 1958 and became "official" in 1959 as Bob indicated.

I enclosed a photo (*right*) of a plaque that I used to have from the original Jaguar Driver's Club. While it isn't easy to read, the little hanging plate underneath the main 1958 plate it says "1959 SCCA Races / Shelton / Pit Marshals (sic)."



WHO'S NEW?



Harjeet Dhillon owns an XK8. He says, “I grew up in the UK and as a kid, I was always intrigued by Jags, especially as they were portrayed as cool and edgy in British culture. Later on I came to appreciate Jaguars for their design and racing history. The XK8, I remember it was featured in the movie *Memento* and thought it looked very cool and then I sort of forgot about it, and was more into motorcycling than cars for many years, but I sort of re-discovered it about 3 years ago or so, and became very interested in owning one.”

He also owns a 2007 Toyota 4Runner V8 4WD, 1966 Ford Mustang 289 Coupe, adding, “I was a rotary nut. I've owned 3 first gen RX7s. They're very unique and fun cars. I still have a soft spot for them. Not a car, but probably my most beloved machine from my past though would have to be a 2006 Suzuki Hayabusa. What an incredible rocketship of a motorcycle.”

Harjeet learned about the Seattle Jaguar Club from an XK8 Craigslist seller who recommended joining the club, which Harjeet did eventually. Harjeet joined because, “I would really like to learn to be able to do simple maintenance and repairs on my car.”

He lives in Marysville. Robin Jones is his partner's name. He has “two daughters, aged 17 and 20. The older one is about to move to the UK.”

Dale Rene in his own words

“I have owned several Jaguars but at the time they were all newer and easily serviced. I recently bought a 1999 XK8 convertible (*right*) and found out that there are limited shops that can work on my car due to its age. My car is in great shape and I want to keep it that way...only 67,000 miles...it became a Covid relief/escape out of the house!

I found a gentleman named John Kelly ("Jag John") who has done some work for me and I trust. I discovered he belongs with this group and I thought I would sign up.

Mostly, I thought it would be nice to belong with other Jaguar enthusiasts who gather and also to find out needs for my car as well. I hope to attend some of the events when I can.”

Richard Malmgren joined our Jaguar club for info exchange. I am a Tacoma person, Wilson High School, 1965. My first and only Jag was in 1966, an XK120, 1952 model drophead. Recently purchased this 1952 fixed head coupe off Craigslist month's four ago. Needs restoring. Have questions about car. Joined club to get and give any info I can. Other cars: 1940 Ford coupe, 1938 MGTA, 1986 Rolls Royce. Looking forward to your new publication.”

Richard attended the January 2023 AGM to see Mark Jones' XK120 restoration presentation. He lives near Lake Quinault at Neilton.





Welcome Scott Holden (How did you become interested in Jaguars in general and your XJ6L? Do you have, or have you had, other interesting cars before your current cars Ford trucks and Altima?) My first experience with a Jaguar was driving a 1967 XKE from Seattle to Sacramento as a 19 year old. Fell in love instantly. The XJ6, I fell in love with seeing them around town growing up in Olympia, such a classy car and always reeked of class and being a gentleman. I found this one at a good price and we both decided it was time to pull the trigger w/o destroying our retirement savings like an XKE would.... As far as other cars, we have owned highly modified Mustangs and Porsches over the years.

I am in the process of restoring Brenda's (Comer, his partner/member) first vehicle - a 1964 Ford F100 3/4 ton pickup truck. She and her father built and customized it when she was in high school and for our 25th Anniversary I thought it deserted to be back on the road. There is about another 1-2 years of work to be done but it is a learning experience all the way and a great way to remember her dad who is helping out.

(Continued)

(Other interests and passions?) I am an avid DIYer and working on cars, metal work/fabrication plus electronics projects keep me honest in my spare time. I am also a rabid music lover. Brenda was a wood worker by trade and we have a nice shop on our property to keep her out of trouble! She also is a lifetime equestrian and she has her horse Penny here on the property as well.

(Are you and Brenda locals or did you move here?) My family moved to Olympia from Oakland when I was 7 and I spent my school year there before living in the Bay area, NYC, Los Angeles and Nashville when I was working in the music business. I returned to Seattle in the early 1990s where we have remained since. Brenda grew up in Snohomish, her entire life. I suppose this means we are 99% "locals" lol.

(Kids? Careers/Schools?) No children of our own, we are proud to be "the best" Aunt and Uncle in the world! I have worked in tech the last 16 years and currently and I am currently working as an Audio and Transducer Researcher for a large company in Redmond. Brenda grew up in the trades and is a housewife now.

(You learned about the Seattle Jaguar Club at the Arlington car show... SkyFest?... What led you to join?) The extreme friendliness of all members was amazing, we felt welcome from the first second. Seeing, hearing about and learning about the cars and their owners is fascinating. The monthly events will be something we look forward to greatly.

(What can the club do for you? Is there anything you might want to do with or for the club?) Hmm... Let me think about this but so far being able to connect with others and their knowledge has been huge so far. These cars are amazing but... a bit specialist and the tribal knowledge of the group will be invaluable for us to keep the XJ6L on the road problem free and a continued source of enjoyment.

We are very much looking forward to meeting y'all again and the other members of the club at the upcoming events!

Dwayne Chapman in his own words “The first car I drove was my dad’s 1987 Series 3 XJ6. It broke every other weekend, but it worked; it was a blast to ride in.

He replaced the Series 3 with a 1998 XJ8L. I joined the Navy and purchased a 2004 XJR which I had for five years, then traded for a 2011 XJ Supercharged, which I had for seven years, and two cross country moves. I purchased a (red) 2003 Super V8 as a project to work on during Covid that’s in storage in Maryland. Got the 2020 F Pace SVR (right) as a birthday/Christmas present this past year. (Other Jags below)



[Other interests?] Anything car related and tennis.

[Dwayne lives in Port Orchard and is...] Originally from Maryland. Got stationed out here in 2010-2017. Then went to DC for shore duty then back out here. Been in the Navy for 13 years. No kids, no schools.

[Dwayne discovered the club at the LeMay AGM and joined that day, didn’t know about the club before] I did not. Great people and cars. [He wants to...] Share in great experiences.”

In addition to the photos of his Jaguars, he posted pictures of member cars on the LeMay plaza on the Seattle Jaguar Club Facebook page.



Hal Matthews in his own words “I am a longtime admirer of Jaguars, but only purchased my first one a little over a year ago. She is a 2015 XK convertible (right). I bought her because it is my favorite design vintage, last year of production for the model and I got her with low miles. She feels brand new! I’ve not been a car club member before but thought it might be enjoyable to meet other Jag fans.” Hal lives in Seattle and also has a Mercedes S.



THE REWARDS OF CONCOURS JUDGING

By JCNA Northwest Region Directors Carole Borgens and Kurt Jacobson

What is a concours judge? Those of us immersed in the world of concours get so far into the weeds of rules, scoring and procedures, we forget to tell members how enjoyable a concours is supposed to be. It was originally a European competition for the wealthy that showcased elegance and fashion, often involving rare and beautiful cars. In North America it became mostly about cars. And within the world of JCNA clubs it became about Jaguars. And elegance and fashion are a given with Jaguars.

A concours judge takes 15 minutes to look at each car and applies scores to specific aspects that detract from “perfect” preparation and originality. A judge will evaluate a handful of cars during the concours judging period. The scoresheets tell the judges what and how to apply a score, such as visible rock chips or dirt, or a sculpted Leaper hood ornament on the bonnet of an F-Type.

The chief judge explains the process earlier in the year, administers an open-book test, usually as a group via teleconferencing, or in person, and certifies the judges. First-timers are guided by experienced judges. And with one exception, each Jaguar is judged by a team of three who rely on each other for advice. *(Continued)*

Judges generally have one concours a year. Often the judges volunteer to go to another club's concours to judge and to enjoy the host club's event. All five of the JCNA's Northwest Region clubs concours are different but the judging is all the same. By the way, the concours is generally shortened from "concours d'elegance," and the plural of "concours" is "concours." Easy.

Judging is rewarding.

You get to examine beautiful and interesting Jaguars up close.

You will learn how to discern where you can expend a little effort to make your car even more beautiful and presentable.

It's fun to work as a team.

You will have the satisfaction of moving from a concours spectator to a valued participant.

You will learn interesting details about stripes, bonnet Leapers, two-tone horns and maybe how to make a faulty backup light work in less than 15 minutes.

It gives you something valuable to do during the concours.

People who would like to judge are often shy about asking but enjoy it when asked. Judging is fun and rewarding. Most judges continue for years. As the 2023 concours season approaches and you are even slightly interested in the process, ask Chief Judge Zane Ware (206.850.5996, jagsforus@aol.com) for more information. He will be delighted to explain the position and happy that you saved him the effort to call you.

If you are already a judge, help other members discover judging and ask them to join you. Organizational development researchers and our own chief judges know that people may not volunteer on their own but are flattered and happy to be asked. Some might agree right away. But most will ask questions, say they will consider it or maybe volunteer in the future. You will rarely get a "no." Follow up and volunteer to help them through the process. Not only will it expand the pool of judges, but it will also enhance the camaraderie that club members enjoy.

(Continued)

And consider becoming a chief judge. Even if the chief judge is doing a great job and enjoys it, at least ask them if you can help. Being a chief judge isn't rocket surgery or brain science (or is it the other way around?), but there are many steps and tasks that can be delegated.

Concours is our most engaging, fun and visible Jaguar club event. JCNA Northwest Region Directors Carole Borgens (caroleborgens@shaw.ca / 604.514.8414) and Kurt Jacobson (KurtGJacobson@gmail.com / 253.229.6905) welcome your thoughts, and your willingness to volunteer to make concours even better and easier. Carole, Kurt, and the chief judges will cover this subject in upcoming columns.



"Hello, is this Sir William Lyons?"



AN OLD CAR AND A NEW MEMBER

The 2023
Annual Meeting

*Pictures by Dwayne Chapman, Kurt Miyatake, Ray Papineau,
Kurt Jacobson, Sharon Case, and Roy Pringle. Story by Kurt Jacobson.*

Above: LeMay's Jake Wilk videos Seattle Jag Club member and BritSport of Seattle owner and professional restorer Mark Jones as he explains to the XK120's owner what to consider if he chooses to restore the car.



LeMay—America's Car Museum was host for the January 14, 2023 Seattle Jaguar Club's Annual General Meeting After our members lined up their Jaguars under blue skies on the plaza at the entry to the museum, (*above*) they descended to the lowest level where (*below*) Cathy & Tim



Ware's unrestored XK120 1953 fixed head coupe sat under the spotlights in the private Club Auto room. Tim purchased and drove the car in the 1970s and is trying to decide whether to restore it.



Just outside the room sat Art Foley's restored blue 1952 fixed head coupe. It was a perfect bookend to the restoration process that was the subject of the special program. Technical VP Brian Case arranged for BritSport of Seattle owner and club member to review the Ware's car and explain to the audience the considerations that go into a restoration.

LeMay's Jake Wilk videoed the event for those who could not attend or had trouble hearing Mark. The link to the video is at the end of this story. And a complete transcript of Mark's presentation is appended on the last 16 pages of this issue. Also, several club leaders gave updates about their areas of responsibility.



(Above) Fifty-eight people signed up for Mark's presentation, box lunch, museum access and club business meeting. Many have joined within the

year. \$115 was contributed to Northwest Harvest thanks to a raffle. Bill Holmes (left with his mother Cathy) won a year's membership to LeMay and President Paul Petach won a ride in Ray Papineau's XKSS replica.



Activities VP Kent Wiken (green shirt, right) brought his collection of Jaguar slot cars to run on LeMay's track (right, with from left, Cheryl Jacobson, Tom Bohn, Kent, Trish & John Blackburn).



Before we return to Mark's presentation, let's take care of business Our club bylaws require an annual meeting. *(Right)* Paul Petach's overview covered the excellent health of our club. He introduced Treasurer John Holmes *(right, 2nd from top)* who explained that we are financially solvent and finished 2022 with a slight surplus on a cash accounting basis. If you want to see the club's financial statements contact Holmes or Petach. John explained that he wants a new treasurer to take his position after 13 years of service. He says the job isn't hard and does not require accounting knowledge, so please volunteer.



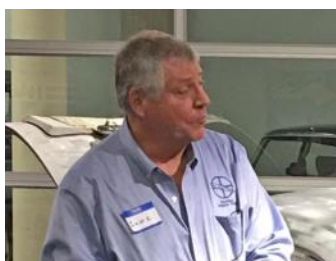
VP Technical Brian Case *(left)* is filling out the club calendar with events. He will become one of the two Jaguar Clubs of North America regional directors in mid March.



Membership Chair Bob Book *(right in blue shirt with Ron Smith)* reported that we will probably

be pushing 170-180 members in 2023.

VP Activities Kent Wiken *(right)* talked about upcoming events and invited us to try our hand racing his Jaguar slot cars after the meeting.



Concours Chief Judge Zane Ware *(left)* reported on that cornerstone club activity and invited people to have fun becoming a judge.

Past President & *JagMag* Editor Kurt Jacobson invited more submissions of photos, news or stories and said that he has joined with his co Regional Director Carole Borgens to support concours judge recruitment and interclub judging participation.



It was a big crowd, including: Bud Anderson, Trish (left) & John Blackburn, Tom Bohn (below left in white), Bob Book, Bill Buegel, Sharon & Brian Case, Katie & Craig Cootsona (left, 3rd down), Harold Demarest, Cali & Frank Emmons, Arlayne & Chris Eseman, Art Foley, Inger & Ulf Goranson, Bill Holmes, Cathy & John Holmes, Patty McKerney & Kurt Hrubant, Mike Hunsley, Carol & Doug Jackson, Cheryl & Kurt Jacobson, Mark Jones, Terry Mathisen, Kurt Miyatake, Linda Roberts & Ray Papineau, Sue Kingston & Paul Petach, Roy Pringle, guest Jeffry Simmons, Ron Smith, C J & Leo Taflin (bottom left wearing red), Vickie Kollmar & Zane Ware, Michael Watts (top left), Kathy & Tim Weber and his guests and XK120 transporters Rocky & Tyler Nutt, Lisa & Kent Wiken, Jon Voigt, and some of our and newer members: Doug Bardin, Richard Malmgren (left), Jay Glenn, Erik Schumy. Jaguar owner Dwayne Chapman was just visiting LeMay, saw all the Jaguars, talked with our club members, and joined us that evening! He even took some of the pictures used in this article and posted them on our Facebook page (right). See all 11 of his pictures here. Right click on <https://tinyurl.com/fkza4wwr> to open the hyperlink. (Below right, thank you gifts from Paul to volunteers).





Top row: Sharon Case & Paul Petach conduct drawing; Art Foley's XK120 created a symphony of shapes & reflected lines. Middle row: One of Metallica drummer James Hetfield's Rick Dore customs at LeMay; How the museum moves cars. Bottom: Kent Wiken's XK120 & D-Type slot cars; Art's XK120 framed outside our meeting room.



Kurt Miyatake captures the beauty in what is.

Seattle restorer Mark Jones explained what would be involved in restoring the Ware's coupe Mark has worked on or restored many of our members' cars, held tech sessions for us via teleconference and at his



shop. He owns BritSport of Seattle in the Interbay area southwest of the Ballard Bridge at 4214 24th Ave W, Seattle, WA 98199, southwest of the Ballard Bridge.

Mark went into detail about 120s, their restoration in particular, and restoration in general. A few key points:

- When disassembling the car, clean, bag, tag and photograph every step, every item, and every square inch of the car. Do the same with video if you can.
- Restore the car for emotional reasons (an oxymoronic phrase), not financial. Don't expect to receive more than 60% back on your invested capital investment. XK120 values probably won't see much of a rise or decline and will float with the collector car market.
- Don't expect to restore the car to a "driver" level. Expected savings and shortcuts won't work.
- XK120s are durable cars.
- Retrofitting a five-speed makes sense, but disc brakes and power-assisted steering probably don't make sense.

Because Mark's presentation was detailed and lengthy and it was hard for some to hear all that Mark had to say, you can watch it by clicking on it on our website (*Right click to open*). <https://www.seattlejagclub.org/photogallery>

The screenshot shows the Seattle Jaguar Club website. At the top left is the club's logo, a stylized 'S' with a Jaguar leaping cat. To the right of the logo is the text 'Seattle Jaguar Club'. Further right are social media icons for Facebook, Instagram, and a 'Log In' button. Below the header is a navigation menu with links for HOME, MAGAZINE, EVENTS, MEMBERSHIP, RESOURCES, GALLERY (highlighted in red), LINKS, and ABOUT US. The main content area features a video player showing Mark Jones working on a white Jaguar XK120. To the right of the video player is a caption: 'Watch a video of the featured program at the AGM. This is Mark Jones, of BritSport, doing a walk-through of the restoration of a 1953 XK120. This vehicle has belonged to club members Tim & Kathy Weber for 55 years.'

AS IF FABULOUS JAGUARS WEREN'T ENOUGH

*Picture contributors: Paul Petach, Sharon Case,
Kurt Miyatake, Kurt Jacobson, and Roy Pringle. Story: Kurt Jacobson*



*Hosts Susan
& Jim Lunz*

Seattle Jaguar Club member Jim Lunz has Jaguars any of us would covet, from his replicated C-Type to his elegantly styled XJ6-C. They book end his top-shelf collection of XK120s and 140s. Most of us would be delighted with just one of those. And we would be ecstatic to have a 2005-2006 Ford GT, one of Jim's being a rare GTX1 open version. Jim has two additional closed versions. And we would rule cars 'n coffee and the track with a 2016 or newer model. Jim has three of the earlier and two of the later GTs, one the MkII version directly from the GT's actual builder, Multimatic (*left*). Plus a handful of modern Mustang competition and track missiles, one of which he fired up to shake some dust out of the rafters.





We are blessed to have members who offer unique experiences that most other car clubs can't. Thanks to Jim and Susan Lunz who hosted a sell-out crowd of Seattle Jaguar Club members undisclosed South Seattle Industrial area building, a couple minutes south of the former facility where hosted club events.



Clockwise from top: C-Type recreation, Ford Multimatic GT MKII , GTX1 & Mustang, XK120, Ford GT Series II)



VP Technical Brian Case arranged the January 28th tech session and Sharon Case kept track of those planning to attend or who dropped out to make room for those on the waiting list. Also attending were Jay Glenn, Erik Schumy, Art Foley, Roy Pringle, Kurt Miyatake, Kurt Jacobson, Trish & John Blackburn, Tanya & Bob Book, Linda Roberts & Ray Papineau, Bob Alness, Bill Holmes, Mike Hunsley, Mark Jones, Andy Lyle and guest Tom Jahnke, Ken MacKenzie, Jim Sanders, Brad Vancouver, John Voigt and Stan Galyean (*below left with nine-month-old Vizsla, Chloe with her favorite truck, but maybe soon a 1989 Jaguar XJ 12 Vanden Plas. Top & middle left Lunz talks about his C-Type. Bottom right, JCNA trophies.*)



THE EDMONDS
ROVING LUNCH:
A BEAUTIFUL DAY



The early 1970s band “It’s a Beautiful Day” was swirling in the JagMag editor’s headphones, thus this story’s headline. Skies were sunny enough and the air was still chill the afternoon of January 22nd. Eighteen Seattle Jaguar Club members gathered on the Edmonds waterfront at Arnie’s Restaurant to enjoy our monthly Roving Dinner (lunch in this case).



We were given a corner room with a view of the marina and the single Edmonds-Kingston Ferry. The other was out of commission after colliding with a log, foiling the plans of Cathy & Gary Harris, Ann & Bob Alness, and Cheryl Jacobson who wanted to add a walk-on sea cruise to their day.



Previous page: Jay Glenn in foreground as Cathy Harris and Lisa Wiken toast the welcome sunny January day. Above: Brian & Sharon Case. Inset from left: Ann & Bob Alness, Paul Petach and Margaret Ames in the foreground. Pictures by Sharon Case. Story & pictures by Kurt Jacobson

the foreground. Pictures by Sharon Case. Story & pictures by Kurt Jacobson



*We quickly became our own chat room
as conversations flowed*

Organizers Sharon & Brian Case arrived later, slowed by I-405. Jay Glenn, Nick Kappes, Paul Petach, Erik Schumy, Margaret Ames & Tom Hilton, Wendy & Craig Duckering and Lisa & Kent Wiken were the rest of the group. We quickly became our own chat room as conversations flowed, which reflects one of the strengths of the Seattle Jaguar Club.

President Paul told the group that Jaguar Clubs of North America wants to know why our club is successful. New member Jay Glenn told us one reason: how much he appreciated how other members immediately welcomed him into the club after he contacted us when he acquired his XJS.

And Arnie's welcomed us with fresh fruit and dip and mimosas. The service and food were excellent. It was a beautiful day.



2023 VOLUNTEER LEADERSHIP



Seattle Jaguar Club

PO Box 82986
Kenmore WA 98028
info@seattlejagclub.org



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The Jaguar Club of Seattle and the surrounding area welcomes enthusiasts with new and old Jaguar cars, in the market, or just fans; Jaguar ownership is not necessary, just a passion for these beautiful cars. Our events appeal to a range of fans and include activities like Jags and coffee, drives, shows, and technical sessions.

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Join or renew at SeattleJagClub.org.

Our events appeal to a range of fans and include activities like Jags and coffee, drives, shows and technical sessions



Seattle Jaguar Club

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Renewing

APPLICANT(S) INFORMATION

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City:

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Birthday (MM/Day):

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Ok to receive texts? Yes No

Past/present occupation:

Partner member last name:

Partner member first name:

Current address:

City:

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Email:

Birthday (MM/Day):

Ok to receive texts? Yes No

Past/present occupation:

JAGUAR #1 INFORMATION – May Send Photo of Car Separately

Model:

Body:

Color:

Year:

Condition of Jaguar: Original Restored Daily driver Restoration in progress Parts

JAGUAR #2 INFORMATION – May Send Photo of Car Separately

(Additional cars may be added on next page)

Model:

Body:

Color:

Year:

Condition of Jaguar: Original Restored Daily driver Restoration in progress Parts

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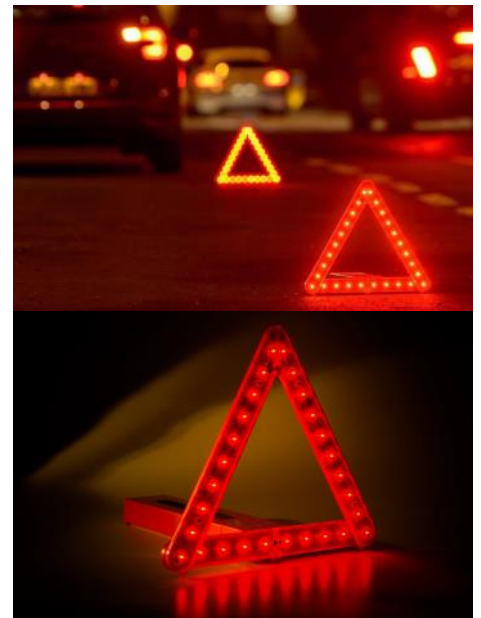
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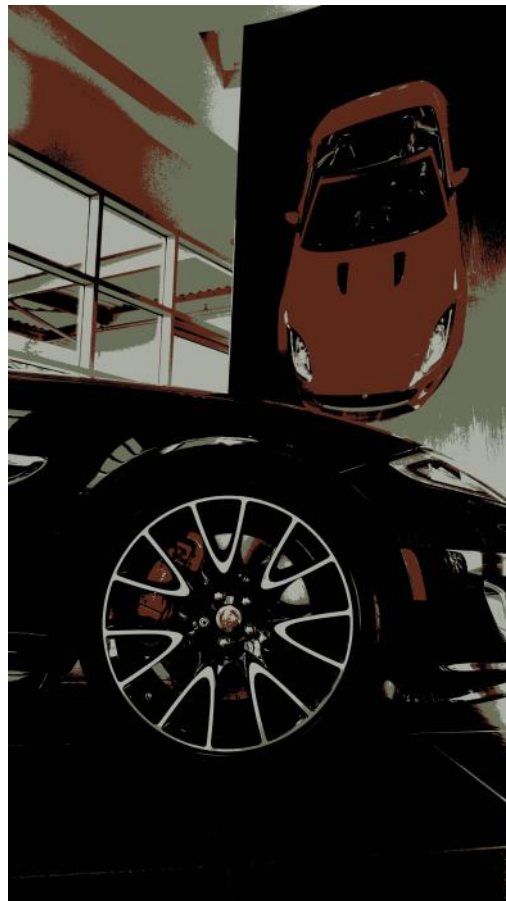
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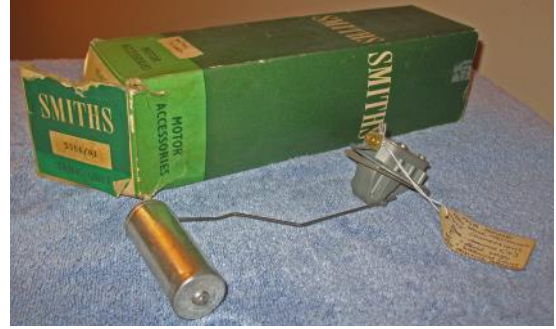
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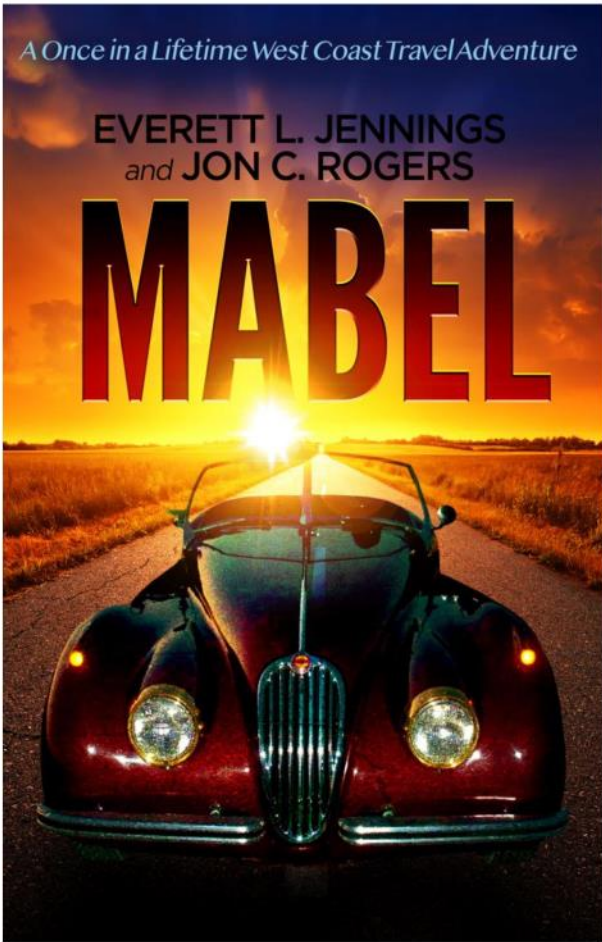
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Mk II 3.4, a Smiths gas tank sender unit, never used, still in original box. Asking \$75. For 1988 XJS, 2 Jaguar brand mufflers and a related exhaust pipe, 2 oil filters and 2 air filters. Asking \$200 for all. More photos available upon request. Could meet you to hand off parts in greater Seattle area. Prefer payment by cash or money order. Jerry Knutsen, 206-719-6928, annjerryk@AOL.com Dec 2022



2000 XK8 for sale Purchased by seller in Florida. Alpine green, oatmeal interior, black hood. Only 48,250 miles. Car is not perfect but very presentable and drives well. Gaskets, timing chain tensioners and some other bushings replaced, with \$2,000 in bills for the work and improvements and nine months of warranty. Registration good until 6 2023. Asking \$12,000 but will discuss offers. The car is in Monroe right off SR 522. Contact Harry McRae, cell 707-419-0911, ca.scot@yahoo.com. Nov 2022





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Appendix:
**At the Seattle Jaguar Club's January 14th, 2023, Annual
General Meeting at LeMay—America's Car Museum,
restorer and Seattle Jaguar Club member Mark Jones
examined Tim Ware's XK120 Fixed Head Coupe.
Following are Mark's comments.**

Most of the questions could not be picked up by Mark's recorder, but the context is still clear. The verbatim comments have been lightly edited for brevity and clarity. All comments were made by Mark unless otherwise noted.

Here we have an XK120 with a build date of August '52, titled as a '53.

First & foremost you have to be doing this for the right reasons. There is no return on invested capital. So, [Tim,] 50 years of ownership suggests you are doing this for the right reasons. Let's get to the real nitty gritty of it of how to go about the restoration. I had the opportunity this morning to go over the car and I have some general labor and parts expenditures I can give you.



[Disassembly & body prep] The first thing I would tell you to do is totally disassemble the car to a body shell. Now on a fixed head, it may or not be necessary to remove the main body from the framework but with a car this old I would suggest removing the body and removing the doors with some reinforcing structure between the A posts and B posts and lift the body off. The car can then be disassembled. Take the rear fenders and the boot lit off and the car is media blasted. Once it is media blasted, it will be evident where the repairs need to be.

I would estimate that metalwork on this car takes between 200 to 300 labor hours to sort everything, the A posts, B posts, shut panels. The front area around the grill area that is rusted out, I would estimate that the body metal would be roughly \$25 to \$35K.

The paintwork, once that work is done, is a long slog process of metal prep, etching primer, high-build primer, curing period, and then a long arduous process of blocking, repairing, repriming, to get it to a state where it's paintable. That process will roughly match the effort of the metalwork, so you are at about 2 to 300 labor hours, so 25 to 35 or so in order to have a perfectly done body tub, you would be in the 50 to 70 [\$] range to put the body right.

The interior wood on a fixed head or drophead is different than a roadster that doesn't have any woodwork. This car's wood doesn't seem to be too bad. There are a couple pieces missing. It can be re-veneered and refinished. But then you have the door top cappings...around the cant rail, interior quarter lights, and there precious few people in the country can do that woodwork. I would estimate 45 to \$6K to refinish all the interior wood.

It looks like this boot lid does not have to come off. A lot of time because of the stressing this is warped and cracked. This doesn't look too bad, but it's got a lot of body filler on it. Until you have it stripped and media blasted, you really don't know. You could probably get by with the lower six inches grafted on.

The chrome door and window surrounds, this is a fixed head, so it has the three-piece windscreen held in with a clamped affair. Luckily all the components are there. These are extremely, extremely hard to find. I know when I put the fixed head together for Rosemarie, she was missing those pieces and we were able to locate them and have them plated and done. As far as the chrome plating goes, it would be gone for maybe six to nine months.

The grille is already done, so that's a head start. Probably 35 to 45 hundred to do all the chrome.

The glass is all original to the car. You can still see the triplex bugs, the etching done at the factory. Even the windscreen has the Triplex in both corners. So, it would be a matter of removing the glass, getting it all cleaned up, and you might be able to get by with some polishing to get rid of the wiper marks. But I think you can reuse all the glass, which is a plus.

The interior in both the fixed head and drop head is a long and arduous affair. The kits that are available from the typical vendors range between 5 and 75 [\$5,000-\$7,500] for the kit. That would be carpets, panels, headliner, and all of that. You can probably anticipate 45 to 75 [\$4,500-\$7,500] on the kit, times 3 to install it because it's a long process. You'd probably have 15 and 20 [thousand dollars] on the interior to put it right.

[Wiring] This car has been rewired at one time. There's nothing resembling a Lucas color code system. This has all been rewired with Schuck's O'Reilly. But the main components are there, the regulator is there, fuse blocks, the eight-way relay, wiper motor. To prevent a fire, by all means, rewire it.

The harness itself and all the ancillary stuff like headlight pigtailed...to get the harness and all that on the property [shop] would be 10 to 12 hundred dollars.

[Gauges] There are only two firms left in the country. [Unintelligible] was flooded during the hurricane, so they are out of business. So the two companies I deal with are West Valley instruments in Rosita, and Mo-Ma in New Mexico. I would estimate the gauges at 16 to 18 hundred dollars to do the entire gauge package.

The mechanicals are fairly straightforward. Depending on the machine shop, everybody takes a long time. There are only a few in the Pacific Northwest. In a good year, I can get an engine turned in 12 months. Most of the time it's 18 months. It takes a long damn time. And the unfortunate thing is that I can't dictate another shop's workflow. I just join it and wait until it's done.

An engine rebuild, I would plan on 10 to 12K for the long block. So that's the main cylinder short block and the cylinder head. The ancillary stuff, starter, generator, that type of stuff, I would tack another 25 hundred on it to do all of that.

This has a Moss box [transmission] in it, which is kind of archaic. But they are virtually bulletproof. Their gears are huge. And unfortunately, their synchromesh, the gear cones are on the separate gears, are machined in. So it does not have serviceable synchros. You cannot pull the box apart and renew the synchros and put it back together again. They are machined onto the gear cones. So, if you have shifting issues on 2nd or 3rd, the only thing that you can do is either find a better gear, or it is rumored that there are people who can anneal it, re-machine it and re-harden the gear.

I took a gear down to Gearworks or something here in Seattle and he put it on a test bench. It had Rockwell hardness over 90 which is hard. He said, "I don't have any tools that will cut through 90 Rockwell." So that's the issue with the Moss box.

If you want to go with a five speed in a 120, those five-speed conversion kits, depending on the vendor, they're 55 [hundred] to 8 thousand bucks. And in a 120 because the five-speed rear extension is longer than the Moss box, you have to notch the crossmember in the frame back about an inch, so you have to cut it out, sidewall it, weld it back in to clear the rear extension. Having a five-speed in it is reversible to go back to the Moss box. But you have a notched frame. Which is not a big deal. You can't even see it and it has nothing to do with structural rigidity.

This particular car's chassis is 679956 which was a late 52 date of manufacture. And the VIN shows it should have engine W 5675-8. The W prefix shows it should be a first generation motor. Later 120s had an "F" Prefix. This engine in the car has a "G" prefix, 7340-8. The 8 is the compression ratio.

This engine is more than likely out of an XK140 MC. So very early in this car's life the engine launched, somebody went to a wrecking yard and said, "I'll take that one there," and paid a hundred-fifty bucks. Now 55 years later we have a 140 motor in a 120.

How does that affect value? In your case if you want to do the car and your daughter is waiting in the wings for it, it doesn't matter. For resale, a 120 with a 140 motor in it normally would be a 10 to 20 percent reduction. But there might be that guy out there that says, "Wow, a 120 with a 140 with a C-Type head!" So, it may or may not affect the value. But that's what you have in the car right now. The rebuilding process doesn't matter. It's all the same rebuilding costs for this as the 140.

To do the chassis, frame, brakes, rear axle, the plumbing and piping it would probably be about 4 to 5. The rear end would cost you short of two K to go through it, set all the backlash, renew bearings and all that. Plus, the powder coating or painting of the frame. Brakes, master, wheel cylinders,

Then we come down to the time involved. You could have this car stripped, ready to be thrown to the four winds in two to three weeks maybe. Going back together is another situation altogether. Once you have everything ready to be put together, you have the body, frame and paint, you got the “lump” in. Even though this is a 120, the frames on these are very, very rigid. On the 120 frame, what they did essentially at the factory was to take the Mark VII frame, took a section out of the middle, welded it back together again, and made the shorter wheelbase on the 120. These frame rails are massive. They’re a box section like this [gestures]. The 120s and 140s are the only cars where you literally can have three out of the four corners supported and one hanging, and the doors will open and close. That’s how ridged these frames are. I seriously doubt this frame has any rust damage. They are just so massive.

So that’s about it. I don’t have a calculator to add it all up again. Yes, it is a big number. But why are doing this? And we all know that we don’t pour money into our cars because we’re looking for the resale. We pour money into them because we love em, we love the smell, the way they sound, we like the look. And it doesn’t really matter what you spend on your cars. With my own car collection, I feel like I’m killing gnats with a sledgehammer. But it makes me happy to have a small group of collector cars that I try to keep as well maintained and put together as I can. And if it makes me happy, then it doesn’t matter what’s coming out of here [wallet]. I am still eating tonight. So, you just have to be doing it all for the right reasons.

So assuming the chassis, body and the seats are done and you have a bare rolling chassis, and on the assembly, with a rebuilt powerplant in it, and it’s time to put it together. We just completed a ‘64 3.8 E-Type coupe and it’s on the assembly. We probably had about 300 hours to put the car together. And that is to wire it, do all the plumbing, finish the interior. And then there’s that last 10% that separates the novice from the experienced hand. It’s one thing to rebuild a car. It’s another thing to make all the systems talk to each other.

So once it’s running and on the road, there’s a five to a thousand-mile process where all the little gremlins that are hiding. And they go [twirls hand]. And then you go, he needs this and he needs that. So after about a thousand or two thousand miles, the car will sing. But it takes a long time.

I love going through the new Highway 99 tunnel in the summertime with my drophead. And you are doing about 50 to 55 miles per hour and you are doing about 2,500 rpms and that beautiful exhaust note is resonating off the tunnel walls. And you just go, “Aaaaahh!” That’s why I do this! You can ride it hard, ride it often, and when it wants something, you’ve got to give it to it.

Anything I can clarify or any questions?

Q: *[Unintelligible] about Moss box 1st 2ⁿ It could be a clutch issue. But if its 1st to 2nd.*

Q: *Are the metalwork and the prep work the same or separate?*

[Bodywork and paint] Two separate things. But combined, I would say the body and metal would be 2 to 300 labor hours and another 2 to 300 to make it shine. So you're talking about 6 to 700 labor hours. For the metalwork, body and paint.

Q: *[Unintelligible] Cost of paint*

The cost of paint, it goes up every time I buy it. The last time I did a compilation of full material cost, was the '55 DB 2/4 I did for Mike [Stone?], a drophead coupe. I kept a tally from the first bottle of metal prep until the final polish. And that was ten years ago. It was forty-five hundred for the materials.

Right now, if somebody comes in and they want to do a color match to a color and I get a half pint of paint to mix up and do a spray out, that pint is 90 bucks. The primers that we shoot, the high-build primers, like K38 or 36, it's about a hundred and twenty bucks a gun load. Astronomical.

I just bought a gallon of Jag racing green for a TR3, and I believe that gallon was 12, 13 hundred bucks. It's like cocaine. Maybe it's like EPA...I don't know what the regs are that the paint companies have to deal with to put that product out.

Q: *Is that water based or solvent? Is water-based cheaper?*

It's solvent based. I haven't shot water based and I don't intend to. Luckily in the state of Washington you can still shoot solvent based paints. If you are in California, you can't

Q: *Do you talk about urethane then, or what [unintelligible]*

[Urethane] I don't know what the water-based system uses. The top coat would be acrylic urethane. With a coat on top of it.

There's a couple ways of painting a car. On these particular cars, I like to use a single stage paint which, in PPG parlance is DCC, which means that it has gloss right out of the can. It does not have to be clear coated. That is good for areas like the engine compartment where you've got all this bracketry, holes and cracks and crevices. If you put the color in a base system, you have to clearcoat everything and even when you are good. with a gun, you get little areas of overspray and mottling, where it doesn't really look good. With a car like this what I like to do is paint the exterior of the car first, have the inside all ready for color, but you paint the exterior first with the interior masked off. And when you're done with the exterior and its cured for a couple three days, you can remove the masking, mask the exterior, and use a single stage paint in the engine compartment, boot lid, all that kind of thing.

(Continued next page)

And then the good thing about that is you have a nice finish on the engine compartment. And the inside cracks and crevices. If you overspray on the outside, it doesn't matter because you are going to color sand and polish anyway. I used to do it the other way around and I would get overspray on the engine compartments that were difficult clean because all the hard brackets for this and... Well do it the other way! I reversed the process and have been happy ever since.

Q: On my 120, the right front fender doesn't match the left.

[Fender mismatch] On this car? Yes, he's lower. It probably took a hard shot here. And that caused it to "Pfft." And then they didn't do anything about it. That could all be addressed in the metal stage.

Q: [Unintelligible] ...140 fender on a 120; the contour of the headlamp is a little different. The doors on here are also wood framed. [unintelligible] have to take the body off and put it back on again.

[Adjusting body/frame/gaps] That's what we do on these cars. After majority of the metal work is done you get your shim pack all figured out from body to frame. Put the body back down with the shim pack that you know, then sort the gaps when it's mounted hard. After its mounted hard, remove it and paint it.

Q: Is the engine in the 120 a good engine if you take care of it?

[XK120 engine durability] They last a long time.

Q: Problems with head gasket leaks?

[Head Gasket Leaks] Not in a 120. I don't think it's an inherent problem like a Triumph Stag where they were blowing them every 100 miles. They are pretty reliable motors.

Q: Background of the car / buy the car / brakes?

Tim Ware: I was a student at Notre Dame and my freshman year I always wanted to get a Jaguar. [Unintelligible] '68...I never had an issue with the brakes...

Q: [Unintelligible] Mark...labor of love. A vehicle like this, getting it back on the road is obviously a labor of love. No sensible person would do this. What do you think might be the difference between getting this back to a daily driver, just a good sensible car you can drive every day if you want, or the next level, the Driven Class at our concours which is an attempt to get people to get their cars out to get a look at them, and then the Championship Class at the top? How much of a cost difference? Is it going to cost the same for all three of them to get to Champion?

(Continued)

There are some cost cutting measures. I field that question over the years a lot of times and I say, “where exactly do you want to cut corners or reduce cost?”

If you cut corners by putting a used component in as opposed to new, or “I don’t want to show the car at Pebble Beach, I don’t need this X paint job,” then I ask myself, “You are asking me to put out a product less than my normal efforts and standards to reduce money?” When I finish a car and it goes out, it’s a rolling business card. If there are some deficiencies or other modifications made in the interest of cost, it reflects on me.

I don’t think there’s a significant amount of difference between Championship and Driven. That difference is top radiator hoses cloth, Cheney clamps over Jubilee, woven harness over PVC. I don’t know that there’s an appreciable difference in the big scheme of things. I don’t take a restoration for a customer that says, “do everything you can do for 45 K,” or something like that, and try to put it over the entire scale of the car. Because when you get into a car like this, you can’t really control costs. It’s like “I want kitchen cabinets in turn-of-the-century Queen Anne, and the guy says, “Yah, we can put cabinets in there. And we pull the cabinets out and there’s no wall to hook ’em to. What do you do? If there are no floor mounts, you have to fix the floor mounts. So it’s a very complicated issue. I can’t see a definitive choice to set out doing a restoration based on only a drive. It’s just a hard question to answer.

Q: it behooves the person wanting a restoration to go over with you just like this, what do you plan to do with it, how long do you want to take this to get done?

The period of time? You can’t really control that. You are dependent on contractors and other subs to do the work. I don’t have an inhouse machine shop, I no longer have an inhouse upholstery shop (they tend to inhale too much glue and they go “Pheeww.” I sub a lot of that work out.

Q: [Unintelligible]. What’s the hourly rate?

[Hourly rate] Long term restorations, it depend on what we are doing and how long we’re doing it. It’s one to 110 [\$]. . That’s a car that’s in there for two to three years. And I lower that because it’s more productive for my shop to do restoration work than service work. Service work, the rate is higher than that. But long-term restorations are where my employees can come into the shop in the mornings and stay productive all day on that particular day. They are not going “the brakes are done on this car, what’s tomorrow? What am I going to do for the next four hours?” Instead of jumping around and juggling balls and that sort of thing, because the rate is for the more productive, predictable work for us.

(Continued)

Q: Talk about what can be done by the owners.

[Work done by owners] There is a happy medium. What we get in the shop sometimes is what I refer to as “box cars.” That’s because the owner took it apart, did a few things, and put everything in boxes, zip locks, coffee cans, foot lockers and on pallets. And they go into sensory overload and don’t know how to proceed. When that happens, and we inherit a job like that with mismatched bags, what is this, where does this bolt go, the assemblies are apart and the components are separated apart from that subassembly...it takes a lot of home work, needless labor hours to do that.

And that’s another thing that I run into, if you want to undertake a project like that in your home garage, leave nothing to memory because you’re not going to remember squat. Walk around the car before you turn one single screw. Take photos of every conceivable aspect of the car, notes, bag and tag the components, clean ‘em before you put them into storage. Even when you do that and you are in the reassembly mode, you’re going to have every camera angle except the one you are looking for.

Video would work. Everybody’s got a smart phone. Every square inch of the car, go over it, put it somewhere where it’s immediately accessible and you can refer to that.

Talking about the owners reminded me of this retired Boeing engineer, he had a BJ8 [Austin Healey], he bought it in the 70s in El Paso Texas. He was doing a home restoration and brought the car in, I did the full body and paint on it, Healey Ice Blue Metallic, the car went back to Brian’s house. Twenty-three years later he called and told me, “I haven’t turned a screw, can you put my car together?”

So here comes this body shell on a rolling chassis and boxes of crap. I go, “Uhh... okaaaay” and I finally gave him the car back. It had been off the road for 40 years. It’s just a long, arduous process. You prepare yourself for it and do some documentation and down the road it will be a good resource to avail yourself of.

Q: Is it a good idea to put in a five speed? Choices?

[Five-speeds] I think it’s a pretty good idea. The mods that need to be done are entirely reversible. And you’re not really going to affect the value of the car per se. I bought my 120 roadster in like ’99 or 2000. And I am just now in the process of restoring the car after 20+ years of ownership. And I am going to it back in its race prep guise it was in in the late ‘50s and ‘60s because it was raced all over the Pacific Northwest. So, I am not looking for just any shiny XK140 [sic], I want to put it back to the twin wind-screens, sans bumpers, put the stickers on it that I replicated when I bought it. From Pac Raceways, a Cascade Sports Car Club Team Burien. I am going to put it all back, and I am really considering a five-speed, because what I intend to use that car for is like the California Mille, the Colorado Grand, stuff like that. Good events. I wouldn’t hesitate putting a five-speed in it. I have the original box that I can rebuild. And if somebody wants to buy my car after I get hit by a Metro bus, and I can go, well, it’s got a five-speed in it, but here’s the box.

A company in Tennessee called the Driven Man. And I think they have T-5s. I don't know what SNG or Welsh or Moss Motors is selling, but they are either Borg Warner five-speeds, or Tremecs. It's a non-invasive install. It has an adaptor plate on the back engine plate that allows that to bolt in. The difference in the five-speed over a Moss box, the splines on a five-speed are fine splined, where you can use a ten-inch Jag clutch. In other words a pressure plate and release bearing but you have to have a Ford disc. It has a peculiar disc, so you can't put another Jag clutch kit in it with a five-speed.

Q: *[Unintelligible] Another option, a converted bell housing and buy your own five-speed.*

Q: *[Unintelligible] Thoughts on different brakes.*

[Disc brake conversion] I don't know if I would ever do that to any of my cars. When we did the brakes on my 120 drophead, it has a tandem master, drums all around, and I never have the feeling when I in traffic or driving on a tour or whatever, "damn, I wish I had better brakes." The brakes are fine if you drive a 120 you aren't going to be tail-gating a Mazda Miata at 75 mph. You're just going to have that respectful distance. Let everybody else argue over lane choice. Stay back, stay safe. I don't think I would ever do that to my car or a car that I own.

Q: *[Unintelligible] XKS Unlimited, Jason Len said, \$185 (thousand), but it won't be a show car.*

[Return on resto dollars] That's probably pretty close. If somebody specifically asks me, like return on invested capital, I'd say you're going to get 60 cents back for every restoration dollar you spend.

Q: *[Unintelligible] Difference between restoring inexpensive vs. expensive car.*

[Expensive vs. inexpensive car resto costs] I've talked to people ad nauseum about that. If you have a Triumph TR6, a VW Beetle or a short wheelbase Ferrari, the process of body and paint is no different. It's not like Volkswagen metal is cheaper than Ferrari metal. If you want it flat and the gapping right, if you want that perfect showroom gloss, it doesn't matter.

I've seen Maaco jobs on these collector cars and I knew the car before it went there, like a TR3 with big gaping rust holes, the fender hardly hanging on, and I see it a few months later and it's all shiny yellow. Who did that? "Oh, Maaco." They only charged me twenty-eight hundred. Ok, any magnet would fall on the floor. The process, it's the same.

(Continued)

Q: [Unintelligible] If somebody has a two to three restoration, do you work out a budget per month or...?

[Payments] I'm always willing to work with people. As far as the billing process is concerned, there are billing cycles. Like the initial disassembly and prep and the car is scattered. Then there might be some lean months and some very heavy months. OK, the long block is done, twelve and half. Send out five or six for the upholstery. Plus any labor on top of it. So it largely comes down to timing. When everything is flowing in, when I've had an open ticket on it with 40 or 60 labor hours, then here comes an engine bill, it might go (spiral up motion). So, it's like this [up and down].

Q: ...I have XK120 roadster to pass on.

[Selling your 120] I would suggest an ad in the Jaguar club newsletter. Or you can share your details and I have a lot of inquiries; I'm looking for this, I want to sell this. Over the years I've put a lot of people together trying to keep the cars here in the Pacific Northwest. I hate these, 'I think I'll put it on Bring-A-Trailer, and it ends up in Rhode Island. So I do everything I can do to keep local cars local.

Q: [Unintelligible] How can you tell which Jaguar model will be a "grand" car when finished, financially?

[Appreciation] If you really want to restore an XJ6, I think you've been in the hallucinogens a little too long. Like a Series III, like an '82-'87 XJ6. I remember when they were 6 to 10 thousand dollars. Now it seems like you can't give 'em away. You can have your choice of XJ6s for twenty-five hundred bucks. To that and sink all that money into an XJ6 is beyond me, but it comes back to that first thing I said, "Why are you doing this?" Were you conceived in the backseat, or was this your grandfather's car? Then by all means. If you have the means, get 'er done. That's negative return on invested capital time times ten. But, I love XJ6s. My wife drove one for 10 years. It was a marvelous, comfortable car to drive until it blew an AC line in downtown Portland in 90-degree weather and a huge plume of steam came out of the car. And because of that the refrigerant I thought I blew something else. Drove all the way back to Seattle in 90 plus weather with all four windows down so I could breathe. I like that car. It was very little trouble, I liked the aroma, I liked the way it sounded, the way it drove.

But it was time to move on. It's all in your heart, what makes you smile. Some people collect bottle caps because it makes you smile. So, if you want to do an XJ6 because you love the car, who am I to say, "Don't do this?" I'm not Charles Schwab. If somebody wants to come in and say, "I want to restore this car," who am I to talk 'em out of it? If I'm asked I can give them some hard estimates. They can do the math in the comfort of their own home with their lovely bride and their checkbook and their savings and decide whether to do it. I will tell you what you need to know and you can make the ultimate decision.

Q: *[Unintelligible]* Cars that are generational that I grew up with. Where are the 120s in that?

[Generational interest in 120s] I don't think these are going to take the precipitous drop that other cars have taken. Like a Morgan. I don't care what kind of Morgan it is, Morgans have flatlined for 40 years. You can buy any Morgan you want for 35,000 bucks. And any year from now they are going to be 35,000 bucks. TR6s are flatlined. TR3s, might have taken a little bump; a real good one might have gotten 35. Twenty years ago, they were nine. But they are not all of a sudden going to become 100,000 thousand dollar cars.

I think a good XK120 is going to hold its value. And I think it's just going to follow the market.

Then there's that other echelon of cars, like the last 250 GT0 went for \$70,000,000 to the owner of WeatherTech. You know Nick Mason, the drummer for Pink Floyd, when they put out *The Dark Side of the Moon*, he had \$100,000 and bought himself a 250 GTO. Now he's sitting on 50-60 million dollars from that \$100,000 investment. These cars are not going to see that. It's kind of an A+ collectable. Your Gullwings, that's money in the bank. Any 300SL, it doesn't matter, you're going to get 10% a year even if there's fiscal worldwide Armageddon going on. I don't see that these cars are going to do that, but they're going to hold their value, maybe with a little downturn,

Q: *[Unintelligible]*

[Laughs] No. We're not related, or we're not having sex. That's the criteria.

Q: *Tim, why are you choosing to restore this [XK120], rather than [your] E-Type?*

[Tim's reply, mostly unintelligible] Just because I've always wanted to... I want to learn something...

[Mark's reply] Plus it's nice to have one of each. You have to have a 120, 140 and 150.

[Tim] The '65 runs. As long as it's driving, that's fine with me.

Q: *[Unintelligible: what owners can do]*

[What is within is] within most people's capabilities, given that they have a toolkit to perform a disassembly of the car, if, and a really strong if, you document everything you are doing. You are methodical about keeping track of stuff. That would be the factor. It might even behoove you to bring in a [points to the session's videographer] this gentleman to film every square inch of this car. I don't care what costs or if it takes you three or four hours. Walk around and film everything.

[Document the car] I spoke briefly about the paint costs on that DB2/4. That car was purchased probably 30 years ago for 3,500 bucks and it was one of 70. It's the same car that Tippi Hedren drove in *The Birds*. Being one of 70, there were two similar cars that we availed ourselves for information. One was in La Jolla. I actually sent an employee down with a camera and video. That⁵⁴ car was for sale at a collector car dealer.

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Just bag and tag and document everything. Take the car apart with the thought in mind that you are not going to be the one putting it back together. You have to give someone else that information. That's the mindset that you have to be in if you dive into a project like this.

Q: How much investigation into unique barn finds? Valuation? Rebuild considerations?

[Research/History] You do everything at your disposal. Like with Jaguars, we all know that you apply for a Jaguar Heritage Trust Certificate. When I bought my 120 drop-head, it was in a garage falling down in North Seattle, sitting there since 1975. The owner told me it was parked because he had a bad fuel pump and that no-good brother-in-law never came over to put a fuel pump in it. I thought, after 35 years you probably quit blaming your brother-in-law. I bought the car, ran a heritage certificate on it, and it showed the original owner was in Mount Vernon, which was great. So, I Googled Mount Vernon White Pages, and his name popped up. I called him and he was still alive. He had the original purchase order from the downtown Jag dealer. He had photos of the car in Mount Vernon when it was new, and his grandmother was standing beside it. Model T pickup parked behind it. "If you can send that stuff to me I will make copies of it and send it back." He said, "No, you own the car, you can have it." So I have all the paperwork.

I thought, 'Wow!' I was able to do the history from January of '53 until I owned it, and there were a couple missing periods in there. But I do everything I can to find history. There is a lot you can do, like Ancestry now, you can do the same thing with automobiles. But that is very important for the car's inherent value, if it has a trackable history from new, as opposed to 'well the first time we saw it was '96 and we don't know what happened to three-owners between '53 and '96. That's attractive to a buyer. I think I own three or four British cars that have complete history from the factory to me. My '74 E-Type is three-owner, my TR3 is three-owner, my '67 E-Type is four-owner, and my Lagonda DB is three-owner. That's an unbreakable chain. In my mind I like that. That's a lot of value of the car that comes to me when you can offer the car to a potential buyer and here's completely unbroken history from when it popped out of the factory to today.

Within the confines of the air fare, he photographed and videoed every conceivable thing we could on the car, given the time restraints. And we found another car in South Africa. We were all going back and forth, because detail we had he was looking for, and detail he had we were looking. So, it was back and forth and back and forth and back and forth. Send me a photo of how this door goes and that sort of thing. And it was just arduous. And I don't even know we got off on that tangent.

Q: [Unintelligible] Audience member got with his car a typed letter signed by William Lyons congratulating the original owner for the purchase.

That's pretty cool. I just finished about a year and a half ago a restoration on my 100M, one of the 640 factory 'M's. Word of mouth, I located a monocoque racing screen. They are extremely rare. It's got AH cast in the aluminum. And I paid a stupid amount of money for it. But it was the only one I have ever seen. And I asked the guy who owned it since the '70s, "Do you have any of the history of this car." He wrote me a letter. Apparently in the late '60s, Donald Healey made a trip to an East Coast Healey dealership, had one of these screens with him and gave it to the owner of the distributor who then had it forever. He never put it on and I ended up with it. So essentially a new old stock racing windscreen from Donald Healey. I love that stuff. Man, I just love it.

Q: To Tim: Your end goals? Some of the work yourself?

Tim: I'd like to drive it. [Unintelligible some of work himself] That was my intention.

Q: [To Tim, unintelligible] You're not going to Championship Division, with daily drivers, improvement in steering and brakes. Make those changes?

Tim: No I was happy with brakes, steering...seating not so much.

Q: [To Mark] Recommendations about steering, brakes?

We talked about brakes already. If you're going to drive the car in anger on occasion, by all means put discs on it. If you're going to use it as a comfortable touring car, I don't see where any changes need to be made.

[Steering] The 120 is like a TR3, if you're not moving, it's hard to steer. But how often do you parallel park a 120? Probably not often. And if the car is at speed, the brakes are adequate and the steering is nimble. So if it isn't broke, why try to fix it.

Q: Retrofit steering wheel?

[Retrofit steering wheel] On my drophead with the door panel being right there with the door handles, I couldn't get my left knee...it was always interfering with the door crank [sic]. That's a 17-inch wheel. Then I came across a new old stock period Nardi built in the '60s that was 16-inch and it was offered with a new old stock turn signal control. And again I paid a stupid amount of money for it. But it really blends into the wood dash and it gives me that extra half inch. And it's totally comfortable and I don't detect any more difficulty steering the car.

Q: *[Statement, unintelligible] Retrofit 16-inch steering wheel feels better on my Mk2, less twitchy at speed.*

[“Foreign car”] One quick story on my 120. I mentioned that the original owner was in Mount Vernon. When I talked to him on the phone and he sent me those photos and documents, he related that at the time he bought it, it was in Seattle, Seattle Car Sales, he was working for a fertilizer plant in Mount Vernon. He bought the car new, drove the car to work, and when he showed up with the car, they fired him for driving a foreign car. And I was thinking, this was in '53, eight years after we were sharing foxholes with the Brits, and they called it a foreign car? I had no question to that, it's what the guy told me. I went, “oh, wow, really!” So, in the '50s, that was a *fer'n* car. “You can't work here. You're not drivin' a Chivy or a Ford.”

Q: *[Unintelligible] Do you do [paint/] collision work or recommend someone?*

[Paint] I'll do that. And when I restore a car like this, when I order the paint, I always try to purchase another quart or two and give it to the car owner. And I'll tape the lid. Put it in your nice dry shoe closet in your house, and every year, flip it. It keeps the pigments all mixed up. And then you have a fighting chance that if you ding a car, and if the paint comes out of the same paint can, it's going to match.

Q: *[Unintelligible] Car leaving Mark's shop he will do it 100%.*

[Mark's quality work] I appreciate that. On an economy restoration, I can't conjure up a process where I can go, “oh, you want the economy...instead of the presidential restoration, rather than the senior senator from Idaho type of thing?” I don't know what that means. And I don't know how to put that to a value and proceed.

Q: *[Unintelligible] How to get period color when tints aren't available or you don't have a body panel to match?*

[Paint matching] If you look for instance in a Moss Motors catalog and you go to a particular type of car, you run down the 'P's and it says, “paint codes,” and you go to page 152 and it's got ICI, Dachser, RM, all that database is gone. Somebody did the research that this was the paint supplier in period and here is the paint code. That doesn't mean squat with PPG, Glasurit, any paint manufacturer. If they do have a match for that old number, it's more than likely enamel or lacquer. But it was never carried over to late acrylic urethanes. What I do a lot is, if there's a panel on the car that has seen no sunshine, like say the backside of the boot lid or whatever that has seen no sunshine or deteriorated, you can put a camera on it and take a series of five photos, plug it into a computer, it takes the values of those fives and mixes 'em up and goes “Pht” and it says this what we think this is what we think it is [code]. It will get you on the block of the neighborhood but not on the front porch. So, we tint to the owner's taste. There are two other alternatives. If you are driving around and you see a 1990 Lexus or a Ford or a F-250, that looks like that pastel blue on an XK120. If that pleases your eye, then you can get a Ford code. But you can't get the Jag code for pastel blue per se. And the second alternative would be to go to a paint supply, pull up a color chip, say you are looking for the blues, pull out the blue book and it's just progressively different values of the blue. And if you have a sample or say an old DuPont paint chip card, you can compare it to that known formula and “OK, that's it.”

Q: If you find a modern color match, you can order an aerosol can and clear coat it for items underneath; easier than mixing up a two-part.

I run into that, getting a paint code for Chris Eseman's E-Type. He told me what it was, I pulled out my little Glasurit book, it was JAG701. He had some work done many years ago and he had the GM number for that paint code. So I called my rep at Wesco, I've got two numbers for you to run, one is JAG701 which is a Glasurit number and the other one is this GM number. They didn't have anything on the Glasurit code, but they did on the GM code. But it's erratic. Sometimes I can call the paint supplier and I can go "JAG742," and they will go, "Yep, how would you like that?" I'll go, "DCC, thank you very much." And other times they go, "It's not there."

So I think to the paint formulations they slowly dropped out of the database. That brings me back to Dachser and the ICI numbers, it doesn't mean anything. Because no one can cross reference that to a late model mix.

Q: [Unintelligible] Tim's model number match, he can match it in the future.

That's true. If I gave you an extra quart or two, that would almost approach half the car for the color. If you have a paint mix if you've got a guy at a paint mixing stall and he has a formula that says we need, 4037.1 grams of strong black, and they go 'oh s**t' and they go, 'ok, we need weak yellow, weak white, and they are looking at the scale. And, "Oop oop," well if that guy went "Oop" a couple times and the next guy is going to go "Oop" a couple times and you are going to have the same can from the same company, same guy, that looks different.

Q: [Unintelligible] Color to match to on the car.

I have that on the property. I haven't done the spray out yet. I am trying to get a three-wheel Morgan into prime...stuff scattered all over there.

Q: [Unintelligible] Structural damage to the frame

[Frame Damage] Yes, we have a 140 fixed head in there right now that was wiped really hard on the left front many years ago. Nobody realized at the time how bad it was. I was able to find a good used left front wing for it. And after we removed the body, the chassis frame was so out of whack, we put the option to the car owner, "do you want us to chase this with lasers and levelers and measurements or just get a new chassis frame?" He ended up buying a brand new 140 chassis frame from SC Spares in the UK, probably made somewhere in Eastern Europe where they are they're paying nine bucks an hour. It looks great. Right now, it's hanging from our ceiling. We'll bring in the old rolling chassis and swap all the components over and then the body and see just how good it is. So, if it's not too bad it can be repaired. If it's beyond repair, there people out there who can provide complete chassis frames.

Q: *[Unintelligible] Bonnet fit to the fenders.*

[Bonnet/fender fit] I don't know, I don't they [came mismatched from the factory]. If you look at old assembly photos of these cars, they started out with the raw bulkhead, and built it from the bulkhead out. There were two guys working on it and the fit and finish of the bonnet to the fenders was probably pretty uniform when they came from the factory. And if I see one with that gapping going on, there's been some monkey business going on. This car in particular with the right wing damage, that will all be sorted in the bare metal stage. You don't paint a car and then go "whfft" [to fix it].

I wanted to say about the fixed head and drophead 120s, door hinges on these cars are the same as they are on a roadster. They are just a single pin affair. The roadster with the alloy door, you could go up to a 120 roadster and pick up the door with two fingers. You have to use two hands to pick up this [fixed head coupe] door. It has the same pivot pin. When they started the assembly out from the bulkhead, if you look at hinge on these [fixed head] it's bolted hard to the skin on the A post...it's bolted on the inside of the A post. So there's no way to get that hinge out as a complete unit on the ground without some major opening up. What I did on my drophead which was very successful, I took a 32nd inch cutoff wheel and carefully cut the hinge, stamped 'em, like right hand upper, right hand lower, then I was able to pull the hinge box out from the inside, renew the pin, with better bronze bushings. Then before I fit the door, I clamped the pin right together again right to that 32nd inch gap, welded all the way around and my door fits just great. But that's a very invasive thing to do. I remember Guy Boswell with his 150 drophead, he's had drooping doors for 30 to 40 years, of course he's slowed down a lot, but he'd say, "We need to do something about those door hinges." I go, "I know, I know!"

Q: *[Unintelligible] Cut the hinge pin or the hinge? [Unintelligible about what audience member did differently.]*

I cut the hinge in half right here. I've also heard of people opening up the bottom by the fender and going up. To me at the time it seemed so easy to slice 'em carefully, label them, then pull them out.

Q: *[Unintelligible] B post and fender area; mechanism for clamping them together is complicated.*

It is. And the replacement B posts they're selling, just a couple sources to get the complete shut face for an XK car, it has the wrong pitch. The pitch is to the rear, not to a closed gap, but to an open gap. So we've had to take those . shut face assemblies, slice 'em and roll 'em out a little bit so that you have a better door gap to the rear.

Q: *[Statement about DIY making the parts on a break.]*

(Continued)

Q: *[Unintelligible] What about disc brakes & electric steering?*

I don't have any experience fitting power assisted steering to an XK car. If somebody did that, I think I'd go, "No, not me, don't ask me to do this!" When you're sitting there watching the movie at night, get the barbell out and...

Q: *[Unintelligible] Rack & pinion conversion*

[Rack & pinion steering conversion] Everything you hear about Ferrari Daytonas, they steer like a truck until they're doing 60, then [easy]. They aren't meant to get groceries or ice cream. They are meant to put the miles away.

Q: *[Unintelligible] Porcelain exhaust manifolds.*

For years I used Prairie Auto Porcelain in Minnesota. [The owner] was either my best friend or my worst enemy. I didn't know which until he answered the phone. And the baggage was so great that I went, no more. So, the last several sets that I sent out went to Cap's Coatings in Fresno. And I've had good luck with them so far.

Q: *[Unintentional] How to keep them from cracking.*

[Porcelain manifold cracking] Nothing you can do. That set in my drophead has been there for seven or eight years. Prairie Auto Porcelain did 'em and they look as good today as they did when he finished them. The set in my '67 E-Type was also done there, after the last thousand mile Sports Car Market tour last year, when we had it down in Bend, Oregon, it was 95 degree weather I noticed there's a little bit of trailing [?] starting on 'em. It's a crap shoot. You might just end up getting 'em recoated every three or four or five years. It's not that bad, they're like five hundred, six hundred to have them both done.

Conversely, if you're not running for a Championship Division, you could send them down to Performance Coating in Auburn and get a matte black finish good for eighteen hundred degrees and never look back. But if you want shiny-ass porcelain, your options are pretty limited. Even SNG Barratt, has just come out with brand new porcelain manifolds but they are always sold with a disclaimer. There's no warranties expressed or implied as to long this is going to last. So it's the nature of the beast when you take a rough piece of cast iron with all of its imperfections by virtue of being cast to begin with. It's porous and you put a shiny coat on and these temperature valuations, it's going to crack and move.

Q: *[Unintelligible]*

That's another thing, you get the engine temp up because of lean mixture. So Cap's will send you a break-in procedure, you know, run it for a minute, shut it down and let it cool. Run it for two minutes, four minutes, eight minutes, sixteen minutes. Even if you run it through that, then cool it with a fan in between heat cycles, you're just prolonging the inevitable. It's going to happen.

[Applause] Thank you. I told you more than I know.