

JagMag

May 2023



Seattle
Jaguar Club
Vol 67 Issue 5
A Day at Ray's
Park Place
Tech Session
Museum of Flight

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/>

MAY 2023

Wed May 3 Different date this month. 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 (*right*). Contact Wendy & Craig Duckering. Optional JCNA Rally, contact Kurt Jacobson. www.seattlejagclub.org/events/spring-thing-2023



Thu May 11 Part 1 via Zoom, car photography tech session. By our member Kurt Miyatake, a graduate of the Art Center College of Design, former professional photographer instructor at Pasadena City College. You must get Zoom invitation by contacting sbcase253@hotmail.com.

Wed May 17 7-9 pm, 2nd Concours Judge Training via Zoom. Sign up through sbcase253@hotmail.com. For information about judging, contact Zane Ware, jags-forus@aol.com.

Sat May 20 All British Field Meet, VanDusen Garden, Vancouver BC. The Car Show is on Saturday and they have the Vancouver ABFM Harrison RUN on Sunday that goes to Harrison Hot Springs. <https://www.westerndriver.com/?p=13734> This is not an official Seattle Jaguar Club event, but many of our members attend. Contact Brian Case.

JUNE 2023

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

Sat Jun 3 11 a.m., tech session at Books4cars, 4850 37th Ave S, Seattle. We are returning to “the place to go” for technical help for working on your car: electrical guides, shop service repair manuals, wiring diagrams, fuel injection manuals, and many other non-technical books. <https://books4cars.com/> Register at <https://www.seattlejagclub.org/calendar> Contact Brian Case.

Sun Jun 4 9:30 am. Roving dinner. Meet McDonalds, North Bend, 735 Mount Si Blvd, North Bend, drive to Roslyn for lunch at The Brick Saloon, then explore the town that’s on the National Register of Historic Places. Contact Brian Case. Details at <https://www.seattlejagclub.org/calendar>.

Sat Jun 10 Show ‘n Shine and Judges Training at Read’s waterfront home in Edmonds (*right*). Register at <https://www.seattlejagclub.org/calendar>. Contact Brian Case



Sat-Sun Jun 23-25 Olympic Loop drive. Jaguar Owners Club of Oregon invited. Details to come. Contact Doug Jackson.

JULY 2023

Sat Jul 1 Jaguar Car Corral, Pacific Northwest SOVREN Historics, Pacific Raceways. TBD. Contact Kent Wiken. Register at <https://www.seattlejagclub.org/calendar>.

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

Sat-Sun Jul 8 with optional overnight stay. Joint drive with Jaguar Owners Club of Oregon. Details to come. Contact Sharon Case.

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



Sat Jul 22 Jul 21-24 the full weekend of events. Jaguars on the Island JCNA-sanctioned concours, Victoria BC (*left*). Contact Brian Case.



Sat Jul 29 Part 1, hands-on car photography tech session by our member Kurt Miyatake, a graduate of the Art Center College of Design, former professional photographer instructor at Pasadena City College. Register at <https://www.seattlejagclub.org/calendar>. Contact sbcase253@hotmail.com

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 (*right*). Register at <https://www.seattlejagclub.org/calendar> Contact Joey Manley.



Sat-Sun Aug 18-20 TBD Cascade Loop Tour (*Left*) with Aston-Martin Owners Club . Details to come. Contact Kent Wiken.

Sat Aug 26 Heritage Classic JCNA-sanctioned concours, Langley BC. <https://jaguarmg.com/index.shtml>



SEPTEMBER 2023

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

Sat Sep 9 Jaguar Owners Club of Oregon JCNA-sanctioned concours at the Portland All British Field Meet, June 8-10. Contact Brian Case.

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



Sat Sep 16 Weather-dependent, British Car Day at Exotics@Redmond Town Center (*left*). Contact Brian Case.

Sat Sep 23 Tech session, Thunderdome in Enumclaw, thunderdomecar-museum.org/. Then to the Blackburns' house. For finger food. Bring your own drinks if you want anything besides water. Contact Brian Case.

Sun Sep 17, Jaguar roving dinner, Contact Brian Case.

OCTOBER 2023

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

Sat Sun Oct 7-8 TBD, possible Wine Country tour. Contact Kent Wiken.

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.

Sat Nov 11 Tech session, Contact Brian Case.

Sun Nov 19 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.

Sun Dec 10 Holiday Party *(right)*. Contact Kent Wiken.



(Left, a hint: The JagMag editor might enjoy finding this Junior Classics under his Christmas Tree. It's available at Park Place LTD. It matches his XK120.)

WHAT'S NEW?

Cover, frequent photography contributor Dwayne Chapman scanning for good Jaguar event shots at the Bothell home of Ray Papineau at the March 25th XJS pre-facelift tech session. That's Dwayne's white F-Pace SVR at the far end of the row. *Photo: Kurt Jacobson*

Paul's Pub April showers seem to be quieting down, at least according to the weather people. Time to take the covers off of the Jaguars, do another polish job, vacuum the dust from the rugs and seats and get ready to get the cars out of the garage.

Brian and Kent have been putting together outstanding travel and destinations. This month we had a meeting hosted by Park Place that I had to miss as I was still too contagious with whatever I got at the AGM, then a joint lunch at Bahama Breeze and an afternoon at the Museum of Flight with the Jaguar Owners Club of Oregon. Good food, great people, glorious presentation at the museum by a very knowledgeable docent.

For May, the Seattle Jaguar Club has its Spring Thing drive and the first sanctioned rally in many years. Come on out and see how you do on a TSD checked route. Also, there is the ABFM at VanDusen Gardens over on the northern side of the border. Always a beautiful local for all brands of British vehicles.

I have been hit hard by a cold/flu/virus bug that I picked up at the JCNA Annual General Meeting down in San Francisco. A sick person without using a mask infected 4 four six of the delegates. So, I will cut this short and plan to see you on the road, top down, in the sunshine, checking out the May flowers. – *Paul Petach, President*

Ray Papineau and Linda Roberts showing us that there is more to life than Jaguars. Ray's period-correct "Daddy's Girl" hotrod in Las Vegas (right).



WHO'S NEW?



Douglass Harroun in his own words “I have owned (or it has owned me) my 1966 E-Type FHC since 1985. I bought it when I lived in Houston. A friend got it at an auction, got tired of it and sold it to me. I may be the third owner. It came from the Midland-Odessa, Texas area that is very dry. Never had any rust. It had aftermarket air conditioning that kind of worked. It has been gradually restored and maintained. Virtually every part rebuilt, replaced, painted, chromed. I just finished doing the transmission last summer. Some parts have a useful life of a few years or miles: alternator, brakes, shocks, exhaust, so done more than once.

My first car was a 1958 MGA coupe in 1967. Later, an Austin-Healey 3000. I was active in that club, really enjoyed autocross racing. Donald Healey came to my house once (*Healy left in photo, Harroun right*).



Il moved to Federal Way in 1992 and joined the Jag club. Went on a few driving events. I thought everyone was old. Now I am that guy, I guess! I am a medical doctor, doing home visits. Partly retired at 72 years old.

I rejoined the club because some local friends who bought Jaguars have joined and it seems like a good time. I recently helped one new member-Jeremy Katz find a 1965 E-Type FHC after search trips to Chicago and Los Angeles.



Nothing I like better than working on them.

Victoria has taken up real-estate sales. She has been an agent buying and selling adult family homes, which is where I have been practicing the past 20 years.

We have a daughter, Alexis, who just completed her PhD in Aerospace at Purdue. She is back here, in Renton, with her fiancé.

Will see you this summer."

—Douglass
V Harroun MD

(Left, Dr. Harroun and his E-Type at Washington's Stonehenge)

THE EASY COME, EASY GO TOY STORE

*Pictures: Roy Pringle, Sharon Case, Ehab Sahawneh & Kurt Jacobson.
Story: Kurt Jacobson*

Imagine a fantastical store owned by a favorite uncle who made it easy-peasy to take home a fabulous new toy and pass your gently used toys on to the next kid. Welcome to that toyland in Bellevue, Park Place LTD. It was the location for our April 15th tech session and a handy place to spend our healthy 2022 tax refunds.

As members arrived, they spread out throughout the 40,000 square feet of showrooms in three buildings, displaying about 150 cars, ranging from a 1934 Ford Model B roadster to a delivery-mileage 2023 Aston Martin Vantage Coupe. Event organizer and VP Technical Brian Case rounded up the strays to hear a welcome and presentation by Vice President Ryan Vanderwel and CEO/Owner Dave Bingham (*above*). They represent Aston Martin, Lotus, Karma, and Superformance and Backdraft Racing replicas.



Park Place offers real toys, the new Junior Car line of miniature vintage 50s and 60s collector cars such as the 300SL, a Lotus grand prix car, Aston Martin, and of course an E-Type and XK120 (*above left & middle*). Costing in the low tens of thousands of dollars, their price concentrates ownership in gated communities in place of golf carts to putt around and impress neighbors. (*The DeSoto, above right, stood out amid the Aston Martins & Porsches.*)

Park Place was founded by Bingham and partner Butch Bockmier in 1987. It now has one of the West Coast's best selections of pre-owned luxury, sports and exotic vehicles and diverse inventory of vintage and collector cars, which we saw. It often sells through major auction houses, such as Mecum and Barrett Jackson. It handles many consignments under a variety of seller-friendly arrangements, according to Consignment Director Chris Lowell (*in light blue shirt below*), who explained the process to mem-





John Campbell brought his historic Regency Red 1968 XJ saloon (*above*). It was the subject of an interesting and lengthy article in the July-August 2018 issue of the JCNA Jaguar Journal, <https://tinyurl.com/u42tjcb6>. John believes his serial # 50003 is the first left-hand drive XJ sold to a customer and probably extant. His father purchased the car in 1973 and John inherited it in 2008. The article quotes John, “Here’s what Dad thought about 50003, from a 1993 article in the *Jaguar Journal*: ‘Two of the new XJs (they weren’t XJ6s yet) were brought to the winter 1968 New York Auto Show. One was sold as experimental to Japan and the other returned to England. This is the third lefthand drive XJ built and the first sold normally.’”



Many of our members were drawn to the flawless black XK140 with tan interior in the showroom window. We discovered that it belong to new member Steve Anderson who was attending his first club event. The black with red interior Mercedes-Benz SLR McLaren convertible near the 140 was also his. Unfortunately the cars were in the showroom temporarily because Steve had a catastrophic flood in his Kirkland home, requiring him and his wife to remove them and to move into a hotel. JagMag Editor Kurt Jacobson also realized that our new member Steve once lived next door to Kurt's parents in Tacoma in the mid 60s. *(Above, Steve Anderson & Kurt Jacobson)*

In addition to those named above, attendees included Scott Johnson, Randy Pickett, Bill and John Holmes, William and Nick Kappes, Walt Chrush, Roy Pringle and his guest Jim Howell, Mike Hunsley, Bob Alness, Ehab Sahawneh, Cali & Frank Emmons, and Sharon Case. After the session, a small group decided that lunch at BJ's in Redmond Towne Center was a good idea.



FREQUENT FLYERS: SEATTLE JAGUAR CLUB AND JAGUAR OWNERS CLUB OF OREGON

*Pictures: Carl Foleen, Kurt Hrubant, Roy Pringle, Sharon Case & Kurt Jacobson.
Story: Kurt Jacobson*



Jaguar Owners Club of Oregon Vice President Carl Foleen (*left with Clara Foleen*) is obviously a fan of aviation because his email address includes "P47-fan." And he organized a visit to Tukwila's Museum of Flight, which displays a P-47 WWII fighter, for his club. He also invited the Seattle Jaguar Club and enlisted the help of our members Sharon Case and VP Activities Kent Wiken.

About three dozen members from both clubs (*below*) converged on Baha-ma Breeze at Westfield Southcenter for lunch, then the short drive to the museum.





*Top: A few of the museum's 127 aircraft.
 Middle: Don't know what the docent was saying
 to create such close attention.
 Bottom: Kurt Hrubant's F-Type and a Lockheed
 L-1049 "Super" G.*





Top: Kurt Hrubant, in short sleeves, shares his experience with planes like these on a carrier flight deck with Kurt & Cheryl Jacobson and Patty McKerney. Middle: Sharon Case wants to fly. A full-motion simulator flight with Kurt Hrubant and seat time in a cockpit display will do for now. Bottom, Sue Kingston & Paul Petach





Two volunteers guided us around the main gallery. Docent Frank Carey (*left*) happens to own a F-Type. Seattle Jaguar Club President Paul Petach gave him cards, emailed a copy of *JagMag* and invited him to join events. Frank is a Viet Nam vet, a US Army helicopter pilot who flew one like the one on display on the main floor.



Members of both Jaguar clubs have been enjoying the increased number of activities and opportunities to get to know additional Jaguar enthusiasts thanks to our frequent, shared experiences. We all look forward to the next one. (*Right above: Jeremy Katz and his E-Type. Below: Erik Schumy's arrival in his XK140 becomes a group photo op.*)





RAY PAPINEAU'S XJS V12 GRADUATE COURSE

*Pictures by Dwayne Chapman, Jim Sanders, Sharon Case & Kurt Jacobson.
Story by Kurt Jacobson*

Professor Ray Papineau covered the XJS mechanicals from crank to console at his March 25th technical session (*above*). It was held at his Bothell home with a large, detached garage and shop. When members arrived, the non-Jaguars were directed to street parking while the Jaguars were clustered roughly by type and vintage on the lawn.

(Continued)



It was a chilly hands-in-pockets morning as we wandered around looking at the Jaguars, Ray's home full of models and automobilia, the 1920s Star cars in his basement, and all the cars, tools and engines in his shop.



Top: The distinctive XJS coupe buttresses on Ray's green car and Greg Holt's gray car. Left above from the left: Sharon Case, Tim Weber, Trish Blackburn, Kent & Lisa Wiken. Right above: Ray labeled his REO and two Star automobiles.

Ray Papineau and Linda Roberts spent months preparing for the event and the effort showed. Can you imagine clearing space in your shop for a couple dozen people to listen to your lecture (*below*)?



In Ray's rental home adjacent to his house, Linda and volunteers Cathy Holmes and Linda's renter Aline from Mexico City readied the lasagna, salad, garlic bread, cookies, eclairs, and beverages for the crowd, many of whom

stayed for hours. Back outside Brian Case, John and Bill Case marshalled the cars into position while others took pictures or chatted.



In addition to those already mentioned, other attendees were Trish & John Blackburn, Sharon Case, Dwayne Chapman, Craig Cootsona, Stanley Galyean, Jay Glenn, Jeral Godfrey, Kurt Jacobson, Greg Holt, Patty McKerney & Kurt Hrubant, Mike Hunsley, Doug Jackson, Danny Lisa, Terry Mathisen, Paul Petach, Randy Pickett, Debbie & Glen Read, Carol & Jim Sanders, Erik Schumy, Tim Weber, Lisa & Kent Wiken, Margaret Ames & Tom Hilton, Roy Pringle, and John Wiley.



Ray's next door neighbor Yong Xia, his son Wenlong Xia with his girlfriend Amelia joined us. And another neighbor literally joined us by becoming a member of the Seattle Jaguar Club. She is Tara McCaulley *(left with her beautiful Great Dane, Gracie eye to eye with her new friend , Danny Lisa.)*

(Top, Kent & Lisa Wiken, Roy Pringle and Dwayne Chapman with Danny Lisa's XJ.)



(Left, the V12 in Ray's red XJS, the subject of his tech session, starting on the next page.)

Ray did his own homework about XJS V12s and provided his own experiences and learnings. XJS rebuilders Greg Holt and Randy Pickett also provided helpful first-person observations.

(Following is a transcript of Ray's presentation, lightly edited for clarity and brevity)

Alright, everybody warm enough? Thank you all for coming. Wow!

I'm gonna' give a little history, then talk about some quirks on these cars, each system. Then after I go through each system we'll Q&A, because there are a lot of people here who because there are people here who know more than I do about these cars.

You have four divisions: 12-cylinder cars and six-cylinder cars. And the bodies, you have pre-facelift and facelift. That's what I own. I don't have any facelift cars. In 1992, they facelift the cars. They changed 115 panels. They made these cars for 20 years from '76 to '96. The longest range that Jaguar produced.

We'll do the body styles. The coupe like the green one out there, they made 79,454. The cabriolet, only 5,012; only 1,911 came to the United States and were only produced for three years.

And then they came out with modified convertibles. They contracted Hess & Eisenhardt and made only 838 of those. They are sanctioned by Jaguar. They were privately made, and Jaguar supervised it.

Then the convertibles came out, 30,946 [of them]; 23,819 came to the United States. They were produced from 1988 to 1996.

(Continued)

I am going back to the cabriolets, because this is crazy. The history...why? People were asking for a convertible, the economy was depressed, Jaguar had no money to tool up for a convertible. The convertible from the coupe has 138 different panels. So, Jaguar didn't have the money tool up for that, so the cabriolet was a stop-gap to the open two-seater.

How'd they make 'em? They started out on the Castle Bromwich production line as a stock coupe, minus the roof and rear header panel. They were pulled off the production line and the buttresses were removed, which makes me cry because I love [unintelligible]. Then they were trucked to Parker Sheet Metal where the new rear deck panel was fitted. Then they were trucked to Castle Bromwich for painting. Then they were trucked to Browns Lane for mechanical components. After that, they were trucked to Aston Martin in Martin Tickford for tailoring of the targa top. Aston Martin did the tops. Then they were trucked back to Browns Lane for final assembly and inspection, then trucked to the dealers. Wonder why they didn't make any money on 'em.

(Audience comment) One of the reasons they decided to do it the way they did was because it was believed at the time that the US was going to start outlawing outright open-topped cars. Jaguar and a handful of others started coming up with some loopholes and ways around it. If that actually did happen, they would still be allowed to sell the cars.

(Audience comment) Another fact was that when these came out in '75 and '76, Jaguar was part of British Leyland. And there were a lot of quality problems with all the cars of British Leyland. And [unintelligible] Jaguar went back and got privatized under Thatcher and the quality went up and in '89 they got sold to Ford who came in and started to do things.

I'm going hit the fuel system, the quirks and problems. But with that said, I love these cars. These V12s run like an electric car. They're the greatest. But like all cars, they've got problems.

(Continued)

Basic description of the fuel system. The fuel travels from the main tank to a surge tank. The fuel pump pumps fuel from the surge tank to a fuel rail on top of the engine via a fuel line on the right side of the car. Fuel pressure is controlled in the rail by two fuel pressure regulators. Unused fuel is cooled and returned to the main tank via a fuel line on the left side of the car.

If you want to do efficient stuff, you cool the fuel before it goes into the engine, right? Well, they're cooling it as it comes out of the engine. And the other reason they're doing it is because of emissions. They're trying to keep the fumes down, and that's the only reason.

(Audience question) Is the pump electric or mechanical?

It's electric, in the trunk.

So, fuel smells. Boots almost always smell of fuel, all mine smell. I've replaced all the fuel lines with no improvement. There are too many fuel components in the boot. There are holes in the floor of the boot with factory-installed inserts with holes in the back to generate a negative pressure to circulate air in the boot. So, they knew there was a problem.

So, fuel tank. They have a tendency to develop holes. And the pad under the tank will become fuel soaked. I'm not sure if anyone makes a new tank. Do you know?

(Audience answer) Yeah I got one from SNG Barrett. You can't get a tank for a convertible. They cost about \$500. They're still made out of steel.

That's worth it.

The surge tank. The capacity is about a gallon. It's located under the battery, which is always good to have fuel components under the battery. It's gravity fed from the main fuel tank which is above it on a shelf above the rear wheels.

And the fuel pump pumps fuel from the surge tank. Its function is that if the main tank is nearly empty and the car is parked on an incline, from side to side, the fuel in the main tank might be on the opposite side from the fuel pickup, where the fuel pickup can't reach it. So, the fuel tank has enough fuel to get the car started and moving. There's a gallon of fuel there. That's the only reason it's there.

(Continued)

There's a nylon screen on the fuel pickup tube in the tank. All cars that I have bought have had garbage on that screen. And you have to access that through a threaded inspection hole on the back side of the surge tank. It takes a special spanner, but it can be opened carefully with channel locks. Opening the inspection hole without draining all the fuel out of the car will lead to a very unpleasant surprise, a boot full of fuel.

The fuel drain, located on the bottom of the surge tank there's a petcock that takes an 11/16th, I think, socket to open it. The fuel runs from the main tank through the surge tank and out the petcock. Access to the petcock is through a hole in the floor of the boot. So you stick your socket up through the floor and loosen the petcock. On all the cars, the factory didn't line this hole up directly with the petcock, making it nearly impossible to get the socket out of the petcock. Use a knockout punch or die grinder to take material off one side of the hole to center the hole on the petcock. Widen the hole about 1-1/4 inch and buy a plastic snap-in to put in the steel to seal the hole.

Fuel injectors, they're like Bosch Volkswagen.

Fuel pump located to the left of the surge tank, a centrifugal pump with movable vanes slotted in the armature. Fuel pressure is 35 pounds. Turns off after three seconds after the starter stops cranking. If the engine doesn't start, turning the key off and on again gives the engine another three seconds without cranking the engine. But it always runs when cranking.

There's an impact switch on the A-pillar that opens the circuit to the pump in the event of a crash. They tend to whine when hot, I've never had one go bad, it just drives you crazy. [Asks audience member, "Does yours whine?"]

(Audience member response) I put in an aftermarket pump.

Ah, smart...and I've never had trouble with the impact switches.

Fuel filters, there are two. There's one nylon net on the surge tank pickup and the other one, a canister type with fuel lines on each end of it, behind the spare tire. Real easy to replace, but you better be ready to be real fast and have a pencil to plug the line if you don't drain the fuel.

Fuel lines. Replace them! Especially in the engine compartment. Many XJSs have ended up in the scrap heap due to leaking fuel lines and fires. The short fuel lines between the injectors and the fuel rails are most commonly the culprit. The fuel lines close to the distributor have the most due to the presence of high voltage deteriorating the rubber. I use nylon shielded hose. You can buy new metal caps for the hoses, too. The hose is Gates, I know (shows hose). I buy the 50-foot rolls.

Fuel pressure regulators. There are two, (points to engine), one here and one here. One of them regulates the fuel pressure to the injectors. The other one flushes out hot fuel out of the fuel rail.

Like a 1952 Chevy, a Jaguar V12 will vapor lock after being run hard, turned off and left to cook in the hot sun. It won't start until it's happy with all that vaporized fuel out of the rail. This is done by the second regulator that is controlled by a vacuum valve activated by the temperature of the fuel in the fuel rail. I think it's 170 degrees. It screws in here (shows location on engine) and picks up how hot the fuel is. There's a vacuum line that goes over to this one (shows second regulator) and that's what flushes the fuel out.

My green coupe won't start in the summer and it doesn't have that one (that flushes the hot fuel out of the fuel rail) hooked up. All the rest of them have that hooked up and don't have any problem with it.

(Continued)

Throttle linkage bushings. It's really important to have the two throttle bodies perfectly synchronized within two ten-thousands of an inch. There's some hard rubber throttle body on the linkage [*sic...hard rubber on the throttle body linkage?*] ...goes to that bracket that holds this end and that end of the throttle linkage that goes to the throttle body. If those [rubber bushings] are worn out, that linkage isn't going to be accurate when it tries to open up those throttle bodies. I go to McLendon's and I get some nylon bushings. You can't find exactly the right size, but I just turn them down and replace the rubber ones with white nylon bushings and you never have any trouble with them anymore.

(Audience member found oiled bronze/brass of the right size...."on Amazon.")

Greg...he knows a lot.

The cooling system, change the coolant often. These things they're all aluminum, they need to be changed regularly, to combat not so much the cooling, but corrosion. Most head gasket problems are caused by corrosion, overheating or warped heads.

Waterless coolant. Mark Jones and I always go at it. He doesn't like it, the Evans waterless coolant, and I do like it. But the problem is, I have it in my hot rod, in the E-Type and in that car (points to one of his Jaguars). I was going to figure out the cost to convert a Jaguar XJS and didn't have time, but I estimate it's going to be about 450 bucks. I'm just guessing.

(Audience member said he estimated about the same. Also said he heard it runs a little hotter.)

It runs about five degrees hotter. But if you have a problem and it overheats, it won't boil. It won't boil out until ...

(Audience member told of Victoria BC concours where a company would take car and install the waterless product and return the car in the next day.)

(Continued)

What you have to do is drain everything out properly. You drain it in the normal way, then you take your supply hose off, your return hose off, and you get a battery-powered leaf blower and you stick it in those hoses and blow the radiator and block all out. Then put it back together and put Evans prep in there. And that's like 35 bucks a gallon. It's crazy. You fill it all up with the prep, you run the engine and get it nice and hot, then you drain that out and get your leaf blower and to it again. Then you put it back together and put your coolant in and you're done. But Evans doesn't tell you that when you watch it on YouTube and they are draining the coolant [prep?] out and they are tossing it, right? Because it's got water in it.

I phoned the factory, and said, "Hey, I did a test on this stuff and it's way below what you're supposed to have when you are done. You can use this stuff like three different times." And they go like, "Yeah..." I put it on the stove and cooked all the water out of it. [They said,] "Yeah, you can do that too." They aren't going to tell ya.

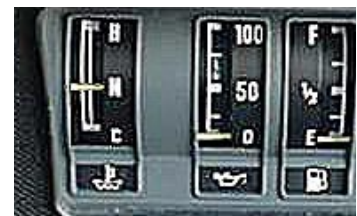
(Audience question) What do you do about the heater core?

Hopefully the air going through there will take care of it. You can't take it apart. You do the best you can. There's a certain amount of water that they allow to stay in there and I can't remember what it is. And I have one of those things that tells you how much water that's left in it.

Overheating. "All those Jaguar V12s run hot." Liar, liar, pants on fire. If they run hot there's something wrong that can be fixed before it damages the engine, even if it's a head gasket. Running hot? Kiss your engine goodbye. This isn't a small-block Chevy. If your temperature gauge starts climbing, pull over no matter where you are. Get a tow truck or get a ticket. It's not worth an expensive engine. A superheated engine will more than likely drop a valve seat. If the valve stays open, the piston comes up, smacks it, disintegrating the piston and that cylinder and spreading parts into all the other cylinders. Warped heads are another option. You can fix it for the same price as a superyacht. Temperature gauges should run at the center of the 'N,' right, Greg?

(Greg Holt) Mine runs below the 'N' (right).

You're the guy! Some of mine do too. That's good.



Clogged radiator. Nine times out of ten, overheating is caused by a clogged radiator. Jaguar dipped the steel parts in the cooling system in black paint. They dip 'em. So, the inside and outside are painted black. Over time the paint comes off ending up in the radiator. Add some rust scale and some casting sand left in the block at the factory, and voila, a plugged radiator. They always clog at the bottom first. Filters in the hoses at the top at the top of the inlets takes care of this. It's always a good idea.

I'll tell you a story about that car sitting outside. I have all the documentation on that car, I mean everything. This guy bought this car brand new; he ran it for a couple of weeks and he and his wife took it down to New Mexico and by the time they got to Las Vegas, the car was overheating big time. They took it to the dealer; they pulled the radiator and the bottom of it was filled with sand. The factory didn't get all the casting sand out of the block. They put a new radiator in it and by the time they got to New Mexico it was overheating again. They went through three radiators on this trip, and he was pissed. He could correspond very well, I got all the letters to the factory. Pretty cool.

Atmospheric expansion tank. There's a hose that comes from the lower radiator cap and runs along the wheel well and turns and goes into the expansion tank which is located between the fender and the back of the wheel well on the left front side of the car. As it turns and goes into the tank, over time the hose kinks and flattens, making the tank nonfunctional at the pinch point...so install a 90 degree nylon fitting available at your hardware store.

I call it the air removal system. Because the designers wanted a low-profile bonnet, the radiator ended up lower than the rest of the cooling system. This causes air to collect in these higher areas. Jaguar solved this problem by using small hoses and rubber tubes at high areas to shoot the air into the engine cooling filler neck which is the highest part of the system. The metal tubes are usually at the top of the radiator and almost always plugged. This keeps the air from leaving the high areas adding to overheating problems.

(Continued)

Part of this system is a small tank low down on the left wheel well. These rust out and develop holes. They do make new ones. Here's the two that sit on top of the radiator. And there's banjo bolts that go through here. And you can see how small the hole is. Twenty, twenty-five years and these are plugged.

(Audience comment about rust scale)

Yeah, there's a lot of rust scale in there, but I've never had one come apart. The main thing is to make sure these things are working.

Filling the system. It's really critical to fill the system in the correct manner. There's 22 steps. I'm not going through 'em. The radiator takes water from both sides of the engine at the same time. There's two inlets at the top and they mix together and they go down through the radiator and then out the bottom on one side. So, the left side of the engine is pushing against water the right side of the engine already put in the radiator. There's a little battle going on. Because of this the left side of the engine runs five to ten degrees hotter than the other side. And some people put temperature gauges on both sides. But if it's running good, it's fine.

(Audience question) What happens if you don't follow all 22 steps?

Air stays in the system, and then the temperature gauge goes up and down like this and you wonder what in the heck is going on.

Without going through the 22 steps, a couple tricks are, when you are filling the car, you jack the front up so the air is going toward the radiator. I use a watering can for plants and stick a rubber hose in the end of it. It only has an eighth-inch hole. And that's how slowly I fill these things up. It takes about an hour to fill one up. And I've never had a problem with it.

(Audience comment) I put the front left side of the car up higher than the right. I also installed my own bleed hole in the heater hose. As I am filling it up, it pushes air out of the heater hose.

The nightmare for every V12 owner is overheating and dropping a valve seat. I read it's because they put steel valve seats in an aluminum head and just hammered them in.

(Continued)

I think what they do is freeze the valve seat and they heat the head.

(Audience comment) So the high temperature makes the steel and aluminum expand at different rates, so that's how they drop them. Why does the V12 have the problem, not other cars?

I don't know. You'll have to ask Lyons. When you get your heads rebuilt, they will put a keeper in there. They won't come out. When I say overheat, I mean this thing is cooked with no water in it. Drive it off the freeway or something. This is stupid.

(Audience comment) Even if they haven't dropped, they might be on the way. I have a couple heads and saw that over half the seats had walked out of the heads an eighth of an inch.

I wonder what the history was. Maybe they were overheated. If I ever got heads rebuilt, I would definitely put those keepers in. They do it on the XK engines, too.

(Audience comment) I do it the backyard way and punch the aluminum a little bit where the valve seat is.

Electric Look it, you guys don't have two days, it's just too much to talk about here. (Ray shows blueprint-size, wiring diagram color coded by system). You go to FedEx and you get on their blueprint machine and you take the shop manual and you make about five of these things for a couple bucks. You can color 'em, trace out everything. I don't color the wires; I color the systems and you can just trace out whatever you gotta' do. It really helps. And down here is where it says, blue is this...anyway. How much does it cost? Oh, a couple bucks...

(Audience member: No from you.)

Oh, no, no. You know how old this is, it's all fading, you can hardly see the pink...I guess I haven't had trouble lately.

Bad grounds, when your lights start going goofy (mumbles other problems). In the boot on both sides, they've got the grounding terminals bolted to the chassis. Up in front, the same deal. Things get corroded and rusty and you just lose your ground. I've solved some major problems just by cleaning up those two areas.

Fuel injection harness, comes through from the factory down inside of here (points someplace on the engine), right where the hell temperature is. I don't know how many years it takes for it to crack and fail. How much is a new one, about 700, 800 bucks? I've made two of my own.

(Audience member said if you're a good electrician you can make one; says new ones about 450 bucks.)

Dell City, they sell the clips that go on the Bosch injectors, like 3 bucks apiece. Then all you need is a roll of wire. And you know what you are doing. Instead of 700, 800 bucks...

(Audience member, 450 bucks from SNG, wire wraps it to the fuel rail so it's tighter).

If you look at that one [one of Ray's cars], that's the way mine is, too. You can make your own for 60 bucks. Have you studied the circuitry? It's weird, huh? [Unintelligible comments about "three of 'em hooked to the same circuit and only one works."]

Microswitches, there are a ton of 'em and most are in the console. You can get 'em Amazon or Dell City really cheap.

Suspension, these cars are built on an XJ sedan chassis. The rear suspension complex is taken right out of the E-Type. One of the past presidents took an XJS rear suspension assembly and installed it in his E-Type to get a higher gear ratio.

A-frames, sway bar bushings, you've got a choice of different grades, hardness. You've got stock, sport and competition. (Asks Greg Holt what he has on his car; reply, "stock.") I've got sport on all mine. The competition is way too hard.

Front wheel bearings and hubs, if you can work on a Chevrolet, you can work on this. One trick, after you get the front wheel bearings on, you've gotta' load 'em harder than you would normally. Tighten hard with your hand, then go a whole half a turn after that. Load the hell out of 'em. If you don't, you feel the damn car going down the road like this (wiggles his hand). Had it happen. It's basic stuff. And you don't have to get 'em from Jaguar, you can go down to Brown Bearing. You just have to load 'em.

(Continued)

Brakes, the pre-ABS brakes are pretty basic. They have a vacuum booster, the front, if you worked on a Chevrolet, are similar to that. Of course, they aren't the same, but the same system.

But the rear, that's another problem. Some drop the whole rear end unit to work on the brakes. (Audience member finds it easier.) The inboard brakes are in tight quarters to work on. [Unintelligible] set the parking brake pads in mechanisms, and you have a procedure that will burn up your patience trying to line up everything to put it back together. I didn't drop 'em, but I made some sharp pins that stick through there and it lines up everything so you aren't like (struggling noises).

The pre ABS are pretty standard except for the whacko little design they have in the back for the extra brake, the parking brake.

ABS brakes, 1989-1/2 and on, pretty much the same as the pre ABS, but the ABS, they run on an electric pump with an accumulator. Much more complicated. Instead of a vacuum booster pressurizing the system, it pressurizes by an electric pump to, I didn't look it up, X amount, a lot, like 2,000 pounds or something like that. Nothing to mess with. A pressure switch turns off the pump.

A hydraulic accumulator is used to store pressure for a few stops if the pump fails. The accumulator is round, about the size of a softball and located above the pump on the right side of the firewall. The accumulator has a diaphragm in it. On one side of the diaphragm is 2,200 pounds of nitrogen. When the pump runs, it pressurizes the system, pushing against the diaphragm. The nitrogen pushes back, pressurizing the system for a few stops if it fails. So, it's like a storage deal.

The accumulator is the weakest part of the system. Over time the nitrogen loses pressure, taking more and more time for the system to pump up after you turn the key on. So, if you have a bad accumulator, I had one that took five minutes to pump the damn brakes up before the ABS light went out. When you put a new accumulator on it, it goes out in like 20 seconds. If you have one and the light isn't going out, that's probably your problem. This happened to me in Bend, Oregon. I had to pour my cooler water over the pump to keep it cool. But I didn't have to pour the beer. *(Continued)*

The accumulator is a GM part. They were installed in this period of GM products. They are about one sixth the price of buying it from Jaguar. The problem is, if you can still find one, it will have been losing its pressure over the years sitting on the shelf. They are very easy to replace. You don't have to bleed the system. If your ABS light on the dash takes a long time to go out after it starts, that's probably your problem. There's an outfit that rebuilds 'em. You send them and have them rebuilt.

ABS valve body...oh, wait, *this* is actually the weakest part of the system. Located on the left side of the firewall, under the brake fluid reservoir, it contains a collection of valves, and bypasses. The pressurized system, when the when the tire skids. Dirt is its number 1 enemy, causing valves to stick. When this happens in a panic stop, one of the wheels will lock up, pulling the car sharply. Not exactly what the system was supposed to do. In actuality, the dirt is the number two enemy, causing the valves to stick. It's a good idea to work the system. On a gravel road or a wet street where it's safe, dynamite the brakes several times. Make sure the ABS system works. It will keep the valves free and tell you if the system is working instead of surprising you in a stop. This happened to me on the freeway in that red car, I had my finger up my nose and I went, "Oh, I'm going to rearend this guy." I stepped on the brakes and the thing took me right off the freeway into the grass median. How did I figure it out? I read about it and took it out and hammered the brakes on a gravel road and just beat it up. It started working again and now I do it often.

(Audience comment about how those systems are terribly expensive and he's thinking about taking everything out. He installed a Mercedes accumulator, works fine, takes a little longer to pump up. The little high-pressure hose going to the accumulator, bought one from the UK.)

I asked Rick Korn down at Woodinville Sportscar who rebuilds these things, and he said, all glassy-eyed, "I don't know." One of those pumps uses six or seven hundred bucks. And if you buy a valve body, who knows what's inside it?

(Continued)

Steering rack, they all eventually leak. If you loosen the boots on each end and fluid leaks out, then... Rebuild kits are available, but I advise you just to buy one already rebuilt. Mounting bushings will get soggy and soft, making steering loose. Replacement bushings have the three grades again: stock, sport, competition. Power steering is a GM, uses ATF, the high-pressure hose goes from the pump to the rack. As it comes down through the car it's rubbing on stuff, and I've had two of those go bad and they are a pain to replace because you gotta' pull the rack.

Running gear, final drive, you can have a Salisbury or a Dana, two different manufacturers. Most are Salisbury. The Dana only comes with a 2.88 ratio. Salisbury, you can get a 2:88, 3:31 or 3:02. You can tell the Salisbury because they have a drain plug. And the Dana you have to pull the plate off the back to get the fluid out. You can tell if it's a limited slip, there's a metal tag on one of the bolts. I can't remember what it says, it's right above your head (on Ray's XKSS replica on the lift). Castrol Limited Slip gear oil and you can put that in the non limited-slip.

The rear output shaft U-joints are GM. Rear suspension grease fittings, there are four grease fittings on the bottom of the carrier I guess you call it. And some of those if you change them to 90 degrees, it makes it a lot easier to grease. The rear hubs, don't jack the car up by the rear hubs, you will break off the grease fitting on the bottom. And also change those to 90 degrees. Don't over-grease those because that will blow the seals out of the pins on the ends because they are just felt. There's a small metal cap on the side of the hub for greasing the bearings and hubs.

Transmission, GM Turbo 400. You can get filters and gaskets at NAPA. Bellhousing only fits Jaguar V12s. Normal GM transmissions won't bolt up. GM shift kits can be installed for more precise shifts if that's what you like. Driveline U-joints are GM.

(Continued)

The auxiliary air valve, this is a stupid thing they came up with to make the engine idle fast and then slow down as the engine got warmer. It bolts onto this water rail right here (points to place on engine). There's a tube that sticks down into the water. As the tube heats up, it expands the liquid that's in the tube and the tube pushes a piston up inside. As it goes up it shuts off openings (using hands to demonstrate). It's getting fresh air through these openings, unfiltered air by the way. As it shuts off these openings, the mixture goes from lean to normal and the engine slows down. And it costs \$500. If you can find one.

(Audience member) I know a guy who rebuilds them for \$80. You can do it yourself if you know what you're doing.

Yeah, but for 80 bucks, I wouldn't even screw with it. Here's another trick. If the pressure goes down in this tube, you take a pair of pliers and squish it and that will get you a couple more years out of it.

(Unintelligible audience comments about the valves.)

Marelli ignition Uuuuu...Hiss. 1989-1/2 cars, they started making them with Marelli ignition. It's actually two systems. One system runs the right side, the other runs the left side. The rotors have two sets of contacts. And so does the distributor cap (gestures to cap). So, here's the rotor, here's one side of the engine, here's the other side. These things crack, and they start getting arc trails all over the place, and it's nuts. Right in the center of the distributor cap are two high voltage inputs. So, when this thing is wailing around in there, there's a low contact and a high contact.

So, there are two systems, one for the right and one for the left. Well, you gotta' have two coils. One coil is right up here in the semi-fresh air. The other is way down in the valley. You can barely see it. So, it burns out. Most people think that it's losing power, so it must be a transmission problem.

(Continued)



They keep driving. What's happening is one side of the ignition system isn't working anymore. But it doesn't tell the fuel system that it isn't working anymore. The fuel system keeps pumping fuel into that until it fills up the head and the exhaust until it runs down into the catalytic converter that's doing 2,000 degrees. Then all that fuel catches on fire and it runs out of the cracks in the exhaust system, and it catches the undercoat under the car on fire and then your car is one of those big black spots on the side of the freeway. So, if you lose power, it ain't the transmission. It happened to me by the way on the freeway and I knew what it was. I got off the freeway and let it cool off.

Exhaust, it's just the normal stuff. Except for there's a catalytic converter, a muffler and a silencer. And the catalytic converters basically fall apart inside and plug up. You can just look in there to check it. If it's plugged up, you can just stick a broom handle in there and then blow all that out and you've got a racecar.

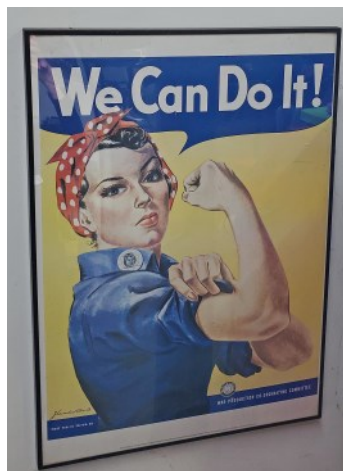
Thank you very much! (applause).

(Audience question) What's the engine weigh? Where does the weight come from...it's aluminum?

There's a crankshaft in the bathroom. I can barely move it. There's a couple hundred pounds.

(Audience question) Where did the shop come from?

[Editor: Essentially through contacts. The building would be torn down at a nearby property so it could be subdivided. Ray bought it for \$2,500 and with the help of his late wife Linda and their daughter Heather disassembled it and transported it to Ray's property.]





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

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(Additional cars may be added on next page)

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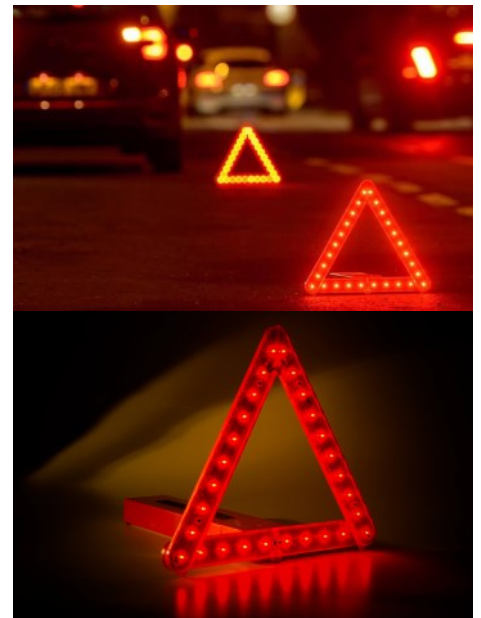
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**1987 Series III
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195,000 miles, but a time capsule as the photos attest <https://www.kimberlykfoto.com/Portfolio/Client-galleries/Commercial/Jaguar/i-32GrgLS> Carpet always covered, new headliner, pliable weatherstripping & seals. No dings or scratches. New duplicate wheels, lug nuts and tires with less than 100 miles, 53 service records and parts receipts, always a CA car, major engine work at 159,847 miles and more recent work. Needs only AC recharge. Asking \$10,000. May consider an interesting trade. Call, don't text, Gregg Smith, 805-291-9915. Apr 2023

Jaguar Journal issue wanted Member Godfrey Miller is “looking for a hard copy of what I understand is a 2001 issue of the *Jaguar Journal* with the Jaycox C-Type on the cover. If you have a copy that you are willing to part with I would be grateful. I am slowly building the archive on mine and this is something I am currently missing.” Contact Godfrey Miller, artrageus@shaw.ca Apr 2023



**XK120 front wire
wheel brake drum**

wanted Member Godfrey Miller is looking for a “front wire wheel brake drum for a XK120 with the date code 1 / 12 / 52 cast into the rim. Can anyone help please ?” Contact Godfrey Miller, artrageus@shaw.ca Apr 2023

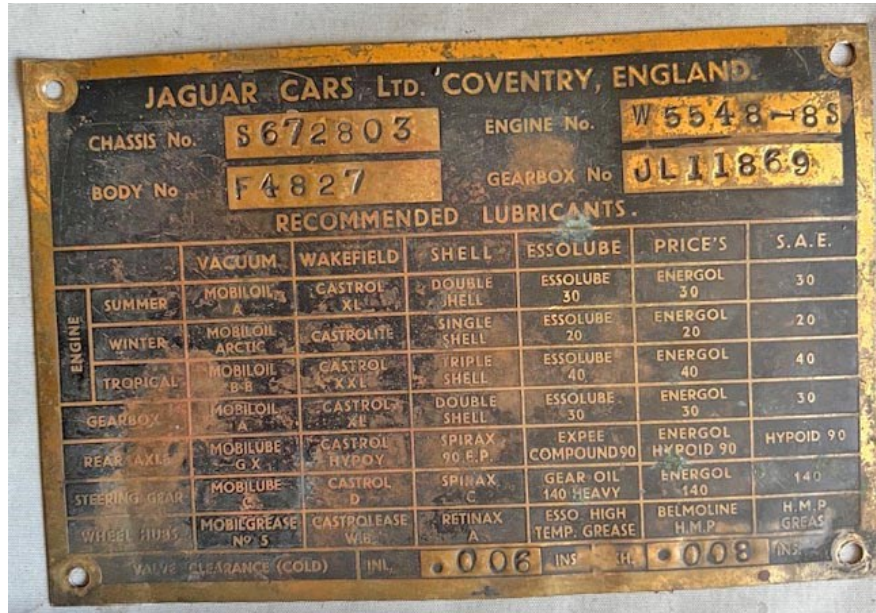
XJ6 Series 3 1986/87 wanted If someone has (or knows of) a nicely cared for example that they would like to see go to a good home(!) please contact me. Simon Thompson at simon@cravenscoffee.com or 509-991-3843. Feb 2023.

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Jaguar 1953

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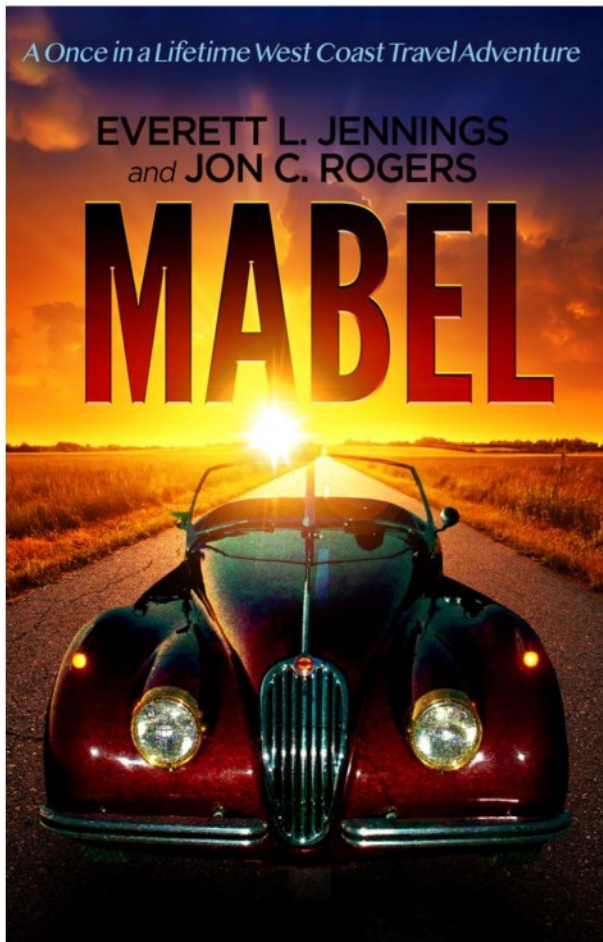




Four E-Type wire wheels for sale Most likely 72-spoke Dayton's. Excellent chrome, in good condition. On my 1965 XKE until a couple months ago. Tires are on the rims to show they don't leak air, but should not be used as they are more than 10 years old. Two wheels imprinted on rim with: MADE IN USA 15 X 6 J.J DOT CT&W 01 11 2010. The other two do not have this stamping. Contact Jeremy Katz, kck2sea@gmail.com. May2023



*(Above, a Junior Classic drivable miniature E-Type at Park Place LTD.
Photo by Roy Pringle)*



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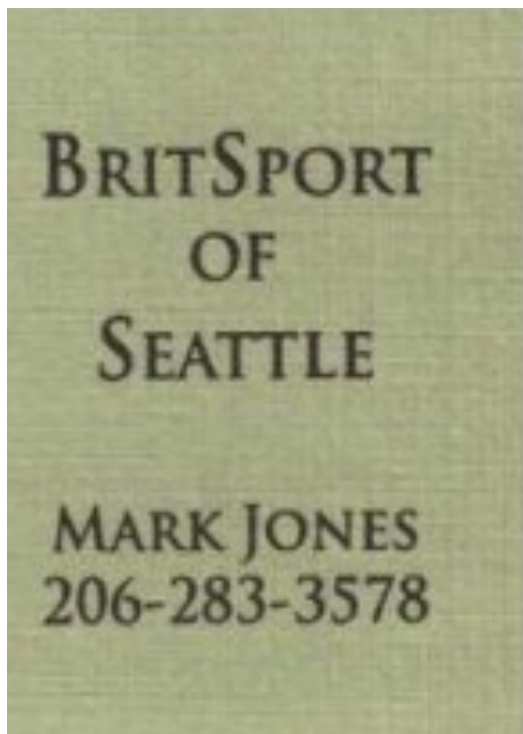
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