

A silver Jaguar XK150 convertible is parked in a workshop. The car is highly polished and features a prominent chrome grille and round headlights. The background shows a cluttered workshop with various tools, equipment, and a sign that reads "WARNING LIGHT ON? Trust us to check your car with advanced diagnostic tools VERLUS Snap-on".

JagMag

June 2023



Seattle
Jaguar Club
Vol 67 Issue 6
Spring Thing
Drive & Rally
Spring Thaw
Take Better Pix

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/>

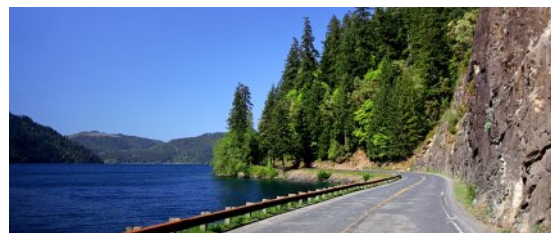
JUNE 2023

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



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

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



Sat-Sun Jun 23-25

Olympic Loop drive (*left*). Jaguar Owners Club of Oregon invited. Book your own room for Friday night at Ocean Shores Shilo Inn with group dinner at a local restaurant. Saturday north on Hwy 101 with stops for lunch, ocean views and historic lodges. We will have dinner and stay at the Red Lion in Port Angeles. Sunday it's down Hood Canal, lunch and final stop at The Ridge Motorsports Park in Shelton. Make your own hotel reservations. To register and get any hotel group discounts, go to [Jun 23-25 Olympic Peninsula Drive | Seattle Jaguar Club \(seattlejagclub.org\)](https://www.seattlejagclub.org) Contact Kent Wiken or Doug Jackson.

JULY 2023



Sat Jul 1 Jaguar Car Corral, Pacific Northwest SOVREN Historics, Pacific Raceways (*left*). TBD. Contact Kent Wiken. Register by June 9 at <https://www.cognitoforms.com/SeattleJagClub1/PNWHistoricsJaguarCARCORRAL>

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



Sat-Sun Jul 8 Circumnavigation of Mt Hood with Jaguar Owners Club of Oregon. Optional Friday drive to Vista House and Multnomah Falls and stay at Days Inn by Wyndham in Gresham OR. Must reserve by June 8. Saturday 10 a.m. meet at Walmart, 2444 E Powell Blvd, Gresham. 10:30 a.m. depart west on Hwy 26. We will have a short stop at Sandy Historical Museum, then to Timberline

Lodge for view and a snack. Then to stop in Hood River before crossing the Columbia to WA 14 west to Texas-style BBQ at Smokin' Oak, 501 Columbia St, Vancouver WA. From there head home or back to Gresham if you made reservation for Saturday night. Contact Wiken. Hotel detail registration and event register and more details at <https://www.seattlejagclub.org/calendar>

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 week-end of events. Jaguars on the Island JCNA-sanctioned concours, Victoria BC (*left*). Contact Brian Case.



Sat Jul 29 Time and location be determined. 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. A Kurt Miyatake photo of his F-Type, 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.



Fri-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.

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 replaced by a less ambitious and affordable event at Morrow Bay. New details to come. Contact Brian Case.

TBD Fall Colors Tour. Contact Kent Wiken.

Sat Oct 21 11 am, RW Auto Classics 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 Steve Walls photo of the “bespoke” aluminum body of his personal vision for an XK120 OTS. The car and his story will be featured in next month's *JagMag*.

Another successful 2nd concours judges training session was conducted via Zoom for about a dozen experienced and new judges on May 18th. Our Chief Judge Zane Ware led us through the JCNA deck and the 2023 test, with participants sending their test results to Zane.

October 26-29 International Jaguar Festival changing direction Although few Seattle Jaguar Club members participate in these recently-created events, they are usually fun and interesting. The costs for the planned 2023 event in Santa Barbara became too much, so the host Jaguar Owners Club of Los Angeles has downsized the event and headed up the coast to Morrow Bay where they have held successful regional JCNA events. Event Chair Mark Mayuga says, “We are organizing an alternative event, which will be much simpler, very much like our regional event in Morrow Bay, a relaxed event with show and shine, museum tours, Hearst Castle, and rally, wine tastings at vineyards, order-off the menu at CAM-BRIA eateries.

Further details will start appearing at www.jcna.com. JCNA Northwest Region Director Brian Case may get earlier information that we can share.

Jaguar dealer has inventory and now Seattle Jaguar Club flyers. Kurt Jacobson used his XK120 to drop off a display box of club flyers at Jaguar Tacoma. He was quickly surrounded by old friends of the club Clarence Burris, Charles Madison and Brian (*pictured right*) and three other staff who moved a Land Rover out of the way to get a shot of new and old Jaguar sports cars.



Sadly, we lost Dave Clarke North Whidbey Island resident residents Dave and Jan Clark (*right, receiving a 2022 Jaguars on the Green concours award from President Paul Petach*) have been familiar faces for most of our events from Seattle North. President Paul Petach received this note from Jan, “Paul, it is with great personal sadness that I am letting you and the club know that my husband, Dave, died, unexpectedly, on April 2, 2023. He loved all things Jag. He so enjoyed all the runs and activities that we were able to take with the Club. He was especially looking forward to the concours in August, where he was planning on, again, bringing the 420 and the F-Type convertible.”



Cruising to Alderbrook (*Below*) As if the club doesn't have plenty of activities, six South Sound members cast off from Gig Harbor and headed to breakfast at the Alderbrook Resort & Spa in Union on Hood Canal. The temperature was pleasantly cool at the 8 am start, severe clear sky, snow on the Olympics 15 miles away, blooming Rhodies, great service, a mellow visit with friends. Participating were John Voigt and Fred Ehret in their E-Types, Art Foley Roy Pringle in Art's XK120 coupe, and Bob Alness and Kurt Jacobson in Kurt's XK120 OTS.



Sharon Case reports about our members participating in the All British Field Meet in Dusen Botanical Garden in Vancouver BC. “The show has 600-700 cars. Seattle Jaguar Club members were Will Humiston, Tracy Owen - his car won a 2nd place prize, Stewart Bruce, Glen Read, Jay & Lori Dinnison, and Brian & Sharon Case. Jim & Carole Sanders came as spectators. Sharon said, “We got to spend time with our Canadian friends Gary & Lynne O’Keefe. And Carole Borgens. We got to give Jim Bateman his JCNA trophy that was accidentally mailed to us! And I got to meet Jennifer Orum for the first time.” *(Photos: Sharon Case)*

(Clockwise from top left: Lynne & Gary O’Keefe with Stewart Bruce; Lori & Jay Dinnison; Brian & Sharon Case; Tracy Owen’s white XJS; a Rolls Royce and perhaps a Vauxhall.



JUDGES CORNER

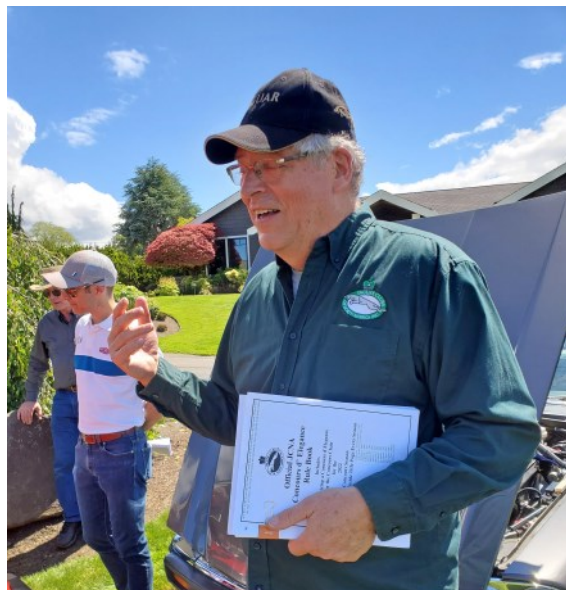
Here it is the first of June and we have completed two Judges School sessions. The third session will be “hands on” at the Reads annual Show and Shine June 10th. We will have the opportunity to practice on a Series 3 E Type provided by Brian Case. Any and all Judges should attend and participate in this session. Bring your questions and take notes of things to tickle your observational skills.

A couple of things came up in the first two sessions that need clarification; one was in the PowerPoint presentation regarding judging the bottom of the doors. After conferring with JCNA Chief Judge Hal Kritzman it was noted and will be removed from that presentation as not consistent with the current rules. Secondly when judging the 4-way flasher system during OV inspection if the system is not operational it DOES get a 6 point deduction. The interior Judge may also deduct an additional 2.0 points if the 4-way switch is incorrect (non-authentic) for a total loss of 8.0 points possible.

Looking forward to this year’s JTOG with several new Judges and hopefully many more cars.

**REMBER JUNE 10TH ! Hands on training
at Reads annual Show and Shine.**

Zane Ware Chief Judge Seattle Jag Club



WHAT ELSE IS IN THE GARAGE

Pictures and information provided by the owners

We enjoy seeing what interesting conveyances our members keep in the garage (or hanger, barn, boathouse, back 40 ...).

We know Fred Ehret for his 1967 Carmen Red E-Type OTS. He also has another classic. It's tucked into his boathouse ... a Chris-Craft Constellation. It exudes mid-century classiness from every pore of its mahogany. He has also added a collectable BMW Z8, stunning in its red livery (*below*).





We also know Bob Alness for his red E-Type OTS. His is a 1961 early flat-floor, welded-louvre model.

Before he started owning Jaguars, he was probably the envy of his peers with this setup. He describes the picture, "Here is some more information about the car. It is a 1941 Ford Deluxe convertible that was chopped 4 inches, 1949 Olds grill, frenched headlight rims electric push button doors, 1948 Mercury taillights, 1957 Chevrolet Grecian Gold paint with red and white pinstriping, Carson-style padded top. And then I installed a 1955 Chevrolet 265 V8 engine. The picture was taken in Pasco WA while a couple of friends and I water skied in the Columbia River, probably in 1961. The boat is a Glaspar G3 ski boat with a Mark 55 Mercury outboard motor. The water skis were home made when I was still living at home in Poulsbo."

Let's see what else you have "in the garage." Send pictures and a description to JagMag Editor Kurt Jacobson, KurtGJacobson@gmail.com



SPRING THING: FROM COWS TO COAL

*Pictures: Wendy Duckering, Kurt Hrubant, Kurt Jacobson, Kurt Miyatake,
Craig Cootsona, and Sharon Case. Story: Kurt Jacobson*

Venture a dozen miles east of I-405 and WA-167, and you are quickly on the rural backroads our Jaguars love. So do we, all the way from “Carnation, the Home of Contented Cows,” south through the former coal mining areas and communities of Gilman (now Issaquah), Ravensdale and Black Diamond.



Wendy & Craig Duckering (*left with Cheryl Jacobson*) live along the route, near Hobart. Using their local knowledge, they laid down an 84-mile route that started at the Safeway in Snoqualmie. It provided a big

parking lot, bathrooms, Starbucks and a large overhang that we scrambled under when the rain hit.



And it kept us corralled to participate in the navigators and drivers meeting (*above from left: Alexis Harroun, Kurt Jacobson behind Wendy Duckering, Craig Cootsona in cap, Linda Roberts, Ray Papineau's back, Lisa Wiken, John & Trish Blackburn and John Conrad*).

Thirty-four people and 19 cars participated in some or all of the activities that included the Spring Thing “gimmick rally,” JCNA-sanctioned timed rally for North America points and lunch at the historic Black Diamond Bakery.



(*Right, Marilyn & Al Fenstermaker with their XK120 DHC and our proul of Jaguars.*)





Soon the rain clouds quit blustering and calmed down to a high overcast. The non JCNA -rally cars departed first and the JCNA teams lined up to depart at one -minute intervals. Or at least that was the plan.



(Above, clockwise from top left: Cheryl Jacobson flanked by Spring Thing drive organizers Wendy & Craig Duckering. In their matching Patagonia jackets are “two Kurt brothers,” Kurt Miyatake and Kurt Jacobson, the JCNA Sanctioned-Rally Master. With their E-Type are Douglass Harroun and daughter Alexis.)

As the teams descended past Snoqualmie Falls, they looked for roadside answers to clues, such as, “There’s a Good Way, a ____ Way and a Best Way to do something (‘Better’)” and “What is the train car facing the road used for? (‘snowplow’)” Wendy and Craig created imaginative questions to match the clues. “Crazy Board Farm” was Wildwood Ranch;



“Energetic sewage or busy waste” was Active Septic; and “Sly animal’s digging hole” was Foxboro. (Left, the Harroun E-Type coupe shot from the Cootsona E-Type OTS with removable hardtop)



(Left, Katie Cootsona tries out her “shower curtain” filter in her photo of Craig.)

Along the way up Snoqualmie Valley we counted our way past

the 115-year-old Carnation Farms, looking for red fire hydrants (five) and flagpoles (three). Some may have spotted the statue of the Holstein named Segis Pietertje Prospect that in 1921 produced 37,000 pounds of milk in a year when average production was 1,500 to 1,900 pounds. Carnation cows were treated with patience and kindness: Old photos of the barns show “No Swearing” signs. In 1906 a marketer remarked that “they must be very contented cows,” the origin of the tagline, “The Home of Contented Cows.” After changes of ownership, including Nestlé, the Stuart family, descendants of the founder, reacquired the farms and created a new nonprofit overseeing the 818-acre organic farm and sharing it with the community “that educates and empowers the work of culinary, food, and farming professionals [and] create a thriving regional food system connecting farmers and culinary professionals around shared values of regenerative food, health and equity.”

*“Sad bird gets a drink here” was
the Blue Heron Bar & Grill.*

At rally checkpoint 1 and a rest stop along NE Novelty Hill Rd, we discovered that “a Jacket of Appendages” was the coat of arms on a gate and that a “Sad bird gets a drink here” was the Blue Heron Bar & Grill.

After leaving cow country at an intersection marking Checkpoint 2, we got onto the pre-I-90 historic Sunset Highway and Issaquah and coal country. Checkpoint 3 and a rest stop at Squak Valley Park. Issaquah was once called Gilman. Coal mining around there ramped up when the railroad arrived in 1887. Squak was a settlers’ derivation of pronunciation of the local Indian name “Is-qu-ah.”

Skimming the flanks of Tiger Mountain, we crossed under WA-18 into areas that were probably new to many teams. We learned that “Did the Beatles live in here?” of course was yellow submarine. Passing the former Landsburg coal mine site along the Cedar River, we reached Checkpoint 4 just east of Covington, then headed east through Ravensdale, the former mining community and birthplace of singer Brandi Carlile, who was nominated for Grammy Awards 25 times, and winner of 9. The “three mining essentials on the Ravensdale Market sign” are a pick, shovel and lantern.

After Cumberland (coal of course) and the Green River Gorge we coasted to Checkpoint 5 and the 121-year-old Black Diamond Bakery where we had lunch and a selection of sweets from the bakery.



Above, in her VDP, Navigator Cynthia First coasts into First Place in the JCNA rally and into Black Diamond. Alan Donald is the team driver.



Right, the historic and popular Black Diamond Bakery.

Right, the Duckerings arranged a couple platters of pastries adorned with flags with the Jaguar and “Spring Thing Drive 2023” flags.





There were no losers on the fun Spring Thing drive and JCNA Rally.

But there were some special winners. On the non-timed gimmick portion, Tanya & Bob Book (*above, and soon-to-be-retired perpetual plaque that will join the other two in storage and prizes*) had the most correct answers and chose from the Griot's and other prizes. Second was the team of Katie & Craig Cootsona. Tied for third were Trish & John Blackburn and the team of Cynthia First & Alan Donald.



In the timed JCNA rally, the award for first place went to Cynthia First (of course) & Alan Donald (*top of left column, receiving their "Cows to Coal" award from Kurt Jacobson*), second to Katie & Craig Cootsona and third to Michelle & Brad Vancour (*second photo down*). Although they didn't qualify for top spot because they were driving a Ferrari, Alex Schumy and his father Erik (*third down*) had the lowest variance from the official time. Also entered were Patty McKerney & Kurt Hrubant (*bottom left*) and Trish & John Blackburn who also did not qualify for an award because they had to take their Audi instead of their laid-up E-Type.

Other participants not yet mentioned were Sharon & Brian Case, Kathryn Hilton, Jay Glen, Debbie & Glen Read, and Lisa & Kent Wiken.

Did the participants enjoy the event? Cynthia First did, “Even without winning anything, the event was super fun. Clever. Beautiful drive even in the rain. Great folks to chat with at lunch. Found out the Reads live about a quarter mile from me in Edmonds! I love how inviting the members are and how active the club is. Thanks for heading this up.” On our club Facebook page she added, “So fun to meet new people and a beautiful route. Love this very active club. Thanks to you all who made it so special—down to the 2023 Spring Fling flags on the desserts! Details matter!”

Craig Cootsona commented, “Thank you and everyone for putting on this event. We were pleasantly surprised that the timed portion wasn’t really much harder than the gimmick portion, and they overlaid well. Next time we will likely do both if available! We enjoyed the event and appreciated the challenging roads with some tricky turns along the way. I’m thankful we had a sports car because some turns occurred on very short notice! Looking



for answers to the gimmick questions really made us take note of the details along the way and enjoy the scenery. I also made a video (left), https://www.youtube.com/watch?v=00-K_iZgXcc&t=676s

Erik Schumy said, “Always a pleasure to attend club functions and all because of our wonderful members and their Jaguars. What a great drive

and thank you for making it happen.”

On Facebook, Kurt Hrubant added, “I had fun, as always with the club.”



2003 HAGERTY SPRING THAW

Story and pictures provided by John Holmes

“Occasional Showers” – Right! The weather forecast for most of B.C. called for occasional showers. The showers were only occasional when it wasn’t a complete downpour.

Billy and I (*left and right, above*) drove our 1959 XK 150 coupe in the 2023 Hagerty Spring Thaw, an annual vintage car tour of about 1,000 kilometers over three days in beautiful British Columbia. It is held the first weekend in May, which is usually wet in B.C. This year, the weather was gorgeous the week prior and the week after the tour. The three days of the tour were wet and cold. Regardless, most of the participants, including ourselves, decided it was the most fun we have had on a tour.

The Spring Thaw is generally limited to pre-1973 cars, although Dave Hord, the organizer, is pretty generous about later cars if they fit the “spirit of the Spring Thaw.” For example, there is the “DeLorean Rule” which states that any DeLorean can enter as long as Dave gets to drive it.

The tour is gaining in popularity, as evidenced by the event selling out within a day or two of registration opening and a long waiting list. Many, if not most, of the 66 cars that entered were sports cars of various models. Many British cars participated including four Lotus Elans, four Triumphs, two Caterhams, a small fleet of Minis, a Morgan, a Jensen Interceptor, an MGB-GT with a sunroof and four Jaguars. A father/son duo drove an Austin Cambridge they are prepping for the Peking to Paris Rally in 2024. Lots of other fascinating cars came along for the drive.

Interestingly, the four Jaguars included one XJ6 and three XK 150s, one each of roadster, drop head coupe and the fixed head coupe that Billy and I drove. I tried to get a photo of the 3 XK 150s together, but the drop head coupe had to leave the tour early due to a conflict.

The Spring Thaw is not a time, distance, speed rally. It is a non-competitive tour. Like a rally, though, the route is not revealed until the beginning of the tour. Participants are told only where the tour starts and ends until receiving a route book upon arriving. The tour starts on Friday morning and ends with a late lunch on Sunday. This year, the start was at Harrison Hot Springs and ended in Pemberton. Billy and I drove up to Harrison on Thursday and spent Sunday night in Whistler before driving home, a total of about 1,100 miles in the 150.

Dave Hord is the organizer/owner of the Spring Thaw. He has been so successful with his tours that Hagerty has hired him to organize their own rallies, including the California Mille Miglia which Hagerty recently purchased. Unlike the CA Mille, the Spring Thaw is designed to be done on a budget. The entry fee includes hotel, dinners and the routebook, but that is about it. Breakfast, lunch, drinks and dedicated mechanics are not included. As a result, the Spring Thaw entry fee is about a tenth of the luxury rallies, but it is at least as much fun. *(Continued next page)*

Driving to Harrison on Thursday and driving home on Monday were mostly sunny and dry. Everything in between was grey and wet. Canadians are prepared for the weather, though. The tour is always on remote and entertaining back roads. They are all paved, but can be “interesting”, especially when covered in standing water. We covered several hundred miles of these roads on Friday, ending in Pemberton for the night.

As happens every night on the tour, the main party is in the hotel parking lot. Participants get to know each other and chat for hours about their car, the drive, and their experiences. The best part of any tour or rally is meeting great folks. This is the third time we have done the Spring Thaw and we have made many friends that we keep in touch with during the year.



(Continued on next page)

This year, the Friday night parking lot party was soaking wet, and was dampened by bad news for both Caterhams. One spun out on a very wet road and crashed into a barrier. No one was hurt, thankfully, but the rear end of the Caterham “exploded” in the owner’s words. Luggage, spare tire and belongings flew out and into the road. Lots of participants stopped and helped out, but the Caterham was toast. In the true spirit of the Spring Thaw, though, the owners rented a car and completed the tour.

The second Caterham had a mishap when the front was jacked up to adjust some simple thing. When the car was lowered a jack stand or something hit the bottom of the cast metal timing chain cover and shattered it. One of the participants is a very experienced mechanic. He spent hours piecing the cover back together, gluing it with epoxy and JB Weld. We were under a tarp in a complete downpour for hours putting it back together and it held. That owner understandably headed for home on Saturday, rather than risk it flying apart on the rest of the tour. Note to self: Include JB Weld in the tool kit!

We ended Saturday in Kamloops. During the parking lot party, we learned that the next day’s route would take us through Cache Creek which had just been buried in mud from horrendous floods and we might have to re-route. At the Sunday morning drivers’ meeting, we were told the road was open to one way only and to expect delays. We made it through the area with very little delay, but the devastation from the floods was frightening.

Kamloops is on the “dry” eastern side of the mountains. When we left Sunday morning, it was raining so hard the sagebrush was soggy. Billy and I had heard from the Canadians that the last leg of the Sunday drive would be down the Duffy Lake Road, and that it is scary. They were dead on. The road goes over the mountains down to Pemberton on the wet west side. The downhill grade was the most twisty, steep road I have ever been on. The signs started warnings at 7% grade, then to 11% grade and finally to 14% grade with 15 km switchbacks. Billy was driving and pushing the car a little more than I liked. We got down safely, but the brakes were smelling and fading a bit. We pulled over and things were fine after we all cooled off. Other than that, the car ran great. We only wished they had invented intermittent wipers earlier.

The tour ended with lunch and awards at a golf course in Pemberton where it was, of course, sunny and dry. Dave gives out only a couple of awards, including the “spirit” award which went to the crashed Caterham owners who rented a car and completed the tour. Billy and I drove to Whistler, and then home on Monday.

The Hagerty Spring Thaw is one of a few tours that Dave Hord does. He is planning a fall tour, the “Fall Classic” in September this year. The tour will begin in either Tacoma or Portland and will end in Portland. Billy and I are already planning the trip. If you and your pre-1973 Jag or other interesting car, love to drive and meet great people, I highly recommend this or next year’s Spring Thaw. The car does not need to be pristine, or even nice. The most interesting cars were the oddballs, like the 1951 Studebaker Starlight with weird ChromaFlair paint. More pictures and information is at <https://classiccaradventures.com/> If you want more stories about the tour and why we love it so much, call me at 206-794-2755 or email me at jaholmes141@gmail.com.



TAKE BETTER CAR PIX

Photos: Internet sources, Kurt Miyatake, Dan Hockensmith. Reporting: Kurt Jacobson



Talent thrives within our Seattle Jaguar Club membership. Take former professional photographer and instructor Kurt Miyatake.

We like taking photos of the cars we own or discover at events. Most of the images we create make us happy. Others delight us and beg to be shared with others, such as the images captured by members that are published in *JagMag*, win awards from Jaguar Clubs of North America and are published by Jaguar parts vendors Moss Motors and SNG Barratt.

Kurt is helping us elevate our efforts, first by recapping principles of photography and then how to apply them. The principles were covered in a May 11 Zoom meeting that has been attended by members of our club and the Canadian Prairies Jaguar Club, Jaguar Car Club of Victoria, Jaguar Owners Club of Oregon and shared with the Jaguar Society of South Carolina and others to come. You can view the entire session at <https://www.seattlejagclub.org/links> (scroll down to find the video). Watch your emails for the time and place for a live location session. The images here are taken from Kurt's slide deck.

Kurt and his wife Ana live in Olympia and enjoy a 2022 F-Type P450. He is a third-generation photographer from Southern California where the studio opened by his grandfather 100 years ago, is still operated by Kurt's cousin. Kurt graduated from the prestigious Art Center College of Design, taught photography at Pasadena City College and retired from a career in marketing and technology. *(Photo above: Kurt in Red Rock Canyon, CA circa 1985)*

Guiding concepts “It’s NOT the camera, it’s the photographer’s eye. An interesting image is one that evokes an emotion. When creating an image, consider the most probable end-usage (i.e., how it will be used).”

Hardware

The smart phone in our pocket or purse is compact, handy easy to use, but is difficult to control manually.

Digital single-lens reflex cameras offer a wide range of adjustability, are less convenient and require downloading images to another device.

A tripod is indispensable. It allows low-light photos and eliminates blurry camera shake when pressing the shutter. Round-leg aluminum or carbon fiber tripods are more stable.

Terms and the effects their changes create *(image below)*

ASA / ISO: “Film speed” (the lower the better)

Aperture & Shutter: “How much” light enters camera and “how long”

Depth-of-Field: Sharpness in-front of and behind the point of critical focus

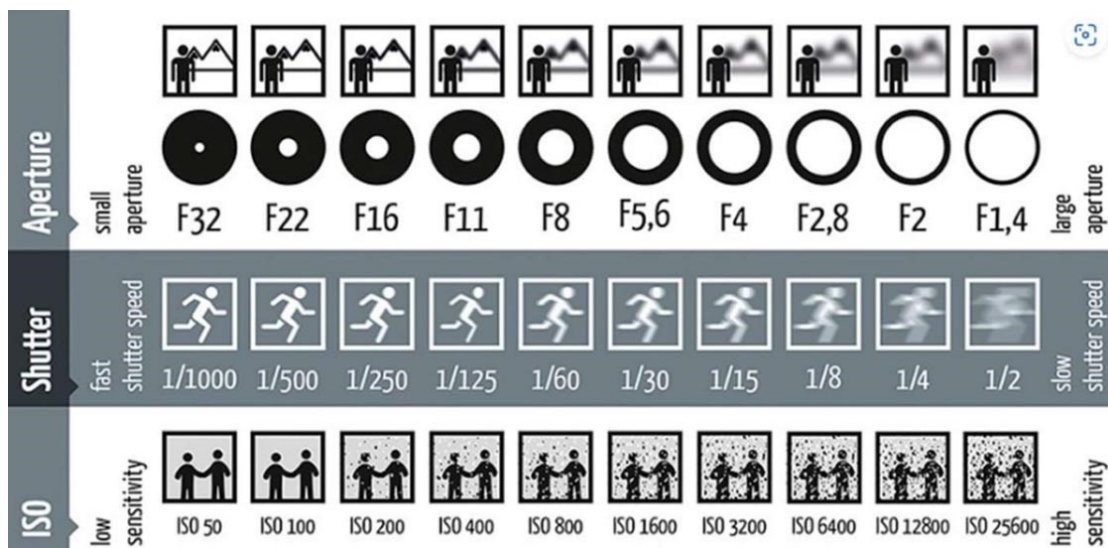
Focal Length: “Length” of lens (e.g., 17mm to 200mm)

Depth-of-Field > deep vs. shallow:

Small aperture (e.g., F/16) produces deep.

Large aperture (e.g., F/5.6) produces shallow.

Resolution, the number of pixels per inch: “More” (or higher) isn’t necessarily “better.” For a website you don’t need an uber-high resolution that produces a large file size. For a poster, the larger the digital file the better.





16mm lens



35mm lens



70mm lens



150mm lens



Top, clockwise from top right: 16mm lens, 35mm lens, 70mm lens, 150mm lens. **Right**, faster shutter speed (e.g., 1/125 etc.) and “panning” with the car (right to left) blurs the background. Photo: Dan Hockensmith ©2023.

Right, Shallow depth of field, likely created with a telephoto lens and large aperture (internet images).

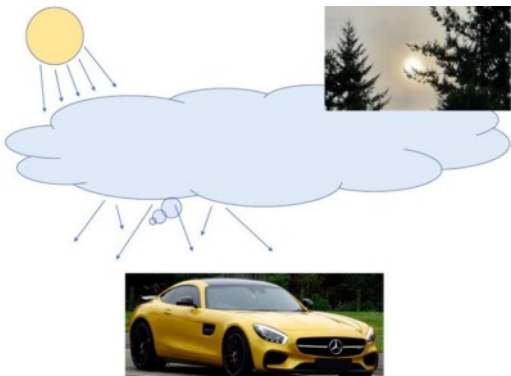




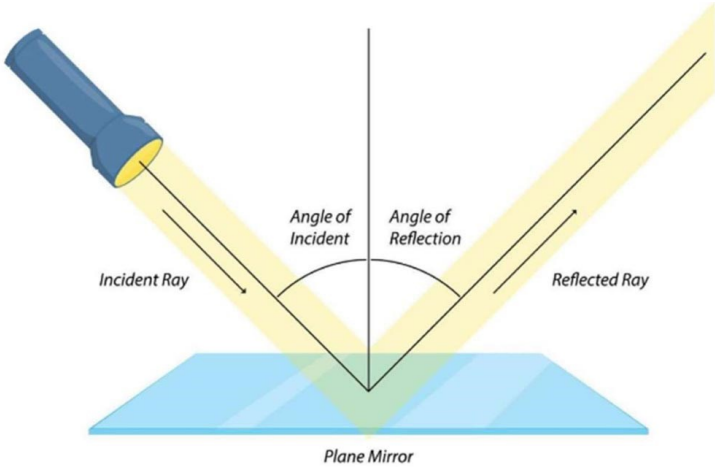
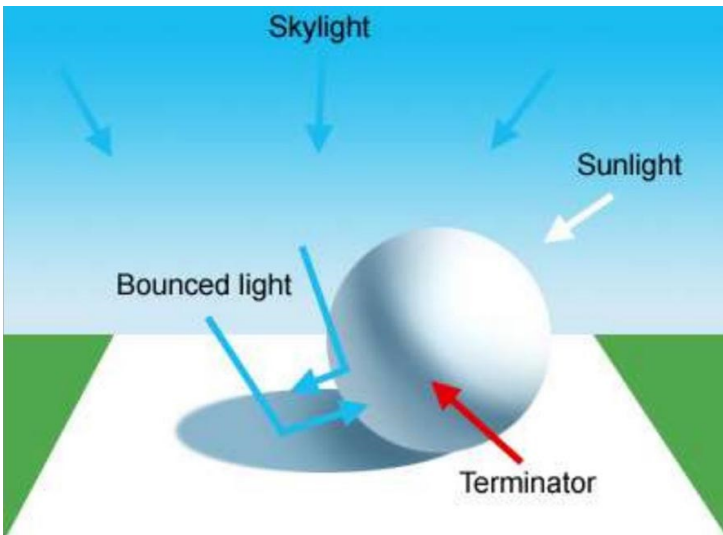
Lighting is the most important aspect of creating an image.

Automobiles are basically large, curved mirrors and reflections can be good or bad. *(Below is how light reacts to a surface)*

Timing is everything for early AM or sunset shoots *(above left)*.



(Above) Overcast days are your friend. A thin or medium thick cloud cover is diffuser of the sun’s light, creating even lighting and minimal harsh shadows, even at “high noon” *(bottom right)*.



(Above) Reflections can help define beautiful curves.



Composition and point of view (POV)

A basic design class will help you compose images combine elements (shapes) and tonal values.

Never settle taking images at normal eye level. Get low (on the

ground) or high (step stool, ladder, or elevated shooting position). *(Photo above of Kurt's Porsche shows "golden hour" lighting, low POV, separation of the car and shadow.)*



Have fun with POV, closeups, shapes, etc.

Resources for car photography

Club magazines (Jaguar, Porsche, etc.)

Bring a Trailer Auction Site (pictures)

Online resources (search "car photos"): <http://www.adobe.com/> <http://www.format.com/> <http://www.pixpa.com/> <http://www.thedrive.com/>



Kurt and Ana Ana's 2022 F-Type P450.



2023 VOLUNTEER LEADERSHIP



Seattle Jaguar Club

PO Box 82986
Kenmore WA 98028
info@seattlejagclub.org



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WHY SHOULD YOU BE A MEMBER OF THE SEATTLE JAGUAR CLUB?

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.

Join the club or renew your membership for 2022 for just \$69 a (calendar) year. It includes all of the benefits of Jaguar Clubs of North America (JCNA) which you can find at www.jcna.com plus our local club. The current and past issues of JagMag at www.SeattleJagClub.org give the best look at our club. Attend an upcoming event and check out the group. Membership in our local club includes membership in JCNA, and offers the greatest benefit to you through local activities, services and information.

Your membership includes a subscription to the *Jaguar Journal*, the leading North American Jaguar magazine bringing to you the latest news and features on Jaguars and activities in North America.

JCNA and Seattle Jaguar Club members are occasionally eligible for substantial discounts on new Jaguars plus some Land Rovers, and a 5% discount on collector car insurance from Hagerty. You'll also receive updates on local events, drives, and shows in addition to a local eMagazine called *JagMag* highlighting the Seattle Jaguar Club activities. Membership gives you the opportunity to participate in a wide range of activities of diverse interests with many events where families take active part too. JCNA Members are eligible for a number of annual championships.

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

**PO Box 544
Mercer Island WA 98040
SeattleJagClub.org**

MEMBERSHIP INFORMATION

☐ New Member

☐ Renewing

APPLICANT(S) INFORMATION

Primary member last name:

Primary member first name:

Current address:

City:

State:

ZIP Code:

Home phone number:

Email:

Birthday (MM/Day):

Cell phone number:

Ok to receive texts? ☐ Yes ☐ No

Past/present occupation:

Partner member last name:

Partner member first name:

Current address:

City:

State:

ZIP Code:

Home phone number:

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

GENERAL INFORMATION – Please check your interests

☐ Rallies

☐ Event organization

☐ Drives

☐ Tours

☐ JagMag assistant

☐ Overnight trips

☐ Annual concours

☐ Slalom

☐ Ideas? _____

☐ If you are a renewing member, would you like to mentor a new member from your local area?

To join or renew go to Seattlejagclub.org

If you would prefer, you may complete this form and mail it with a check for \$78 to the address at the top of this form.

CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

Advertise your Jaguar parts and vehicles here in JagMag. Ads are free for members and **only \$10 for 3 months for private non-members (not commercial)**. Clean out your garage and place your ad now. Contact Kurt Jacobson. Classified ads must be Jaguar-related.

COMMERCIAL ADVERTISING RATES

Advertising requests must be received by the 20th of the month preceding publication. Payment should be sent to Attention: Advertising, Seattle Jag Club, PO Box 544, Mercer Island WA 98040. And the ad should be sent electronically to jagmag@seattlejagclub.org.

	6x	Yrly, 12x		Yrly, 12x
Full Page	\$500	\$950	Business Card Member	\$110
Half Page	\$250	\$450	Business Card Non-Member	\$150
Third Page	\$200	\$350		
Quarter Page	N/A	\$250		



2005 XJ8 for sale, Sea Frost Green, light beige leather, sun-roof, air suspension replaced with shocks. Voice



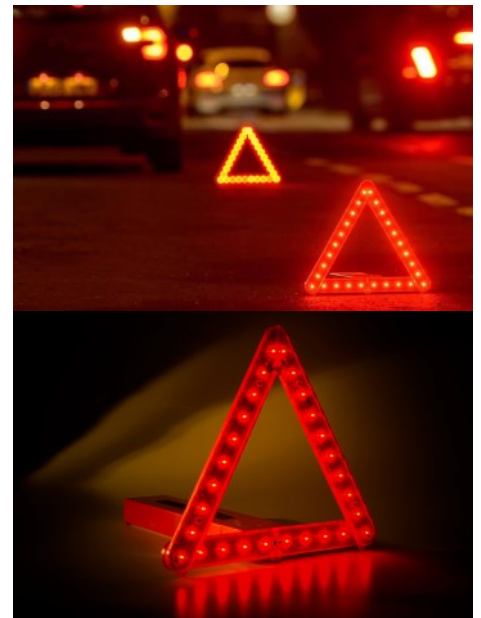
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May 2023

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132,000 miles. Maintenance records.

Looking for a buyer who appreciates the beautiful car that it is and will not part it out. \$3,500 or best offer. Call or text 253.691.1360.

Apr 2023





**1987 Series III
XJ-6 for sale**

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

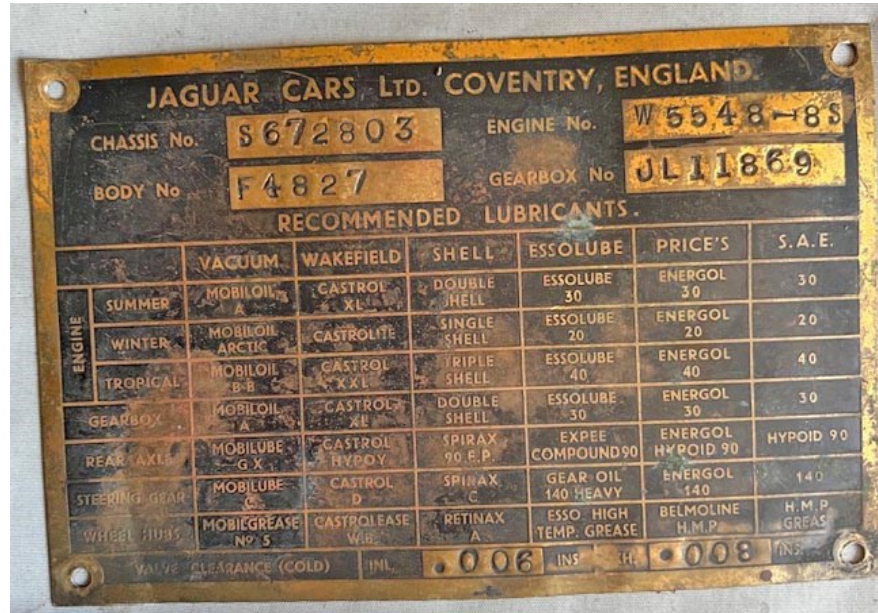
XJ6 Series 3 1986/87 wanted If someone has (or knows of) a nicely cared for example that they would like to see go to a good home(!) please contact me. Simon Thompson at simon@cravenscoffee.com or 509-991-3843. Feb 2023.

Barn Find XK120 A

Jaguar 1953

XK120SE OTS has just become available. Owned by the same family since the 70's this rare Jaguar was actually in a barn for or the past 45 years. All numbers match. Located in Sultan, WA. \$15,000 or best offer. Call Scott at 425-737-1215.

Apr 2023.

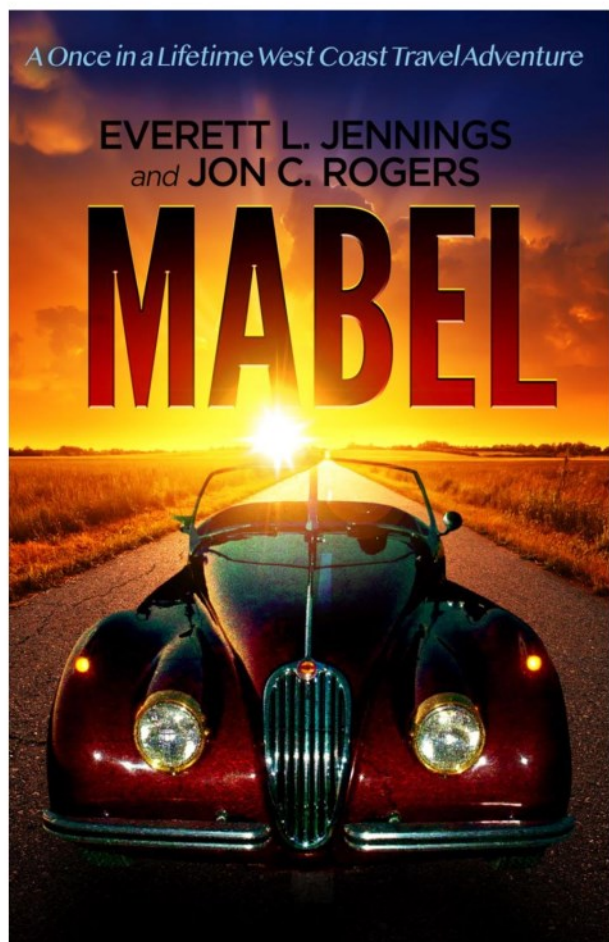




Four E-Type wire wheels for sale Most likely 72-spoke Dayton's. Excellent chrome, in good condition. On my 1965 XKE until a couple months ago. Tires are on the rims to show they don't leak air, but should not be used as they are more than 10 years old. Two wheels imprinted on rim with: MADE IN USA 15 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

1994 Jaguar XJS 2+2 Convertible for sale. \$7000, Owned since February 1997. Always Garaged. Mileage 83,843, No operational problems. 6-cyl, 4 liter. .Original: exterior paint and interior. Exterior: Kingfisher Blue. Interior: Cream. New tires, brakes, shocks. A/C rebuilt. 360-692-2890 (leave message) or email: johnpers@wavecable.com Jun2023





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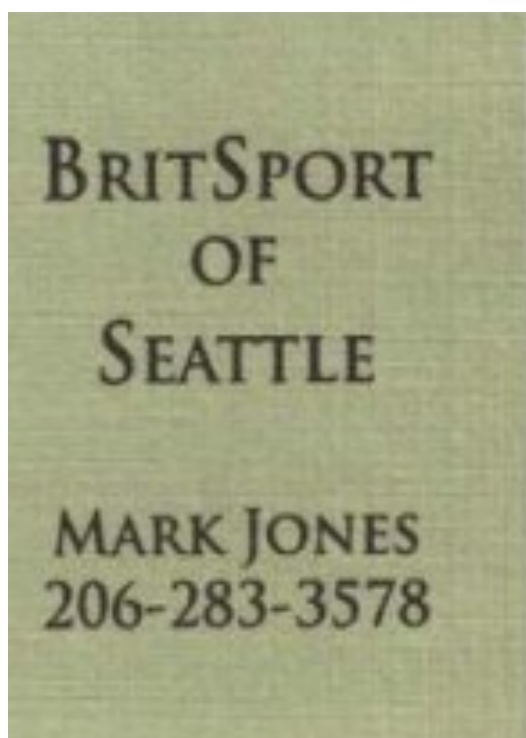
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