

2023 CALENDAR

You don't have to drive a Jaguar to participate in Seattle Jaguar Club events. For the latest information and to register, go to https://www.seattlejagclub.org/calendar And there is a world of Jaguar fun, adventure, information and friendships all around us, with 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. Check out their newsletters.

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

Please check for the most up-to-date information at <u>seattlejagclub.org/calendar</u>

OCTOBER 2023

Wed Oct 4 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Sun Oct 7-8 Wine Country tour *(right)*. <u>www.seattlejagclub.org/events/winery-tour</u> Contact Kent Wiken.



Sat Oct 14 10:30 am. Fall Colors Tour.

Meet at Fred Meyer, 12906 Bothell Everett Hwy, Everett 98208. Depart 10:30 a.m. for rural drive to Muddy Boots

Pumpkin Patch (left), Duvall. Contact Randy Pickett.

Sat Oct 21 11 am, RW Auto Classics tech session <u>www.rwautoclassics.com</u> Contact Brian Case.

NOVEMBER 2023

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

Sat Nov 11 11 a.m. Tech session on powder coating, paint, carbon fiber and more at Randy's Pickett's home shop in Mill Creek. up at <u>Tech Session-Powder Coating</u>, <u>Painting</u>, <u>Carbon Fiber Oh My! | Seattle Jaguar Club (seattlejagclub.org)</u> Contact randy.pickett@hotmail.com 253.258.6418

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 10:30 am Holiday Party (*right*), Seattle Yacht Club. Register: https://www.seattlejagclub.org/events/2023-holiday-party-2 Contact Kent Wiken.



2024 CALENDAR

JANUARY 2024

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

Jan date & venue TBD Tech session or Jaguar roving dinner, Contact Brian Case.

Sat Jan 13 11 am, Annual General Meeting, LeMay Collections at Marymount (*right*), 325 152nd St E, Tacoma, WA 98445 (Parkland). Lunch followed by meeting to introduce 2024 officers. Then options for tours. Prices TBD. You will receive email with registration link later.



FEBRUARY 2024

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

Feb Tech session, Contact Brian Case.

Feb Jaguar roving dinner, Location TBD contact Brian Case.

MARCH 2024

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

Wed-Sun Mar 14-17 JCNA Annual General Meeting (AGM), Charlotte NC. Contact Brian Case. (Visit NASCAR Hall of Fame and RK Motorsports.)

Mar Tech session, Contact Brian Case.

Mar Jaguar roving dinner, Location TBD contact Brian Case.



APRIL 2024

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

Apr Tech session, Contact Brian Case.

Apr Jaguar roving dinner, Location TBD contact Brian Case.

MAY 2024

Thu May4 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

May Route & date TBD, Spring Thing drive.

May tech session, Contact Brian Case.

May Jaguar roving dinner, Location TBD contact Brian Case.

JUNE 2024

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

Jun Tech session, Contact Brian Case.

Jun Jaguar roving dinner, Location TBD contact Brian Case.

JULY 2024

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



Sat Jul 13 Western Washington All British Field Meet, St. Edward Park (*left*), Kenmore. Contact John Holmes.

Fri-Sun Jul 19-21 Jaguars on the Island JCNA-sanctioned concours and related events, Windsor Park *(below)*, Oak Bay (Victoria). Host Hotel is Ocean Pointe Resort. Contact Brian Case.



AUGUST 2024

Sat Aug 3 Jaguars on the Green Concours *(right)*, Swinomish Casino & Lodge, Anacortes. Details to come.

Thu Aug 8 7 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.





Sat Aug 10 Seattle Polo Party, fancy,

classy event at Seattle Polo & Equestrian Center (*left*), Enumclaw WA. \$75/person. Contact John Conrard..

SEPTEMBER 2024

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

Sept Tech session, Contact Brian Case.

Sep Jaguar roving dinner, Contact Brian Case

OCTOBER 2024

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

Oct Tech session, Contact Brian Case.

Oct Jaguar roving dinner, Location TBD contact Brian Case.

NOVEMBER 2024

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

Nov Tech session, Contact Brian Case.

Nov Jaguar roving dinner, Location TBD contact Brian Case.

DECEMBER 2024

Thu Dec 7 7 pm Board meeting via videoconferencing. All members welcome. li

Dec Holiday Party, date & venue TBD.

Sat Nov 11 Tech session, Contact Brian Case.

JUDGE'S CORNER

Some of you know 2023 was my last year as Concours as Chief Judge. I have stepped aside and asked Bill Holmes to take on the challenge. He has accepted and the Board has agreed. This does not mean I will not be involved. And indeed I anticipate a year or two of behind-the-scenes involvement. I, as well as everyone else want a seamless and trouble-free transition as possible.



Above, Zane training concours judges

I look forward to whatever new ideas Bill comes up concours judges with to grow and streamline the process. I know his youth and energy will raise the event to another level along with Brian and Sharon Case as Concours Chair with their attention to detail.

The Seattle Jaguar Club is at an all-time membership high with its sights on the future! We have been seeing an expanded event calendar with a large variety of interesting things to participate in. We drive, we dine, we learn, and we meet new people. This makes our club a well-rounded great social vehicle to satisfy many of our busy needs.

Those of us who wish to guide or help with operations are encouraged to volunteer or run for office. If you have time or ideas or just want to help, please get involved!

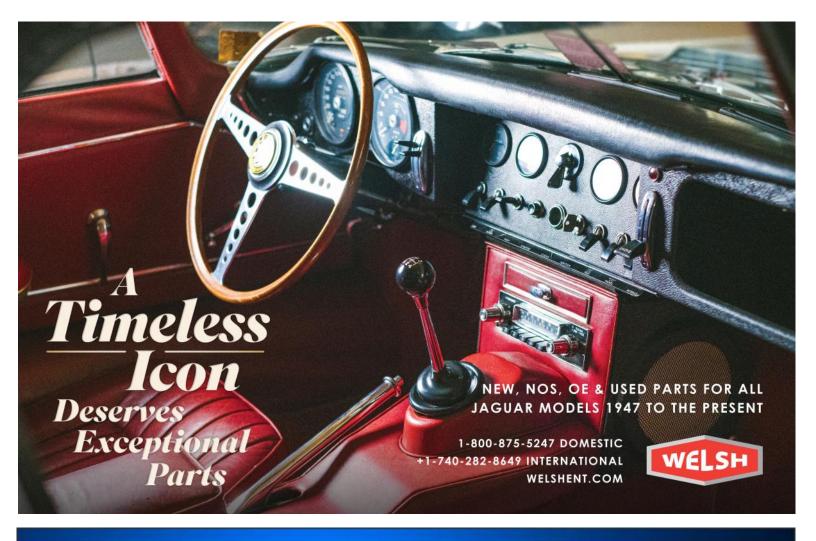
See you at the Holiday Brunch, Zane Ware (Past Chief Judge).

PS. Start looking for articles from Bill Holmes in the near future.

It's been great fun Thanks for the years of support.

--Zane Ware

The Seattle Jaguar Club is at an all-time membership high with its sights on the future!



BECOME A MEMBER OF THE SCM FAMILY OF INSIDERS TODAY!



Cover

John Holmes' XK150 at British Car Day at Exotics @ Redmond Town Center (picture by Kurt Jacobson).





WHATS NEW?

More border crossings: Battle of Britain Day at the Canadian Museum of Flight, Langley BC Members of the Seattle Jaguar Club are finding more experiences to share with our four neighboring JCNA Northwest Region club members. When BC-based Northwest Region Director Carole Borgens suggested that our clubs could rally some Jaguars at the Canadian Museum of Flight at the Langley (BC) Regional Airport for Battle of Britain Day, a few or our members Did they joined two Jaguar Owners Club of Oregon members to hop across the border.

Sharon and VP Technical Brian Case met up with Clara & Carl Foleen from Oregon to try to meet up with Seattle members Jim Griffith and Bob Alness. Those two flew to Lynden in Jim's Piper Comanche and found a pickup truck to borrow then drove to the airport. All stopped at the Lynden Dutch Bakery to meet up, but missed connections. (Continued, next page)





(Continued) Members and volunteer leaders in the JCNA Northwest Region have found interclub activities like this to be popular, an extension of what the individual clubs offer. (Above are Bob Alness in blue with new member Jim Griffith who flew in Jim's Piper Comanche to Lynden before driving to Langley).

The Heritage Classic is put on by the Canadian XK Jaguar Register and Canadian Classic MG Club. The August 25-27 event included a



JCNA-sanctioned Concours. There was a Friday welcome reception at the Jaguar/ Land Rover dealership. Saturday's car show was at the Douglas Park in Langley, BC (above). Sharon & Brian Case judged and Danny Lisa got 1st Place with his XJS, Glen Read 1st for his XK150S and Mary & Stewart Bruce 2nd for their E-Type. Results provisional. (Continued next page)



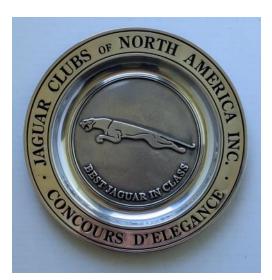
Saturday evening included dinner at Adrian's at the airport. On Sunday there was a 2 hour drive around the countryside that ended at the Newby estate.

Their Revival Picnic was the highlight of the weekend. We sat around enjoying a professional singer and then toured their famous collection of military vehicles and uniforms (right). They provide period equipment and uniforms for the film industry. Their inventory is absolutely amazing!





The club did a great job putting on this event and we would recommend everyone consider attending in 2024! – Sharon Case



Please donate your concours trophies back to the club. Sharon Case explains:

"The costs of putting on a Concours d'Elegance each year are increasing, of course, like everything else. One large expense we have is providing the JCNA trophies to winners in the judged classes. Many clubs have started giving out other, cheaper trophies to their winners. We really would like to continue giving out the JCNA pewter plates (left)." (Continued next page)

(Continued) If you have a stack of trophies that are just collecting dust, please think about donating them to the club. If you have them displayed on a wall, please keep them and enjoy them. This is just for those that really are not enjoying them and feel they are just taking up space. If you would like to contribute them to the club, just send me an email and we can work out the details of when and where we can collect them from you.

Yes, we have a Seattle Jaguar Club member in Grant's Pass. Greg Smith is a member of Jaguar Owners Club of Oregon and a member of our Seattle Jaguar Club. He is one of several of our members who take advantage of the benefit of having one JCNA membership fee and then paying the additional local club membership cost. His experience reflects one of the benefits of an associate club membership.

Our member Ron Smith in Olympia, no relation to Greg, was helping a friend sell an unrestored E-Type OTS Series III hardtop. Before placing an ad in JagMag or finding other communications media, we our club sent an email to all the Series III OTS owners to see if there was interest in this very favorably-priced item. Greg responded quickly and drove up to collect the top from Ron's friend and seller Terry. All parties were happy with this solution club membership provided.

Asked about his E-Type, Greg recapped how he has personalized it. He says, "This is a bucket list car for me. I actually built the 1/8 Scale Model when I was a kid – sub 10. I've since purchased a new old stock (circa early 60s) of the same model. Hopefully I can build it better and, without the glue fingerprints."

He says of his real E-Type, "It is not drivable yet."

- I'm Euro Spec'ing the engine and installed NEW 9:1 compression pistons and NEW cylinders. U.S. Spec was 7.4:1.
- I rebuilt all carbs.
- I ground off all flashing off the intake manifolds and had them powder coated.

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(Continued)

- I purchased all new intake and exhaust valves and did a triple angle valve job myself, lapping in to final 1200 grit and installed Teflon valve seals (intake and exhaust). I had the head cleaned and decked prior.
- New exhaust manifolds ceramic coated.
- Stainless down pipes to what will be Bell SS Exhaust.
- No intention for a rotisserie restoration but, I'm getting into the weeds more than I thought... Details.

Next is removing the front suspension and frame. Can't have the engine beatified and set in a messy chassis. All suspension rubber needs to be replaced as it sat since 1991.

Will need new front splined hubs

Purchased GAZ adjustable shocks and will install as suspension progress moves forward

I like the 2 eared knock offs so, likely keeping them

Hoping phase 1 – engine bay all clean and painted, suspension installed, engine and trans (auto) installed and fire it up February-ish."

There is such a thing as a free lunch at Seattle Yacht Club. They provided free lunches to people who entered their cars. Glen Read won the Best British Car award, a



bottle of gin, for his XK150S OTS. Ray Papineau won the "Best Salvaged Vehicle" plaque. Linda Roberts attended with Ray. Our members pitched membership in the Seattle Jaguar Club to the owners of an F-Type coupe, an XJ6 and an E-Type OTS. (Pictured with Ray in the Hawaiian shirt and Glen are Admiral Lance Rummel, Admiralette Nicole Wilkin and Vice Admiral David Sanford.)

There are Jaguar enthusiasts, and there are Jaguar enthusiasts who are World enthusiasts. Like Tom Hilton.

Tom Hilton and his equally itinerate and enthusiastic wife and business partner Margaret Ames loved to travel and explore. Often it was on our club drives.



Unfortunately, Tom passed recently. In spite of his struggle with an aggressive form of cancer, he and Margaret still attended several club events. Their engineering firm had a unique position in the well drilling business that sent them around the world to solve problems for clients. Even at our events, Tom and Margaret found unexplored routes getting to and from our routes.

They loved driving their Jaguar XK8 convertible around the Northwest and North America. Yes, Tom and Margaret personified Jaguar driving and social enthusiasm. And they were just generally enthusiastic. We will miss Tom and offer our heartfelt condolences to Margaret and to Tom's sister and Seattle Jaguar Club member Kathryn Hilton. (Margaret Ames & Tom Hilton in their XK* with a map on Tom's Iap. Of course.)

Our Seattle Jaguar Club is the third-largest of the 59 local clubs in Jaguar Clubs of North America (JCNA). The most recent JCNA report showed that we had 185 members as of September 11, 2023. We had 174 members eight months earlier, December 12, 2023 a 7% increase. Our most recent roster shows 189 members and a couple new members will join in October to take advantage of the 15-month new-comer rate that allows discounts their 2023 dues.

The two larger clubs are the Jaguar Associates Group headquartered in the California Bay Area with 217 members, and the Carolina Jaguar Club headquartered in Winston-Salem North Carolina with 192 members, only three more than we have. Could #2 be on the horizon? (Continued next page)

(Continued) We have been growing faster than the JCNA average, and at a rate faster than most larger clubs. Our Northwest Region neighbor to the south, Jaguar Owners Club of Oregon, is a star with a 19% increase to 105 members. Some smaller clubs have grown faster, but they started with a much smaller baseline.

There are many reasons why the Seattle Jaguar Club is doing well. As *JagMag* Editor and a past president, I continually hear that we have so many activities and we are very welcoming to new members. To that I would add we have especially enthusiastic members and volunteer leaders, plus continual upgrades to our member experience touchpoints. Although few members think about, we have been financially sound with high reserves that are virtually stable over many years.

THE ANNUAL ELECTION OF SEATTLE JAGUAR CLUB OFFICERS IS APPROACHING

Chair of the Nominating Committee, Brian Case is requesting that members submit nominations for the 2024 officers. He says, "The club depends on volunteer members to be successful. Please consider volunteering for one of the listed positions.

The club officer positions are for one-year, with two consecutive terms preferred. Trustees are normally elected for a three-year term."

Brian and his Nominating Committee are accepting nominations for:

President

Vice President-Activities

Vice President-Technical

Treasurer

Secretary

Trustee

(Continued next page)

Members may nominate themselves or other members. Nominees will be contacted to ensure they agree to the nomination. Consenting nominees will be forwarded to the Board for approval and those approved will be placed on the ballot for election by club members.

Please email Brian at sbcase253@hotmail.com with your nomination(s) by October 15, 2023.

Descriptions of the positions:

The elected officers of the Club are President, Vice President-Activities, Vice President-Technical, Secretary, and Treasurer. Elected officers shall be FULL members in good standing.

Officers' duties shall include the following:

President: The president shall act as chairman of the Board and shall conduct the meetings of the membership. The president may authorize the expenditure of up to \$1,500, or half the treasury, whichever is less. The president shall be responsible for annual review of appropriate insurance coverage for the Club. In the event of the president's absence, the vice president designated by the president shall assume all duties of the president. Should the president's absence be prolonged, the Board of Trustees shall determine which of the vice presidents shall act as president for the remainder of the president's term.

Vice President Activities: Shall be responsible for coordinating monthly activities, and shall act as president if called upon.

Vice President Technical: Shall be responsible for arranging the monthly technical sessions for the Club and shall act as president if called upon.

Secretary: The secretary shall maintain records of all meetings of the Board of Trustees, and any other proceedings or actions required by law or specifically directed by the Board of Trustees. Proceedings shall be made available for publication in the Club periodical as directed by the Board of Trustees. If unable to attend, a meeting of the Board of Trustees, the secretary shall be responsible for finding a substitute. If unable to attend another proceeding or action directed by the Board of Trustees, the secretary shall notify the board when the requirement is established in order to enable the Board of Trustees to make other arrangements, or shall otherwise arrange a substitute. (*Continued next page*)

(Continued) The secretary shall conduct the basic correspondence of the Club and shall receive copies of Club correspondence by others. The secretary shall maintain or delegate the current Club membership roster and shall maintain or delegate the maintenance of records covering membership prospects. The secretary shall have custody of all Club By-Laws and amendments and shall make copies available to the membership upon request or not otherwise published.

Treasurer: The treasurer shall have custody of all monies, shall make deposits in the appropriate Club account and shall make payments of Club debts upon approval of either the president or the Board of Trustees.

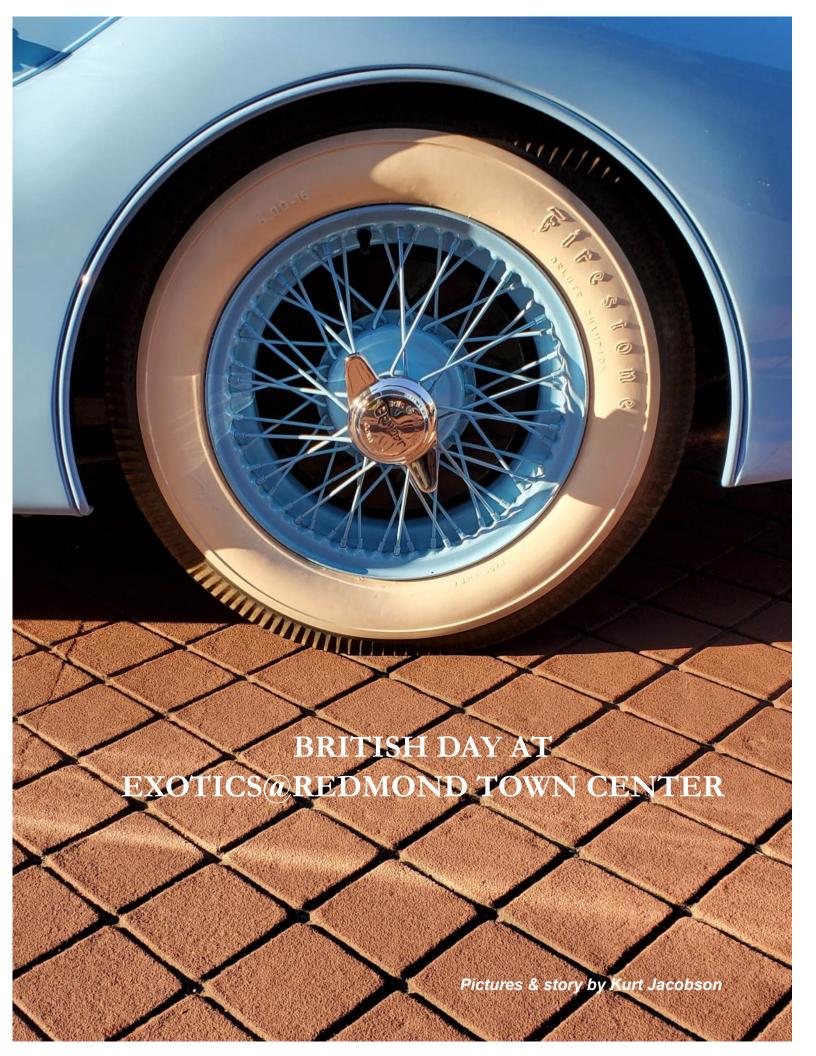
The treasurer shall either collect payments personally, or delegate collection authority to persons responsible for the event or other accounts receivable. All contracts, checks, drafts, notes or other orders for payment of Club monies shall be signed by the treasurer, and additionally by the president or vice president where dual signatures are required.

The treasurer shall report on the financial status of the Club at every regular meeting of the membership, unless otherwise published in a Club publication distributed to the general membership, and of the Board of Trustees. The treasurer shall not incur any debt, obligation or liability for the Club without prior approval of the president of the Board of Trustees. The treasurer shall maintain appropriate books and records, manage the renewal of state incorporation papers, and filling the federal income tax. An annual financial report for the prior year's activities shall be published in the Club publication. The books and records shall be reviewed annually during February by a committee appointed by the new Board of Trustees

The officers shall hold office from the close of the annual meeting at which they are installed, to the close of the following annual meeting.

Trustees:

In addition to the Officers listed above, the Board shall consist of four elected trustees. The Trustees provide oversight and guidance in regards to club operations and activities.





Every Saturday morning starting about 7 a.m. and continuing until about 11 a.m., the Redmond Town Center shopping center hosts the Seattle area's free and frequent car shows. Exotics is not just supercars, but a wide variety of special interest vehicles. One parking lot is re-



served for all types of" exotics" while occasionally the streets leading to the center court (above right) are reserved for specific groups. Saturday, September 16 British cars took over the streets. Many Seattle Jaguar Club members attended, displaying a range of cars from Kurt Miyatake's 2022 F-Type R to Ehab Sahawneh's 1950 XK120 OTS. The "X" in XK stands for

exquisite. (Top, Erik Schumy in the red cap to match his XK140and Ehab Sahawneh in red shirt near his black XK120 OTS in the center of the Center. Below right is a 1948 Chrysler Town & Country Sedan that qualifies as an exotic, in the main lot.)



In addition to our old favorite Seattle Jaguar Club cars, there are always surprises. This year it was a lineup of four DeLoreans (top left) and a shocking turquoise and white McLaren Elva (middle left) that looks like it was just plucked from Ocean Drive in Miami Beach and the antithesis of Jaguar designer Ian Callum's artful aesthetic. (Bottom left, no design cliché was left behind.)

Seattle Jaguar Club Trustee Doug Jackson is also Chairman of the Evergreen Lotus Car Club. (Right. top) He gave a quick tour to Linda Roberts



and me of the handful of notable racecars displayed by Lotus club member and noted collector Greg Whitten. One was derived from a slinky Lotus Eleven with wheel flairs and front-end aero aids to support the 215-cubicinch Buick-Olds-Pontiac (B-O-P) aluminum V8 that replaced the 1,000-1,200 cc fours that pow-







ered the cars to success in the mid-1950s.



Doug and I were captivated by the well-known 1930s ERA voiturette (above right) once raced by Prince Bira. Whitten has been racing the car around the world for years. The supercharged 1.5-liter I-6 produced as much power as a 4-liter normally-aspirated car of the time.



A crowd of non-car people enjoyed a taste of our automotive passion. John Holmes brought a bunch of little Union Jacks to pass out to the many children wandering the mall with their parents. (Above, John Holmes' XK150, just cleaned up after a 5-day, 1,150-mile tour. Right is Al Fenstermaker's XK120M DHC.)





Ray Papineau's XKSS replica always draws crowds



THUNDER DOME TO CHARCUTERIE

Pictures: Sharon Case & Kurt Jacobson. Story: Kurt Jacobson

About 20 Seattle Jaguar Club members collected at the Thunder Dome Car Museum in Enumclaw on Saturday, September 23rd. What started as a home for private collector's vehicles, it now offers to the public an eclectic display of cars and automobilia.

(Above: Trish & John Blackburn's Ascot Fawn Series II E-Type OTS .They and other Seattle Jaguar Club members and their cars at the Thunder Dome Car Museum)





Pick a major genre of car and Thunder Dome probably has one or more. Six uniquely creative and artistic track T- themed cars were staged across the main window wall (above). That wall of glass is four bifold hanger doors that open the inside space to the outside for events. All the proceeds help benefit the Epilepsy Foundation of Washington State. https://

thunderdomecarmuseum.org/

Inside are Mid-Century American cars, with an extra dollop of muscle; a few vintage cars; restomods, street and hot rods; oval, drag and road race cars; kids, cars and more.

Troy & Kari Thomas created the facility Some of the cars are theirs; others are on loan from other enthusiasts. The walls are lined with the usual carculture signage, such as what appears to be a collection of Shelby press photos (above left).



Thunder Dome is instrumental in the Enumclaw car events, particularly Cruise Enumclaw the first Friday of the month, May to September, 6 to 9 p.m., https://www.facebook.com/groups/244831640292598. I didn't hear where the name came from, possibly it is because the City of Enumclaw says its name

comes from the indigenous word for "thundering noise." But it probably came from the arena for steel-cage fights to the death in *Mad Max Beyond Thunderdome*. (Above left, that's a lot of muscle, no matter how you stack it.)

We then hopped over to the nearby home of members Trish & John Blackburn where we were greeted by what must have been the longest charcu-

terie board (right). It ran the length of their dining room. Charcuterie is a pretty fancy word considering it is derived from the French words, *chair*, meaning flesh, and cuit, meaning cooked. Thanks to the Blackburns and their friends Linda & Tom Hassenauer for preparing for and displaying the variety of meats, cheeses, spreads and condiments. The lemon tarts were a special treat. The event organizers asked if guests could contribute to the food cost, but the hosts graciously declined the offer.



The forecast rain held off long enough for guests to gather on the patio to talk, or to go out to the street to examine each others' cars.

Two of the new faces and cars were the F-Type belonging to Ray Besson (Ray in black shirt, right) and the white 575-hp XJL R575 limo-rocket belonging to Steve Bell. Steve (right) loves Jaguars so much he has a Jaguar Growler tat on his calf. Both will join in October when the car when the special 15-month new member sign-up offer takes effect.

We finally got to see Jay
Glenn's regal black 1988 XJ-S
Hess & Eisenhardt convertible
(shown, right, at the Thunder Dome).
Another new car and face were
the 2019 F-Type R Dynamic
P380 Convertible in Loire Blue
Metallic (at the Thunder Dome,
right) and its owner and new
member Jeff Boers. He says it
is "One of 19 six-speed manual
convertibles sold for MY19 in
the US, only five of which were
R Dynamic models."















Nick Kappes delighted us by showing up vertically after his hip and leg grenaded in a fall after we last saw him on the Everett-Mukilteo tour. He brought his son Will and Will's "squeeze" (Nick's term) Fardus, which in her culture means "Highest Level of Heaven." (Photo left, from left: Fardus, Will Kappes and Nick Kappes)

Also attending were organizer Brian and Sharon Case, Tanya & Bob Book, Wendy & Craig Duckering (middle left), Patty & Kurt Hrubant (who arrived home early after being stymied on his leg of the Clipper Round the World Yacht Race), Carol & Doug Jackson, Debbie & Glen Read, Lisa & Kent Wiken, and Cheryl & Kurt Jacobson. (Below left, Ray Besson, left, and Jay Glenn are MG veterans, and now Jaguars. Below, Trish and her friend Linda Hassenauer and one of the fabulous lemon-blueberry tarts.)



FUN SOUTH OF THE BORDER.



Story: Cynthia First, Erik Schumy Alan Donald, Bill Buegel, Doug Jackson, and Kurt Jacobson. Photos: Cynthia First, Erik Schumy, Doug Jackson, Sharon Case & Kurt Jacobson.

Whether at our own Seattle Jaguar Club events or at an associated event in a neighboring state or province, you are likely going to find a pod of our members driving and showing their cars. We have a JCNA-sanctioned concours in Anacortes and support and participate in the Western Washington All British Field at St. Edward State Park in Kenmore.

Just across the Columbia River, Jaguar Owners Club of Oregon holds their JCNA-sanctioned concours at the Portland All British Field at Portland International Raceway.

Many members head to the Portland event for the day or the weekend. This year it was September 9th, concurrent with the SOVREN vintage sports car races at the facility. Along with Land Rover discovery driving, car club and vendor tents, several food choices, a guest speaker, and bag piper, it's a big and busy event.

In addition to the members entering their Jaguars were the following attending with other cars: Jim Smalley Austin Healey 100S and his E-Type. Craig & Katie Cootsona with their MG TA Special. Doug Jackson, Cheryl & Kurt Jacobson attended as spectators. Cordell Newby was a swap meet vendor. He had a pickup load of parts stolen at his motel last year while attending the ABFM-PX last year. He has sold off most of his Jaguar parts inventory by now. Sharon & Brian Case displayed their S-Type and Richard Malmgren drove his XK120 coupe all the way from his home at Neilton, near Lake Quinault. And I understand Sue & Randy Pickett and other members were there.

Taking home JCNA trophies (right; provisional) were:

Erik Schumy, 1st Place, C3/140, 1955 XK140 OTS Carmen Red, 99.78 pts.

James Smalley, 1st Place, C5/E1 Series 1, 1966 E-Type OTS Dark Blue, 99.76 pts.

Cynthia First, 1st Place, D12/J8: XJ8/R Sedans, 2017 XJ8L, Black, 9.985.

William and Mary Buegel, 1st Place, D15/F: F -Type, 2015 F-Type S, Ammonite Grey, 9.997 pts.



We always feel welcomed by the Oregon club with whom we share expertise and experiences, including JOCO President and Concours Chair Gene Owens, Chief Judge Rex Schneider and many other friends.

We will let our participating members tell us the rest of the story.

Cynthia First Alan Donald and I are still giddy at receiving a people's choice (right) and first place trophies (above)! Having read the guidelines and getting some mentorly advice from Brian Case, and having seen my dad prepare several Mercedes for a concours, all we knew was that toothpicks and q-tips were an essential part of our (mostly Alan's) cleaning protocol. (Continued)



We were anxious about the judging, trying to suss out what this or that pointing and whispered comments meant we missed. We are looking forward to the judge sheets to do it better next time, as we approached the competition as a learning experience.



Now that we've been bitten by

the bug, with some success, we are sorry there aren't two more concours left this year in which we could participate so we could compete nationally. Gene Owens looked over the car with Alan and gave some good pointers for items we didn't see (e.g. some rubber deteriorating around the sunroof: my excuse that I wasn't tall enough to see it and my gratitude that Alan is!) (Above Cynthia First and Alan Donald)

We started the weekend with a great dinner at Chart House with Brian and Sharon, Randy and Sue (celebrating Randy's birthday from the day before) and topped it off at Dosalas on the Vancouver waterfront, both dinners at sunset with different but spectacular views.



In the middle of all this anticipation but after the judging, I Ubered to Wilsonville to see my 3 and 6 year old grand-daughters (*left*), the older one cheering for a Wilsonville Wildcats middle school football team. Precious! Doubtful she has a natural future on a cheer squad, but she was enthusiastic and darling. So glad to spend time with them!

I am sure Alan will have other comments about the day. We so appreciate learning from all you veteran competitors! Good to see Seattle Club members enjoying the day too, whether volunteering (Clara), or just strolling around (Carol and Doug, to name a few we ran into). We

were glad to see Richard [Malmgren] there after just seeing him at the Peninsula drive with some car troubles, so we were happy to see his car operational. And Erik Schumy's car is always a pleasure to drool over.

Alan Donald Cynthia [First] thought, probably correctly, that I was a bit hasty in entering her XJ8 in the completion. I think she was worried that we would be embarrassed or even humiliated by a poor showing or the uncovering of undiscovered faults with the car. That didn't deter me, for I have far more experience than she does when it comes to embarrassing myself. I wanted some feedback about things we can do to the car to improve its appearance and performance and I am looking forward to receiving the judges' marks evaluating the car.

Owens, the Oregon club president, took a break from his very busy day to spend time with me going over the car, pointing out little details that I should be aware of and correct as I continue my dive into this rabbit hole. He was very honest, forthright, and even brutal in picking out things to be done and flaws that I have missed in the many afternoons I have spent cleaning the big cat. I was also surprised at how caught up I became in the competition in spite of my stated intention of just finding out how the car stacked up against others in its class. It was more than just the usual coffee jitters Saturday morning as "rags down" drew near. Winning the two awards, as minor as they are, has motivated us to do more and we will be on the field again as soon as the opportunity arises.

Erik Schumy It was an amazing and personally memorable All British Field Meet and JOCO's meet. It started with Friday's pre-registration with JOCO's FREE!! and wonderful barbecue dinner. Saturday, I was simply astounded by the attendance of cars, especially the Land Rover turnout. Every possible LR was on display, most all were in their original "patina." It seemed with the massive LR turnout made the ABFM twice the size as our All Brit. I was parked near a dusty gravel road when a Lotus 7 arrived late, never knew until it drove by, that that Lotus's tail pipes pointed straight down and stirred up quite a bit of dust! Back to wiping the cars off:) Made me think, why can these meets not be held when we have wonderful green grass: 0 Yeah I know, green grass comes with rain most likely. Thankfully the ABFM was slightly cooler than ours.

(Continued next page)

Met wonderful attendees around me, Steve had a gorgeous, white XK150 DH on one side. And Rich with a one-family original, blue with red leather XK120 that was in amazing shape on the other side. They both won awards rightfully so. Behind me a couple with TWO Land Rover 110's decked in wonderful original patina. We had a nice little group, I'd say, for we all checked each other for proper hydration. I was the only one without "cover,"....got to remember to bring an umbrella!



Probably the most important time of the trip down was when a previous owner of my XK, Tom Call came with his wife to see "their XK140" once again. That is Tom and me in the picture (above, in black shirt with Erik).

Tom spotted my XK in an alley in Santa Monica in 1973 and purchased it for \$1800 that he could barely afford. Tom, however, started a medical equipment company and eventually moved his company to Portland. (Continued next page)

Still owning the XK, he decided to start restoring the car in 2005 with the help of a local professional on weekends, holidays, evenings, whenever. I told him that I would tell people that the quality of the restoration of my car was because his working on, for example, a door for six days to make it perfect. Upon hearing this, Tom corrected me. He said no, "I worked on a door for six weeks until my technician told me it was perfect." Another time, Tom had told me that one time looking at the car, he realized that the passenger side headlight was slightly askew downward, from the factory! Tom and his technician cut the headlight out and re-oriented the headlight. That was an example of the amazing level of Tom's dedication in getting it right. Tom finished the XK in 2011, and in 2012 won awards at the ABFM, JOCO, and Forest Grove. In fact, before he finished it, he drove the chassis with a wood chair installed, with no body, to a meet and won a special award for the quality of the workmanship!



With the XK still being "fresh," he decided sell his XK at Bonhams in 2015 for a price that was described in one magazine as a new world record. (Fortunately I paid a lot less than that later:) The XK had three owners/sellers after that sale, including noted Motor Trend TV's Chasing Classic Cars guy, Wayne Carini! Back to Tom Call, it was a little emotional reunion for him and his wife Cathy to see "their XK" once again. As we parted, I reminded him that my offer to make the XK available for his daughter's wedding still stood. That was the least I could do for all his hard work and dedication over 6 years, on what is now my XK. (Continued next page)

The JOCO experience was very good, it was interesting to see that they took advantage in holding their concours concurrently with the ABFM. The judging was...... thorough.... but fair! I didn't see many of our members, that was mainly my fault because I cleaned, of course, til "rags dropped," then stayed mostly with my car. I am happy to report that I was honored to receive second in ABFM "People Choice" in class, and JOCO "Best in Class." All in all, the activities, sponsors, food and beer was very enjoyable and memorable.

A side note, I stayed at a great hotel five minutes away from the event. The Vancouver Hilton, great location for restaurants, nice rooms, restaurant, and bar. But especially important, they have an underground garage to protect your beauty with two gates operated by your room card. I also saw a security man patrolling frequently.

Bill Buegel Mary and I (below) drove up Friday afternoon, traffic was pretty good until we were in an off ramp backup. We inched along wondering why I bought an F-Type with manual transmission as it turns out it wasn't our ramp! Made it to the Double Tree "can't recommend it" about 8pm had dinner went to bed.

The ABFM was a pleasure they do a great job making this a fun event. We were parked with the other F-Types all convertibles! Fortunately, we were judged early so we could catch some races and look at beautiful British cars. The only hiccup was the awards ceremony, they started with people's choice that a couple others and I didn't realize. When our names weren't called, we left, fortunately Brian waved me back for the concours

awards where we took first in in our class in driven division. Unfortunately, Jim Smalley had already left when he took first in championship division, I'll get his award to him this week.



Doug Jackson My wife Carol and I drove her 2008 Lexus 400h (hybrid) SUV down from Seattle (starting fairly early) and arrived at PIR around 11:30AM. I've been attending the Portland ABFM since about 2007 (or so) and it was only the second time I've attended simply as a spectator. It felt a little odd (not having a car there), but it does kind of "free you up" to wander around a little bit more than I would normally. I have driven my 1976 Lotus Elite to Portland many times, but it just is beginning to feel kind of old to make the trip... it used to feel completely comfortable travelling along at 65-70mph (and having everybody pass me anyway!), but now it seems to like 55-60mph better, so no, I didn't bring it this year.

I've taken part in the Portland ABFM a bunch of times with my Lotus and had told Carol about being able to take part in the Land Rover "off-roading" option while at PIR, and she seemed to like the sound of that! We met up (by coincidence) with two other members of the Evergreen Lotus Car Club (ELCC), and the four of us had a great time... we rode in a 1984 (I think) Land Rover, driven by a girl/owner, who did a really good job of making the drive exciting!

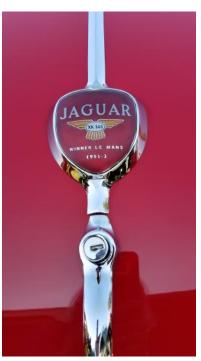
I've also taken part in the Portland ABFM with my Jaguar a couple of times, but had decided to not do that this year. We walked around the ABFM area for a while, and even talked on my cell phone with Sharon Case, but didn't see her, Brian or [Kurt Jacobson], although we did see Cheryl [Jacobson].

I had brought a 2022 WW ABFM coffee mug with me, to give to an ELCC member who races a small Formula Ford, Lotus 51 (with SOVREN) (below), as a Thank You gift, for bringing it to the recent WW ABFM, to display in the Lotus area. And we watched a couple of the vintage races...



and then drove over to Carol's cousin's house (who lives just a little west of Portland) where we enjoyed a bar-b-q dinner and spent the night. So yeah... it wasn't the all-day ABFM affair and visit to the Swap Meet that I usually have, but it was fun. (More photos, next page)





At the JOCO Concours and Portland All British Field Meet, clockwise from top:

Richard Malmgren's XK120 is inviting. Literally. His sign invites you to sit in it.

Jim Smalley is still rags-on before rags-down.

Is it 4 p.m.?

Cynthia First's great plate.

Boot detail on Erik Schumy's XK140 caught Sharon Case's eye and lens..









JOHN AND BILLY'S EXCELLENT OREGON ADVENTURE

Story & photos by John Holmes

For 5 days in September, when many of you were basking (baking?) in the sun at the Portland ABFM, Billy [Holmes, John's and Seattle Jaguar Club member) and I drove the XK 150 (above) on another vintage car tour. The tour was the Hagerty Fall Classic put on by Classic Car Adventures out of British Columbia (www.classiccaradventures.com). The collection of cars was not as extensive as other tours we have joined, but it included several cool cars and many wonderful people. Being based in B.C., many of the participants were from the north. Several others were from the Seattle area, including Blake Siebe, owner of Right Away Tire (www.rightawaytire.com), in his 1972 Citroen DS21 Safari, a car rarely seen in North America. (Continued on next page)



The tour started in Clackamas, Oregon, just south of Portland. Billy and I pounded down the freeway to get there, as he wanted to check out a 2018 Jaguar XF-S listed for sale just a couple of miles from the hotel the tour started from. Unfortunately, the XF-S was disappointing, and Billy passed.

We met the tour host, Dave Hord, in one of his highly modified VW Beetles, and the other participants at the host hotel. The participants do not know the route Dave has laid out until registration at the hotel. Safety is paramount, so no one can register until they show their fire extinguisher, reflective warning triangles, check list for the vehicle and other particulars. Once registered, the participants are required to install their assigned numbers on the vehicle. We all met for a buffet dinner and the usual after dinner parking lot party (one of the most fun aspects of the tour).

Dave held the driver's meeting Friday morning at 9:00 a.m. and explained the route. We all began a wonderful drive on winding and virtually deserted roads through Oregon, heading for the Friday night destination in Bend, OR. On the way, Blake's Citroen began acting up and had to pull over on a deserted stretch of mountain road. We stopped to help if we could. I am a bit of a shade tree mechanic, but a French engine bay is beyond me. One of the mechanics in the sweep vehicle stopped. They eventually determined the problem and got it going again.

Bend is my old stomping grounds, as I graduated from high school there. Not knowing the route until we registered, I did not know it would go through Bend. My best friend still lives in Bend, so we cut the last part of the day's route to visit with him and check out his 1962 Corvette.

On Saturday, we left Bend on Century Drive, a road I was intimately familiar with in high school, through the mountains and lakes of Central Oregon. All was well until we were close to Elk Lake and discovered the road was closed due to a fire. They routed us down a very dusty dirt road with a washboard surface bad enough to jar your teeth loose. It was probably only about 5 miles, but it seemed like 50. We were in a line of classic cars that some owners had spent the previous evening washing and polishing. The very nice couple in front of us were in an Alfa with the top down and were suffering. At the end of the dirt road, we had to stop for equipment to go by. The Alfa had a snit and would not start. Billy helped to push start the Alfa. We followed them for several miles until they pulled over again. The owner checked his quick connect battery terminal and found the shaking had jarred the connection off. (Continued next page)

The remainder of Saturday was over scenic back roads past Crater Lake, Diamond Lake and many others, ending in downtown Eugene. The host hotel set aside spaces in the underground parking garage, where the usual after dinner party was held. We drove 320 miles on Saturday and enjoyed all of it (except the dirt road!).

On the last day, Dave ends the tour with lunch at some destination. This year, it was at a brewery in McMinnville, OR. Billy and I missed a couple of turns. We were on Highway 99, close to Corvallis. I attended college in Monmouth, OR only a few miles away, and worked for several years in the Dallas, OR courthouse, an 1889 classic (below). After the last missed turn, I mentioned a possible option of bagging the twisty turns Dave likes to lay out and go check out places that were important to me, but that Billy had not seen. We had a great morning and ended at the brewery in McMinnville with the group. (Continued next page)



We are looking forward to the next one and working to get the XK 150 ready to go again

Rather than try to pound back up I-5 to Kenmore on a Sunday afternoon, we stayed at a hotel in McMinnville. We laid out a route back home by avoiding the freeway as much as possible. We had to drive about 20 miles on I-5 through Centralia, but then hit the peninsula, drove through Shelton and up to the Kingston ferry. We had a short wait for the ferry and made it home only an hour or so slower than if we had taken I-5 all the way and had a much more enjoyable drive. We drove the XK 150 a total of about 1,150 miles in 5 days.

Billy and I love these tours. We both know how fortunate we are to be able to do this and we try to appreciate the experience. We are looking forward to the next one and working to get the XK 150 ready to go again.







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PO Box 82986 Kenmore WA 98028 info@seattlejagclub.org







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Home phone number:		Email:		Birthday (MM/Day):					
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