



Neither Rain, Nor Sleet, Nor Gloom of Day  
Can Keep Pacific Northwest Jaguar Owners  
From Performing Their Missions.

**JagMag**  
**June 2025**



**Seattle  
Jaguar Club**

**Vol 69 Issue 6  
Kitsap Drive  
Windermere Cup**

## ***Editors Corner***



*Fearless editor: Harvey Sherman*

*Cover photo: Sharon Case.*

New for the July issue —*JagMag Garage*. Club tech VP Randy Pickett will take email tech questions, select some to answer and submit for publishing in JagMag. Have your tech questions answered by Randy.

Send questions directly to Randy: [VP-Technical@seattlejagclub.org](mailto:VP-Technical@seattlejagclub.org)

What a busy month of activities we had in May! The Kitsap is one of my favorite places to exercise my cars through some of the best scenery of the state of Washington. It did not disappoint.

The Aston Martin contingent included two cars. We thought we had four. A last minute mechanical sidelined a DB7 which is a shame because it shares a platform with a Jaguar of the same era. It would have been interesting to have the Aston and the Jaguar versions together on a tour. Just a failed transmission solenoid. Next time for sure. I like the variety and enjoy seeing the automotive cousins motoring happily together.

Contact me at:

[jagmag@seattlejagclub.org](mailto:jagmag@seattlejagclub.org)

*Harvey*



## June 2025

**Wed Jun 4** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sat Jun 7** 11 am Tech session, Towaco Screw Machine Products Company 34504 140th Street SE, Sultan WA 98294. A unique machine shop making parts ranging from espresso machines to aerospace. All on machines from the 40's and 50's, manually programmed by changing differently shaped discs and cams, which will be demonstrated. Coffee and donuts at the shop and lunch at Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan. Register <https://www.seattlejagclub.org/events/tour-the-towaco-screw-machine-products-co> Contact Ray Papineau 206-383-6892, [papineaus@aol.com](mailto:papineaus@aol.com)

**Sat Jun 14** Show & shine to be held at the home of Tamera & Michael Bramble in the Canterwood Golf & Country Club. Lunch to be provided. Includes a hands-on judges training session. Register at **Show & Shine | Seattle Jaguar Club** Contact [tbramble@msn.com](mailto:tbramble@msn.com)



**Sat & Sun Jun 21 & 22** Ocean Shores Solstice Garage Tour! Drive to Ocean Shores for a garage tour and photoshoot at the beach. You can head home on Saturday or spend the night and have breakfast on Sunday followed by a leisurely, scenic drive home. Register at **Ocean Shores Solstice Garage Tour | Seattle Jaguar Club**. Contact Mike Watts [michael-jwatts@hotmail.com](mailto:michael-jwatts@hotmail.com)

## July 2025



**Wed Jul 2** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sat Jul 5** PNW Historics Vintage Races at the Pacific Raceway in Kent, WA. Our club will have a Car Corral. Register at **Pacific Northwest Historics Vintage Races 2025 | Seattle Jaguar Club**. Contact Sharon Case

[sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sat Jul 12** Western Washington All British Field Meet, St. Edward Park, Kenmore. Online registration at <https://wwabfm.com/> Volunteers needed.



**Fri-Sun Jul 18-20** Jaguars on the Island JCNA-sanctioned concours and related events, **Home - Jaguar Car Club of Victoria** Windsor Park Oak Bay (Victoria). Host Hotel is Ocean Pointe Resort. Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).



**Sun Jul 20** Hansville Car Show at Buck Lake in Hansville. Contact Bill Buegel [wabuegel@me.com](mailto:wabuegel@me.com).

**Sun Jul 27** Roving dinner, location TBD. Contact Sharon & Brian Case.

## August 2025

**Fri-Sun Aug 1-3** Seattle Jaguar Club Jaguars on the Green weekend and JCNA-sanctioned concours. Swinomish Casino & Lodge, Anacortes. Registration is open as of May 1st. Weekend of events including a Friday Welcome Reception, Saturday Concours d'Elegance followed by an awards banquet. And Sunday drive and lunch at Lorenzo's Mexican Restaurant. Register at <https://www.seattlejagclub.org/jotg>



**Wed Aug 6** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sat Aug 9** All Roads Lead to the Northwest Carriage Museum in Raymond WA. New routes to and from this unexpected peek into the past of wheeled transportation. <http://nwcarragemuseum.org>. This will be a shared experience with Jaguar Owners Club of Oregon. Register at **NW Carriage Museum Drive with JOCO | Seattle Jaguar Club** Contact Kurt Jacobson [KurtGJacobson@gmail.com](mailto:KurtGJacobson@gmail.com).



**Sat & Sun Aug 16 & 17** Gettin' Down in the Gorge. Treveri Cellars, St John the Forerunner Monastery, Maryhill Museum, Goldendale Observatory, Western Antique Aeroplane & Automobile Museum, lunch at Columbia Gorge Hotel, Ape Caves. Register at **Gettin' Down in the Gorge | Seattle Jaguar Club** Contact [bob.willits@comcast.net](mailto:bob.willits@comcast.net) 206.619.2045

**Sat Aug 16** Arlington SkyFest, Seattle Jaguar Club group attendance. TBD.

**Fri-Sun Aug 22-24** Heritage Classic JCNA Concours, Langley BC. <https://jaguarmq.com/2025-heritage-classic-moreinfo/>

**Sat Aug 30** 9:00 am LeMay Collections at Marymount – Annual Show. You are invited by our member, Wayne Brooks, to attend. Jaguars will have a special place on the field and we will have a British tea in honor of Ruth "Mimi" Ruppert whom we lost in April. Register at **LeMay Collections at Marymount - Annual Show | Seattle Jaguar Club** Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

## September 2025

**Wed Sep 3** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Fri-Sat Sep 5-7**, Jaguar Owners Club of Oregon Concours in conjunction with the All British Field Meet, Portland International Raceway. Saturday is the concours. More details to come.

**Sun Sep 7** Edmonds Classic Car Show, Seattle Jaguar Club group. TBD. Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sat Sep 13** Tech session, location TBD. Contact Randy Pickett.

**Sat Sep 20** Exotics at Redmond Town Center, British Car Day. [E@RTC](mailto:E@RTC) Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sun Sep 21** Roving dinner. Location TBD. Contact Sharon & Brian Case.

**Fri-Mon Sep 26-29** International Jaguar Festival, Savoy Automobile Museum, Cartersville GA. Concours, rally, slalom, receptions. Special Jaguar Racecar exhibit. **International Jaguar Festival** Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sat Sep 27** Drive. Location TBD. Contact Danny Lisa [dlisa@aol.com](mailto:dlisa@aol.com).



## October 2025

**Wed Oct 1** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Fri-Sun Oct 3-5** Winery Tour. Contact Kent Wiken [kwiken50@gmail.com](mailto:kwiken50@gmail.com).

**Sat Oct 18** Fall Colors Tour. Contact Wendy & Craig Duckering [craigduckering@hotmail.com](mailto:craigduckering@hotmail.com)..

**Sat Oct 25** Tech session. Location TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com).

## November 2025

**Sun Nov 2** Roving Dinner. Location TBD. Contact Sharon & Brian Case.

**Wed Nov 5** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sat Nov 8** Tech session. Location TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com).

**Sat Nov 15** Drive. Contact Tim Weber [toadhall87@msn.com](mailto:toadhall87@msn.com).

## December 2025

**Wed Dec 3** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sun Dec 14** Holiday Party at the Seattle Yacht Club, Fireside Lounge. Contact Sharon Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).





**YOU WON'T  
SEE ANOTHER  
MACHINE  
SHOP  
LIKE THIS**

**Saturday, June 7th, 11 am, with coffee and donuts**

**Towaco Screw Machine Products Company,  
34504 140th Street SE, Sultan**

**Lunch at Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan**

Towaco Screw Machine Products Company has been in business since the 1950s. Its present owner, Duane Schosboek (*above*), has run the shop for over 40 years with machines built in the 40's and 50's.

Don't expect to see CNC machines making screws, these machines are manually programmed by changing different shaped discs and cams. The machines make small parts for other machines like espresso and exercise machines, moisture meters, pallet jacks, berry pickers and aerospace to mention a few.

Duane will run some of these machines (*below*), so we can see a 20' piece of steel stock go in one end and parts come out of the other. There are few of these types of machine shops left, so don't miss an opportunity to tour one.

Lunch following in a separate room at the Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan. Contact: Ray Papineau 206 -383-6892 or [papineaus@aol.com](mailto:papineaus@aol.com). Register: <https://www.seattlejagclub.org/events/tour-the-towaco-screw-machine-products-co>.







## *Concours d'Elegance*

**Hello. You're Invited To Our Party.  
Join Us As We Celebrate JOTI's 20<sup>th</sup> Anniversary.**

**Friday, July 18 – Sunday, July 20  
Victoria, B.C.**

**Friday Evening Welcome Reception  
Saturday Sanctioned JCNA Concours  
Saturday Evening Awards Banquet  
Sunday Driving Tour and Farewell Luncheon**

**A CELEBRATION OF ALL JAGUAR CARS AND THEIR OWNERS  
WITH SPECIAL RECOGNITION OF THE ICONIC E-TYPE JAGUAR**

**Host Hotel: Victoria Delta Ocean Pointe  
Concours Show Field: Windsor Park, Oak Bay**

### **REGISTRATION OPENS IN MARCH**

[www.jaguarclubvictoria.ca](http://www.jaguarclubvictoria.ca)

**For further information please contact:**

**2025 Concours Chair: Carole Borgens**

**Email: [caroleborgens@shaw.ca](mailto:caroleborgens@shaw.ca)**

Photo Credit: Silver Arrow Cars Ltd.



**The Seattle Jaguar Club presents:**

**2025 Concours d'Elegance & Car Show  
Swinomish Casino and Lodge - Anacortes, WA**

# **Jaguars On The Green Saturday August 2nd, 2025**

**Opening Happy Hour: Friday 8/1 6-8p**

**Car Show: Saturday 8/2 8-3p**

**Prowl/Lunch: Sunday 8/3 9:30-1p**

**Registration & more info at [www.seattlejagclub.org/jotg](http://www.seattlejagclub.org/jotg)**



## Who's New



**Anita & Brad McKinley move fast.** As you will read in the Spokane adventure story, the McKinley's encountered Sharon & Brian Case at the Centennial Hotel by Spokane Falls, signed up that day and participated in the get-together at the Quinn house the next day. Brad explains, "We were heading home from dinner and Anita saw the Case's Jaguar and had to go talk to them (she is the social one). Brian invited us to join, so we did."

The cars they choose also move quickly. Their Jaguar is an F-Pace SVR. Brad says, "In late 2020 (I think), I was looking for a fast SUV to replace our Lincoln SUV and I was getting frustrated with all the options I looked at. My wife has always liked Jaguars and suggested I look into that. After some research, I felt the Jag was the best deal and had the performance I was looking for, so I ordered a 2021 F-Pace SVR. We had owned a Chrysler 300 SRT and a Jeep SRT previously."

Brad adds that he "was born and raised in Spokane. Anita is from Ephrata, WA. We spent our entire working lives on the west side of WA and moved back to Spokane when we retired."

He says that they have "two daughters, six grandkids." Brad attended the University of Idaho and got his master's at WSU. Anita also attended WSU. They "had our own commercial property management company, self-storage company, and other ventures over the years."

The McKinleys enjoy travel, art, genealogy, and visits by their grandkids.

# Cheers for the Home Team!

Seattle Jag Club members came out to watch the UW rowing teams battle through the Montlake Cut next to the university campus. This decades long tradition opens the official boating season in Seattle. It's a good time to catch up with club friends and meet new ones who come out to cheer for the home team.

This year the Husky varsity 8-man team secured the national championship on a river in New Jersey for the 21<sup>st</sup> time. Not like they need our help, it's fun to watch perennial winners do their thing over the water.

[NATIONAL CHAMPIONS: UW Wins IRA Title For 21st Time - University of Washington Athletics](#)

Husky rowers, all rowers competing in this part of the world in spring are hardy souls. Out on chilly Lake Washington and Puget Sound water, training some days at 0-dark thirty while wearing nearly nothing. Brrrrrrr... Makes me cold to watch them. Give me the hot cocoa. I'll compete in that contest from the shore. In a raincoat.

There were food trucks and rain which are also Seattle perennials. We were supposed to have good weather. We were cheated! No, I've been to this event many times but only once in sunshine. To believe in sun on any March day in Seattle is to believe in the tooth fairy. In my experience, the tooth fairy is more reliable.

After the rowing races, a boat parade lead by a tugboat doing water doughnuts in the canal with its thrusters. entertained the crowd That's kind of an interesting sight but since it started to rain and it felt cold, I said goodbyes to Jag Club member friends and headed for a warm and dry home. Next year in sunny Seattle so the saying goes...

I'll place no bets on that one.







*Brian and Fearless Editor Harvey Brave the Seattle Spring to Cheer on Husky Rowers.  
Brian had the sense to wear a proper hat.*



*Lisa and Kent Wiken chatting up the Lotta Family*



*Christopher & Jamie who had recently become a new Seattle Jaguar member.  
And children Lilette, Sebastien, and Lisette respectively 8, 6, and 5 years old.*

*That's a lotta Lottas*



## WHAT'S 300 MILES BETWEEN FRIENDS?

Interstate 90 traverses 300 miles of Columbia Plateau and Cascade Mountains between Spokane Valley and Puget Sound. That distance is not enough to keep Seattle Jaguar Club members apart. Groups from each side spent the weekend of May 9<sup>th</sup> eating, sampling wines, looking at big cats, vibing to salsa jazz, discovering commonalities, and sharing stories about cars and life.

Cross-state friendships have formed within the club for years. Last April a convoy of Westsiders on their way to Priest River, ID met for lunch at Anthony's Spokane Falls with Eastsiders Kristie & Larry Garner, Simon Thompson, and former Seattle Jaguar Club member Will Quinn.

This year, at another lunch at Anthony's, the Garners met Westsiders Curt Kyle, Sharon & Brian Case, Cheryl and Kurt Jacobson, Sue Nelson & event organizer Randy Pickett. The Garners' friend Joe Hensley joined us.

After lunch, participants split into two groups. The oenophiles went to the historic Cliff House Estate, now headquarters of [Arbor Crest Wine Cellars](#).

The nature lovers headed to Mead to see the big cats and other large wild predatory mammals at the [Cat Tales Wildlife Center](#).

The next day we all cruised to the Rockwood National Register Historic District neighborhood and ascended the steep driveway past the natural basalt hardscape to the [Victor & Georges Dessert House](#). The historic hillside estate is the home of cookbook author [Christine Quinn](#) and Will Quinn. They are planning to move back to Bainbridge where they lived back when they were Seattle Jaguar Club members. Non-Jaguar guests included Bob Clark, the owner of a side-piped, small-block 1965 Corvette, and Jeanie Hensley who arrived with her husband Joe in their Aston Martin. A beautifully restored Austin-Healey belonged to Lynn Martin of Forever Healeys of Post Falls, ID who, we discovered, restored cars for our Jaguar club member Jim Smalley.

When people share a common interest, such as Jaguars, their orbits over-

lap. While Sharon and Brian Case were with their E-Type at the Centennial Hotel, where the Westsiders stayed for two nights, a couple with an F-Pace SVR approached them. The Cases told them of the benefits of joining the Seattle Jaguar Club, which they did that evening and then signed up to join the group at the Quinn's get-together the next day. New members Anita & Brad McKinley are determining where to get their Jaguar serviced now that their Spokane dealer no longer handles the brand.

The Garners joined us for meals and suggested excellent things for the Westsiders to do in Spokane. They joined the Westsiders at the Bing Crosby Theater, next to the historic Davenport Hotel, for a [Spokane Symphony Orchestra](#) evening of salsa music that included an appearance of the group [Son Dulce](#) ("Sweet Sound").

Sunday morning the Westsiders took the more scenic US-2 alternative to I-90 toward Wenatchee and eventually lunch in Leavenworth. A few miles past Airway Heights, Randy Pickett led the group north from the highway to the charming working farm and home of Ken and Suzan Killian. Ken had been in contact with Randy after picking up an inexpensive XJ-12L that [would not start](#). Of course. When the time came for Randy and the rest to depart for home, he finally got the Jaguar to give up a few putts of combustion. But it was still "puking gas" as Randy explained it, out of one of the four Stromberg carburetors. He reassured Ken that that Ken could take it from there.

Thanks to Randy for initiating and helping organize the trip, to Sharon Case for juggling so many of the details and encouraging the McKinleys to join the club, to the Quinn's for hosting our gang, and to the Garner's for finding delightful activities.

*The end of ICE is no longer just over the horizon for Jaguars. On the way to Spokane.*





## Spokane Tour Photo Gallery

*Curt Kyle's XKR is literally at the end of the line for Jaguar's GTs. Behind it are the pre-facelift XK, XK8 and Series III E-Type on the way to Spokane.*



*This tiger at Cat Tales Wildlife Center may have been bored, but we weren't.*



*Yes, young people are interested in old cars. At Cat Tales Wildlife Center, Brian Case talks about the four-carburetor V12 in his E-Type Series III.*



*The Spokane River spring runoff behind our Centennial Hotel.*



*Watching the Lilac Festival Junior Parade from our Centennial Hotel rooms.*



*Christine & Will Quinns' historic home.*



*The Hensley's 2008 Aston Martin Vantage took center stage among the Jaguars on the Quinns' driveway.*





*From left are host Will Quinn, organizer Randy Pickett, Jim Smalley's Healey restorer Lynn Martin, and local event host Kristie Garner.*



*Simon Thompson and the S-Type 3.8 he bought from our Victoria club friend Gregory Andrachuk.*



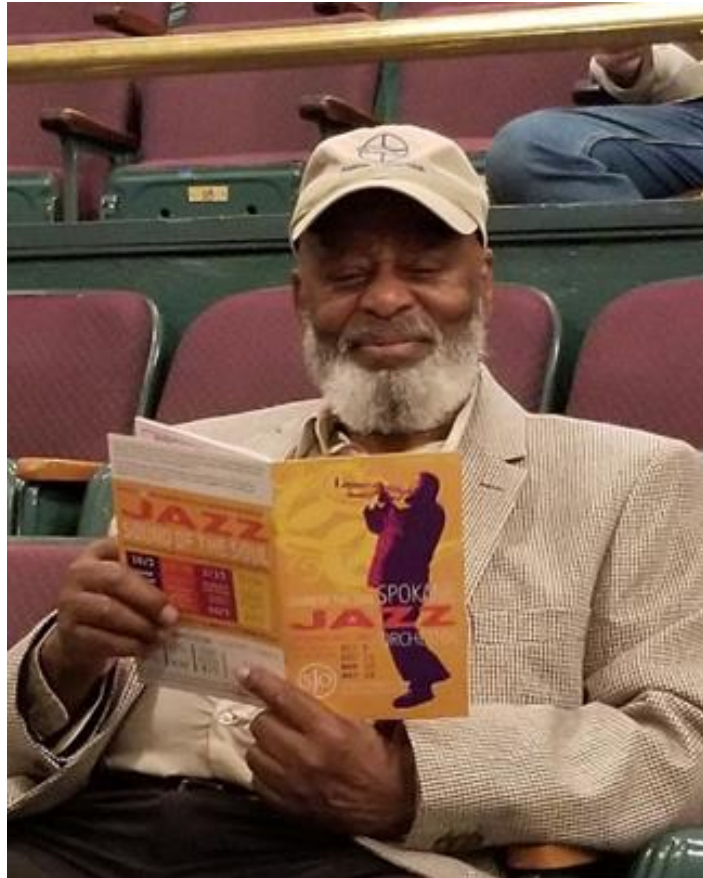
*Anita & Brad McKinley met the Cases on Friday, joined the club that day and came to their first event on Saturday.*



*On the way to the Saturday evening salsa performance at the Bing Crosby theater we detoured through the restored Davenport Hotel.*



*Curt Kyle enjoys the calm before the salsa music storm.*



*The Spokane Jazz Orchestra and Son Dulce dished up a big helping of salsa.*



*Randy Pickett (left) helping Ken Killian resuscitate his bargain XJ12.*





*Suzan & Ken Killian moved down from Alaska. Brian Case is to their right with their totem pole behind him.*



*Once one of the fastest sedans.*



*Normally you don't see many Jaguars around these parts.*



*US-2 is a soothing cruising alternative to I-90.*



*A maypole dance greeted our hungry travelers outside our 4.4-stars Andreas Keller Bavarian Restaurant.*





## 2025 Vancouver, BC, Canadian All British Field Meet

Words by Doug Jackson, pictures by Sharon Case & Doug Jackson

This year's Vancouver, BC All British Field Meet (ABFM) was held on May 17th in the beautiful Van Dusen Botanical Gardens, and it was another great car show (as usual)!

I hadn't taken part in this ABFM for several years, so I was really looking forward to it. The weekend started for me on Friday, May 16th, when I had arranged to caravan up to Vancouver with two other people. So it was me in my 1998 Jaguar XK8 coupe, a guy in his 1969/1970 Lotus Europa, and another guy (and his wife) in their 1955 Austin-Healey 100 BN1. The drive up was enjoyable and un-eventful, and all three of our cars just comfortably traveled north-bound. And besides, the border crossing went smoothly and didn't take much time at all... surprise!

Interestingly, both the Lotus and Austin-Healey owners have done quite a bit of restoration work on their cars. The Europa owner essentially put together two cars to make one car and did almost all of the work himself (body work, mechanical, paint, etc.). And the Austin-Healey owner refers to his car (that he bought in 2002) as a "Rolling Restoration". They are both beautiful cars... the A-H is a gorgeous black convertible and the Lotus is a very unique BRM-themed vehicle.

Actually, the events surrounding the Vancouver, BC ABFM began on Friday night, with a very interesting, optional, multi-person discussion regarding collector car valuation, hosted by Hagerty Insurance, which was introduced by Seattle Jaguar Club member John Wiley.

The ABFM on Saturday started nice and early with a very large turnout of British vehicles, including the "usual suspects" (MGs, Triumphs, Rolls Royces, Aston Martins, Land Rovers, etc.), plus quite a few other makes & marques that we don't usually get to see, because they were never imported into the U.S. I even saw a relatively new (I think 2008), very handsome looking MG Estate (Station Wagon) model, which apparently is the

the only one in Canada!

The weather in the Pacific Northwest during May can be a little "iffy", and sure enough, this year it was a little drippy. I've taken part in this car show three or four times over the years, and more often than not, the weather has been beautiful and sunny, but this year we experienced on & off light rain, interrupted by occasional sunny periods. So we all got to see a nice wide variety of functional bumbershoots (umbrellas).

The other members of the Seattle Jaguar Club who attended this car show, that I saw were: Brian & Sharon Case and Kent & Lisa Wiken, but there might have even been a few more. Another person that I had a chance to chat with a little bit was Carol Borgens, who is one of the JCNA NW Regional Director, as well as a "regular" at our "Jaguars On The Green" concours event.

BTW, I'm hoping that our Newsletter Editor will be able to slip in a few illustrative pictures of this event, mostly provided by Sharon Case and at least one picture of the Lotus and the Austin-Healey that I associated with, this year... I referred to what we did as sort of "cross-breeding" of British vehicles.

The organizers of the Vancouver ABFM do a really great job of organizing the event, and there's

usually a huge turnout of vehicles, their owners and spectators, and it's definitely worth the trip.



*Brian Case and New Member Steve Gutzmer at Train Wreck Restaurant in Burlington*





*Replica D type owned by Ian & Doreen Newby from Vancouver Built with parts from origi-*



*His majesty's subject's bumbershoots.*



*10 E-Types Were Displayed on the Field*









*Brian Case, Stewart Bruce and a Relative of Stewart*



*Carole Borgens Holding Her Andrew Whyte Award*



*Kent and Lisa Wiken came as spectators. Brian Case is on the right*





Cathy and Bob Curran with their 1957 XK140



*New member Steve Gutzmer with his 1964 E-Type*



*A show enjoyed by local residents, friend and fowl.*





*A Handsome Austin-Healey*



Brian brought trophies to distribute to the Canadian clubs. This Andrew award was given to Carole Borgens who is a Northwest Region Director



*VanDusen Gardens are also gardens.*

*In case you wanted to know.*

# A Kitsap Driving Adventure

*Story by Harvey Sherman*

*Photos by Harvey, Bill Holmes, Libby Calovich and Sharon Case*

I looked forward to the “Surviving the Kitsap” drive very much. It did not disappoint.

We met in the morning in a shopping center in Silverdale and went on a drive through winding roads over good surfaces past a waterfront store in Seabeck. We stopped at a park by the water before heading to “The Garage”, an automotive theme bar and grill in Bremerton for lunch before heading our separate ways home. We had 30 brave people attending the driver’s meeting including the photographer. Great turnout!



*Intrepid Driver’s Meeting Saturday Morning in Silverdale.*

I enjoyed the drive and wished it had been longer. We had to brave a little drizzle along the way but barely enough to dampen the roads and make for cautious driving on tight curves..

Tom Everts and I ferried over from Edmonds to Kingston in our Aston Martin V8 Vantage Coupes on Friday morning. We meandered around Kingston and Port Ludlow before driving to the Oyster Bay Inn to stay Friday night so we didn’t have to scramble for an early ferry or a drive on the freeways to the Saturday morning driver’s meeting. It enabled us to enjoy



our cars on light traffic, limited stop light and stop signs on scenic Kitsap roads for an additional day. We walked to dinner from our hotel on the water. So far = so good. That's when disaster struck.

After dinner, Tom's Aston refused to start placing us in diagnostic mode for the rest of the evening with text-based remote coaching from the lead Aston tech at Park Place in Bellevue who is very dedicated to helping customers resolve issues.

We spent an unsuccessful evening and part of early Saturday morning trying to find the problem. It cancelled the benefit of waking a few miles from the drivers meeting Saturday morning.

When the car still refused to start, we made an early morning run to the local Walmart auto department where Tom bought a package of fuses including a fuse puller so we could see if the fuse to the starter solenoid needed replacement. It did not. We gave up after trying everything we could think of. I reluctantly went to the driver's meeting leaving Tom in the hotel parking lot with a car that would not start while he waited for either the tech from Park Place to arrive or the AAA truck to flatbed his car over to Park Place in Bellevue. Tom went back on the flatbed. Tom took it with good humor. We had a good time Friday. "I don't expect all drives to go well" he said. Is that pessimistic or realistic?

We had a laugh at ourselves when the tech at Park Place slid the rug back from under the clutch pedal of Tom's car and started it. Tom literally had the rug pulled out from under him.

For the "Are you kidding me?" column, a Persian style rug on the driver's side floor prevented the clutch sensor from telling the computer management system that the clutch had been disengaged. The car refused to send power to the starter solenoid.

Simple fix, missed opportunity. Way better than an expensive repair. Sometimes I think Aston driver/owners need remedial ownership training, myself included. I managed to kill my car's battery and to disconnect it without figuring out how to reconnect it more than once. There is this silly yellow button in the cabin I didn't see in the owner's manual because somebody swapped the pages and hid it. Only the 06, maybe the 05 model had them.

I went down the list Friday night. Battery too weak to turn the motor over. Bad ground. Loose wire, bad starter solenoid, failed starter, weak battery in the key fob, blown starter solenoid fuse, confused car computer; the usual suspects. All wrong. The AAA battery service confirmed the battery

tested 100% when he arrived Friday night. The Aston tech at Park Place remotely knew the car was not engaging the starter circuit from the text messages we exchanged. None of us suspected the rug until the car arrived at Park Place Saturday afternoon and the Aston tech saw it under the clutch pedal. Sheesh.

Where was Randy Pickett when we needed him, or any rug merchant who knows better?

It disappointed me that the Aston contingent batted .500 on this event. My friend, Paul's DB7 was disabled from a failed automatic transmission lock-out solenoid, a common problem inherited from the Jaguar model the DB7 is based on. Locked in park, the car couldn't be driven out of his garage. It will have to be repaired this week. Does he need a replacement solenoid? After the adventure with Tom's car I won't venture a further guess. Paul drove his Volvo from Port Hadlock to the driver's meeting and jumped in the car with me. We had a big time on the drive and I was happy to have his company.

Steve Caudle brought his beautiful V8 Vantage Volante GT. That made 2 of the 4 registered Astons on the tour. This is great for a baseball batting average, not so great for car brand reliability reputation. In one case we know we had an owner error. Not sure about the DB7 – to be determined at the garage. Paul still wants to bring his DB7 on future Jaguar Club drives. I think it will be interesting to have it parked near the Jaguar model it's based on.

Except for a little drizzle and a little car trouble – but not for me, the drive did not disappoint. I'd do it again.

The turnout was impressive. We had a variety of late model Jaguars, E-Types and two Astons in the group that I remember. A good start for the summer driving season, I'm looking forward to participating in more club events.

A note to myself – make arrangements with tour organizers for photo ops when and where possible.





*Was I, the interloper, the only one to notice we parked near water?  
Jaguar members make me feel welcome. Thank you Jaguar Club!*



*Morning Gathering for the Drive*



*Morning Driver's Meeting in Silverdale*





*Occasional Mountain Views Remind Us of Why We live in the Pacific Northwest*





Saturday Morning Driver's Meeting in Silverdale



A Rest in the Park. Some Folks Probably had Long Rides to the Driver's Meeting and Appreciated a Stretch.





The View From Brian & Sharon's E-Type



**Lewis in an F-Type and Harroun in an E-Type braving a little Pacific Northwest drizzle.**





A Top is a Good Thing To Have



Two Good Examples of Twins Separated By Series I and Series II





Dave Lewis Enjoys a Little Refreshment at “The Garage” After the Drive



Father-Daughter Team of Doug Harroun and Alexis



Steve Caudle and Rick & Ellen Mills





John & Trish Blackburn



Cheryl & Kurt Jacobson and Fearless Leader Craig Duckering



Tanya Book, Paul Petach, Sue Kingston and introducing NEW Members Dave & Kat Lewis,



# Not So Mad Max

*But definitely fast Max*

Story by Lee Eberle

Photos: Lee Eberle and Harvey Sherman

Max is a 1964 Jaguar E Type Coupe.



Owner/Driver Lee Eberly leading British Columbia driver Gunter Pichler in the number 38 E-Type Coupe at Portland International.

The car was originally imported into the country as a passenger car and registered and titled in OHIO. I don't know anything further about the car until 1997 when a woman named Connie Weber sold the car with a warning about an odometer discrepancy stating the 71,050 miles were not the actual miles to a man named Max Heilman for a price of \$3,500.00. Max does not get her name from Max Heilman, that is strictly a coincidence.

Max was a well-known racer and builder of race cars at that time. He was also affectionately known as the Pig Farmer because he and his wife owned and operated Goshen Farms near Kenton, Ohio. A later document describes the car as a many time Track Champion at Mid-Ohio, that also competed at many tracks throughout the North and South Eastern states.

Ex-motorcycle racer Steve Pugsley purchased the car from Max. Pugsley owned a winery in Medford, OR and a Motorcycle Business in Reno, NV. The Winery had a Motorcycle/Race Car Museum adjoining it that Steve's Winery Partner thought would be perfect for a Tasting Room while still keeping the spectacular racing bikes. Steve put the car, along with a few Corvettes, up for sale.

Sometime here I started racing cars again. As a Rookie, racing in Conference, I leased a Mazda RX7 and learned to keep the Tach up. I then lease a Datsun 240Z and had a blast. I actually won my first Rookie race and my first fully licensed race. Other than those two, I didn't win many. While racing the Z, I recognized that I wanted to own my own car rather than leasing on. I also realized the reason I loved the Z is because it looked like an E Type, the dream car of my teenage years.

I found a 1961 right hand drive E Type built by Larry Ligas, Predator Performance, that was for sale in Florida and arranged for Louie Shefchik of J&L Fabricating, to provide my pit crew and maintenance services. Why settle for less when you can get the best right next door? We did a lot of work and inspections on the Predator and I got a lot of seat time in ..... but a few laps into my first race (Sovren Vintage Racing) at Pacific raceways, I made the dropping hard right at turn one to find three cars "camped abreast" heading down the hill.



I lifted. At about 140 mph I started to spin, then added rolling and finally flipping. I went through all three axis at once. You can see this done at air shows. Airplanes don't hit retaining walls. Although I had 5 broken ribs on the right and a broken left scapula, I climbed out of the car unassisted and saved my friend Ricky a track medical worker five pounds of paperwork describing an extraction.

My body was in way better shape than the car. We were able to salvage some stuff and then chopped the body up. We didn't want anyone trying to rescue it. Way too dangerous. and then chopped the body up. We didn't want anyone trying to rescue it. That would have been way too dangerous.

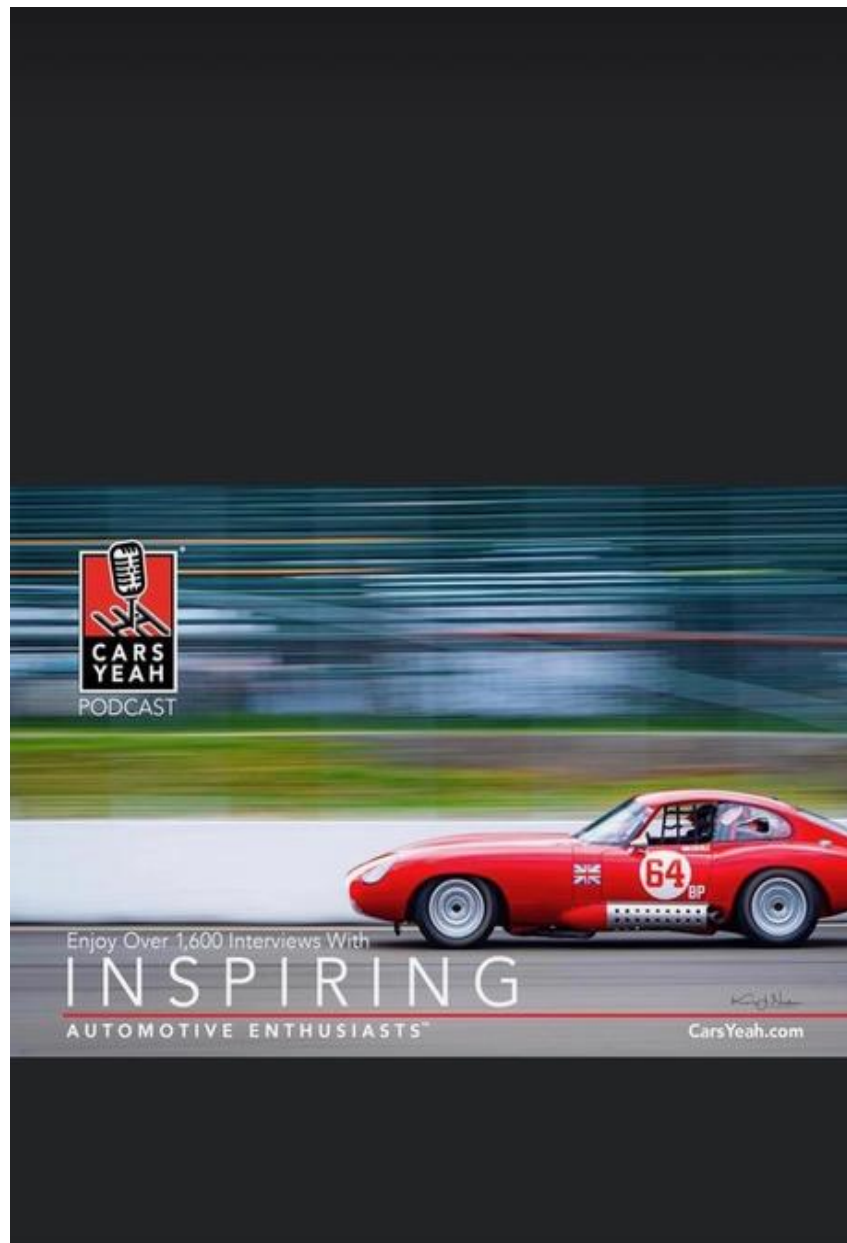
With my season prematurely over I started looking for another ride. This time I found one closer to home in Medford, OR. After talking with Louie I had some idea what to expect from a car that has been sitting in a museum and "started up once a year whether it needed it or not!"



The following is a copy of the heading and first paragraph of the listing for Max:

### 1964 Jaguar E-Type Historic Race Car

Rare opportunity to purchase a well sorted, show winning, track proven, E-Type Vintage Race Car. This E-Type has been perfected through many generational upgrades to bring it to its stunning quality of build with only the best of the best utilized. This car was completely freshened up with zero race hours before being put up in a private museum. This car comes with its log book and is ready to Race, Tour, Display and Show. This full blown racer is still titled with Ohio registration and can be licensed for the street!! Just review the build list and you'll see the value this car carries.....



We knew the write-up would be suspicious; a race car with no windshield wipers, turn signals, or defrosters was hardly going to be street legal as is. I drove down to Medford to take a look. At first glance the car was beautiful. A closer look disclosed that even the highly polished red paint job came with panels in six slightly different shades. I still bought it. J&L picked it up while heading home from a California race.

The first thing we confirmed was that EVERY piece of rubber and wire in the entire car had to be replaced. We got started with a goal of having the car ready for the Sovern season opener not quite a year away. We then discovered that Max Heilman, while he built some of the best cars for other drivers, was a little tight when it came to himself. Among many other surprises, we found that the driver's seat was held in place by two sheet metal screws and the seatbelt and the roll cage was constructed out of muffler tubing. I have no idea how the car was able to pass a safety inspection other than Max's reputation.

The rebuild continued. The engine was sent to Ron Shaver in LA for a complete overhaul. Bryce moved the exhaust down and out on the left side behind the left front wheel. A year or so later I found a photo of Steve McQueen sitting in his Jaguar XKSS somewhere in Hollywood. The car had the exhaust tucked up tight into the left side actually under the driver with only the protective screen extending out beyond the side of the body. Ed, the master metal sculpture, made the modifications to Max. One other modification that came later (because Louie forgot to mention it as an option to me) was electric, adjustable power steering. Trying to turn Max in the pits or paddock was like trying to move the Titanic. We added one more reminder to Bryce's check list for in the pits before the start of the race. "Turn the power steering down!"





While I enjoyed (almost) every second of racing Max, what I enjoyed most was taking other people out on the track or letting them climb in to her there in the Paddock Area. I used to say “Women, children and NEEDY men were all welcome to climb in. We would then latch the steering wheel in place and let them get the feel of how tight the fit really was. We always maintained the passenger seat in perfect, adjustable, working order, with a spare helmet available. When we raced at Pacific and Sonoma (and a couple of others) there was always a time, around noon, to take out volunteer track workers on Saturday and friends on Sunday. Sonoma even had a charity auction so that fans could buy rides. The rides were supposed to be three laps but I usually got a couple more in. Strangers got to experience about 80% of the racing pace. I gave a few friends, and some special track workers 90% but only my daughter, ACE, got the full E ticket. The race Marshall had a small talk with me about that one. Those rides, and the smiles on the faces when we got back, were what really made the whole experience of racing over the top for me.

I don’t remember exactly which race it was, but it was a bright sunny day so probably not Pacific Raceway, when I noticed a very distinguished older man driving a golf cart stopped by the car. He gave it a real long look but then drove off. A short time later he drove back with a woman in the passenger seat of the cart. They both walked over to the car and the gentleman started pointing things out to the woman, who was paying very close attention to everything he said and pointed to. The woman was his wife, Gayle. Bryce stopped what he was doing and walked over to the couple. The man started asking him all types of questions about the car and its performance. I could tell that he was impressed by what Bryce was saying and I could also see the pride Bryce took in giving him the answers. I stayed back even though I really wanted to be joined in the conversation. It was time to let Bryce have his moment in the sun. He was after all, (with a little help from others at J&L Fabricating), the man responsible for creating everything sitting there.

The gentleman then said to Bryce, “Enzo once said to me that the Jaguar E Type coupe was the most beautiful car ever made. I agreed with him.” Then he said, “This is the most beautiful E Type I have ever seen.” The gentleman was Peter Brock.

Lee Eberle Hammers “Max” Down the Front Straight at Pacific Raceways



Buckle Up in the Paddock





## We love to talk. We have to eat

Pictures by Sharon Case. Article by Kurt Jacobson.



*Conversations paused for group shot.*

Seventeen members filled a long table at [Aversano's](#) in Sumner to enjoy both conversation and good Italian food. The diners included Lynn Peters, Terry Larson and his guest Jared Crooks, Linda & Richard Desimone, Lee & Terry Nelson, Kat & Dave Lewis, Sheila & Roy Pringle, Cheryl & Kurt Jacobson, Tamera & Michael Bramble, and Sharon & Brian Case. Terry Larson said this of Jared Crooks, "We offered to get him involved in vintage 'car stuff.' He likes the vintage cars even though as a modern young man in the electrification business he drives a red Tesla -;). We'll likely invite him to Michael & Tamara's so he can see a good cross section of vintage jag's shined up for show so he can become better acquainted."

Overlapping conversations covered Jaguars, of course, plus golf, wine, Boeing missteps, and even how to parent eight adopted children. Many of the stories you hear at these monthly Roving Dinners will amaze you. And

every member seems to have a story if you ask a few questions.



*Brian Case presents a JCNA newsletter award to Kurt Jacobson.*

These dinners often attract new members. Kat & Dave Lewis recently joined the club, lit up Aversano's parking lot with their French Racing Blue XKR-S, and enjoyed meeting more of our members.

Brian Case paused the conversations to present a JCNA first place newsletter award for event coverage to former *JagMag* Editor Kurt Jacobson. Brian hopes to personally present additional plaques at future events to





*Terry Larson has prepped his S-Type for the track.*

## New Use for Seattle Jaguar Patches

Article by Sue Kingston.

You've probably noticed Sharon Case has jaguar jacket patches for sale our club meetings. Here's a new use for them.

Paul and I each have a wonderful thick heavy gray quilted car cover. His for his 2018 Grand Sport convertible Corvette. Mine is for my 2009 Jaguar XKR convertible. While both cars are always garaged, the covers protect them from dust, pollen, and the occasional accidental banging into them while cutting between them.

While the cars look nothing alike, both vehicles are long, low and sleek. Jaguar's "Grace, Space and Pace" could apply to both of them. Can you see the shapes are similar? Turns out so are the lengths and widths. Minor differences in angles at the back and over the front wheels. But they are close enough that the covers *almost* fit both cars. What makes them not interchangeable is the placement of the side mirrors. "Close but no cigar" as they say.



The trouble comes when both covers are off the vehicles at the same time. When we go to put them back on, the first issue is whether we grabbed the right cover for the right car. And the second issue is do we know the front from the back.

Each cover does have a white tag placed under the front edge that states "Front." Of course we've more than once wrestled the cover on to the car without checking and found out we've had it on backwards. But at least there's a tag.

The real issue is whether we've grabbed the right cover. Did I mention both cars are long, low and sleek? Invariably we grab the wrong one. And don't realize it until we figure out the "ears for the mirrors" don't fit correctly.

After strong arming a cover three-quarters of the way on, we'll realize something isn't quite right. They are just close enough in shape and size that we can ease on the front and slip the "ears" (side mirror covers) on. Only to realize then that the back end doesn't quite fit right and the ears seem a bit off. Do we have it only backwards? Or on the wrong car entirely? It's like arm wrestling a a 15-pound fabric Rubik's Cube.



We did this again the other day after convincing each other that we had grabbed the right one for the Jaguar before realizing we were trying to put the Corvette cover on it.

Which brings me to those Jaguar jacket patches. We could use them to identify the Jaguar's cover. Attached the round patch on the front and the square patch on the rear of the cover. It took a bit of work to hand sew them on. The strong adhesive backing kept catching the needle. But eventually, the job was done. And what a difference it makes!

Now, when we grab a cover, the one with the patches goes on the Jaguar. The round patch signals it's the front of the car.



The back patch signals it's the rear. And it looks pretty cool in the garage.



So what creative use have you found for our club patches?

## PAST PERFECT, THE SS1—PART 8, ALL THE CANVAS AND LEATHER AD- DITIONAL PIECES

*Continuing the story about the restoration of Alan Fenstermaker's SS1.  
Story and photos by Alan Fenstermaker unless otherwise noted.*

The work on the top and side curtains for the SS1 Tourer was significant. However, we needed to fabricate many additional canvas and leather pieces. One missing piece was the original tonneau that covers the full passenger compartment when the top is down. The tonneau has a center zipper that allows the cover to remain in place when just a driver is in the car, or to keep the rear seats covered when there is a driver and passenger in the car.

Although my tonneau was missing when I got the car, I have photos of it with its original tonneau fastened in place. Because we could see how it fit on the car, it was easier to replicate the shape, especially around the doors, and the correct location of attachment studs on the car body. This tonneau is unique in that it can remain in place even with the top up, which allows for driving in a harder rain before needing to install the side curtains.

When the top is in the down position a massive amount of material must be contained within the boot cover. We needed to decide how the top will be folded down before the boot cover could be designed and sized. From that point on the top needs to be folded the same way every time to obtain the same look. Putting the top up or down takes two people and more than a couple minutes to complete. A combination of snaps and straps holds the boot cover in place. It looks pleasing and fools you into thinking it's a fairly simple top.

One last canvas piece would not have been original with the car. I wanted a cover for the rear-mounted spare tire. Situated on the rear, the wheel and tire collect the road dust, rain, and junk we all drive through. The addition of a cover means we can avoid cleaning the spare wire wheel every time we drive the car. Paul's design protects both sides of the tire and



and wheel, has a period look, and is easy to remove and re-install.

The SS1, like so many British cars of the 1930s, had spring gaiters covering all the leaf springs. In the case of the SS1, rear springs are mounted on the side of the frame, rather than under it. This arrangement, like the underslung design, keeps the car closer to the ground, which lowers the center of gravity for better performance. The leather gaiters are complex and must be custom made for each of the springs. Their original purpose was to contain the grease that lubricated the springs. But we used a plastic sheet between the springs which eliminates the need for messy grease.

An earlier installment explained that SS1 hand tools are extremely hard to find these days. But with the help of my retired traveling businessman acquaintance, I was able to assemble a set. Needing a tool roll, Paul used photos from the SS1 literature to create a copy.

As we entered the home stretch Paul made a series of bags to contain the side curtains when not in use. Each bag contains two curtains with fabric separating them to avoid scratching the clear plastic. Although not originally with the car, they are practical addition to preserve the side curtains because I don't plan to drive much in the rain.

My final request to Paul was to replace the canvas on several of my grandfather's compact and period-correct folding chairs. They were typically used for car camping in the 1920s and 1930s. The canvas had rotted away over the years. Although the SS1 Tourer is large for a sports model, storage is limited. The small chairs are just the thing we need for car shows and other outings.

As with all the phases of the SS1's restoration, we had to make numerous decisions, deal with many individual pieces, and work through mind-boggling complexities that aren't obvious for what at first glance appears to be a simple old car.

Next, we'll get into what I think of as a 1930s art deco masterpiece, the interior. Some aspects are unique to the SS1 Tourer model. That part of the story is still in progress. I may take a break in writing installments until the car is complete.

*Previous owner's photo of my car with its original tonneau cover that was lost along the way.*



*Laying out the tonneau, Paul contemplates his next move.*



*Tonneau completed. Fit is so critical here given the expanse of material.*







*Fabricating the gaiters prior to installation.*



*Installing a front gaiter.*



*Demonstrating that the tonneau can stay in place with the top up. A chromed strip will be added to the top bow.*



*This view shows the tension strap under the top where the side curtains snap in place. This arrangement hides the top's hinge mechanism when seated in the car. Even with the top up and the tonneau in place, everything looks crisp and clean. The craftsmanship required to build an SS1 is all remarkable to me.*



*My wife Marilyn and Paul work out various folding sequences before the boot cover is finalized. You can see all that material hanging out on the back that needs to go somewhere. Otherwise, the stack up in back would be a mountain.*



*Paul made the SS1 tool roll that mounts on the side of the trunk's interior. A friend of a friend collected the tools over years of business trips all over the world.*





*My grandfather's folding chairs are getting new canvas.*



*My grandfather, who owned the canvas chairs back in the 1930s, with my great grandfather and my uncle in the back. Maybe someday I'll get a picture of myself with the SS that looks as good as grandpa looks here with his car.*





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**1984 Jaguar XJ6** 95,044 miles. Original owner (Seattle Jaguar Club member), 41 years in Fairbanks, AK. Maintenance & documentation records. Painted once, Jaguar warranty, on original paint. 7 Jaguar mag wheels (5 on car+2 w/studded snow tires). Parked winters, stored inside 41 years. All original survivor. Will be in WA April/May 2025. \$15,000 obo. Christopher Tilly (907) 388-6264 *Apr 2025*



**1973 Jaguar E-type** 47,535 miles. V-12, automatic, removable hardtop. 37+ years in same ownership. Stored inside. Fairbanks, Alaska. Painted once in original color. Original survivor car, many details. \$65,000 obo. Seattle Jaguar Club member Christopher Tilly (907) 388-6264. More pictures and discussion on Barn Finds, <https://barnfinds.com/alaskan-pair-1970-and-1973-jaguar-e-types/> *Apr 2025*



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