



JagMag

August 2025

**Seattle
Jaguar Club**

Vol 69 Issue 8

All British Field Meet

Vintage Road Races

Jaguars on the Island

More SS1 Resto

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

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Seattle Jaguar Club
Concours d'Elegance and Car Show



2025 EVENTS

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 four JCNA-affiliated clubs covering Washington, Oregon, and British Columbia, and members in Idaho and Montana, you will find opportunities to share activities and expertise. Check their newsletters to discover what they are doing.

- Jaguar Owners Club of Oregon: <http://www.joco.org/> <https://joco.org/cat-fancier/>
- Canadian XJ Jaguar Register (Lower BC Mainland): <http://www.jaguarmq.com/> <http://www.jaguarmq.com/newsletter.shtml>
- Jaguar Car Club of Victoria (Vancouver Island): <https://jaguarclubvictoria.ca/> Above, XK120 at their Jaguars on the Island

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

AUGUST 2025



Fri-Sun Aug 1-3 Seattle Jaguar Club Jaguars on the Green weekend and JCNA-sanctioned concours, Swinomish Casino & Lodge, Anacortes. 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 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

Sat Aug 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.



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

Sat Aug 16 Arlington SkyFest. For more info: [Arlington SkyFest](#). To purchase your tickets for their car show [Arlington SkyFest Tickets](#). Seattle Jaguar Club group attendance info and register at <https://www.seattlejagclub.org/events/arlington-skyfest-car-show-2025>.

Fri-Sun Aug 22-24 Heritage Classic JCNA Concours, Langley BC. Welcome reception Jaguar Land Rover Langley, Saturday concours, dinner at Adrians at the Airport, Sunday scenic drive to amazing Newby estate. <https://jaguarmg.com/2025-heritage-classic/> Deadline to register is Aug 8th.

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

SEPTEMBER 2025

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

Fri-Sat Sep 5-6, Jaguar Owners Club of Oregon Concours and slalom in conjunction with the All British Field Meet, Portland International Raceway. Saturday is the concours and on Sunday there is a JCNA sanctioned Slalom. Registration forms have been emailed to all club members. Contact Brian Case sbcase253@hotmail.com.

Sun Sep 7 Downtown Edmonds Classic Car Show, Seattle Jaguar Club group meet 5:45 am at Starbucks, 9801 Edmonds Way, 250+ vehicles. Must be 30 years old or over to participate. Preregister for \$35 by Sep 1st [2025 Edmonds Classic Car Show Vehicle Registration](#). Contact Brian Case sbcase253@hotmail.com.

Sat Sep 13 Tech session, location TBD. Contact Randy Pickett randypickett@hotmail.com.

Sat Sep 20 Exotics at Redmond Town Center, British Car Day. Weather dependent. Recommend placing your car by 7 a.m. [E@RTC](#) To drive in with other club members, meet by 6:45am at Petco, 7215 170th Ave NE, Redmond. Contact Brian Case sbcase253@hotmail.com.

Sun Sep 21 Roving dinner. Location TBD. Contact Sharon & Brian Case sbcase253@hotmail.com.

Wed-Sun Sep 25-28 "Clowder of Cats in the Mountains," Jaguars at the Telluride Autumn Classic. tellurideautumnclassic.com Contact harveysherman@frontier.com

Thu-Mon Sep 25-29 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.



Sat Sep 27 Drive. Location TBD. Contact Danny Lisa 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.

Fri-Sun Oct 3-5 Winery Tour. Contact Kent Wiken kwiken50@gmail.com.

Sat Oct 18 Fall Colors Tour. Contact Wendy & Craig Duckering craigduckering@hotmail.com..

Sat Oct 25 Tech session. Location TBD. Contact Randy Pickett 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.

Sat Nov 8 Tech session. Location TBD. Contact Randy Pickett randypickett@hotmail.com.

Sat Nov 15 Drive. Contact Tim Weber 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.

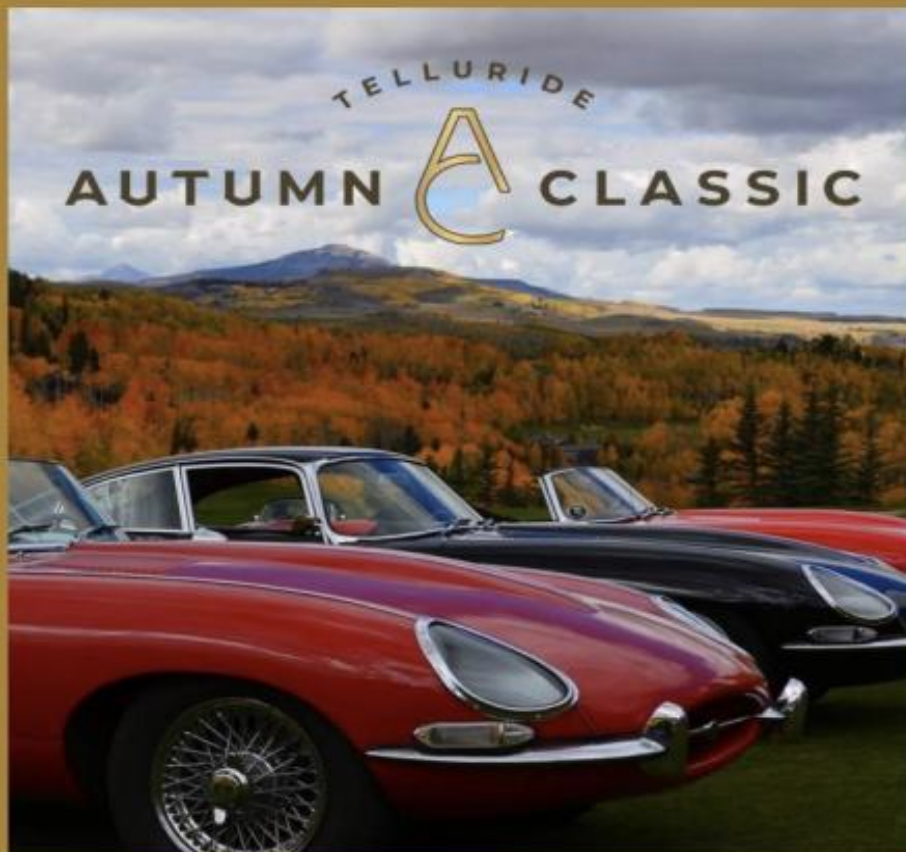
Sun Dec 14 Holiday Party at the Seattle Yacht Club, Fireside Lounge. Contact Sharon Case sbcase253@hotmail.com.

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Thru9-2025



WHAT'S NEW

Cover Seattle Jaguar Club member Godfrey Miller from North Pender Island, BC, with his C-Type at the Jaguars on the Island concours in Victoria. He graciously donated three JCNA trophies to our club (*right*).



From Victoria, BC, Art Foley contributed several interesting photos. (*Left*) A Jaguar engine-hotrod displayed at the Northwest Deuce Days, concurrent with the Jaguars on the Island concours weekend. Art says, "We met a gentleman, Carlos, who was originally from Mex-

ico City. His brother lives in Victoria. He said he used to own a Lynx D-type and wanted to show me his 'Deuce,' that he had brought for the

Deuce Days in Victoria. Wonderful Jaguar engine!



From the Isle of Man and England Art also contributed this:

First, Art and Marisa sent this sad photo, saying, "This museum car could use some help."



Art also sent these photos, saying, "We have spent the last two days driving around the Island of Man and visiting castles (*left with the Foleys' world E-Type*), a famous zinc mine (*bottom left*), multiple harbors, and we even got to park our cars in the pit lane of the TT (*middle*), a famous race which takes

place here each year). We've had perfect weather and no car troubles [*but he did later*]. We take the car on the ferry back to England, then fly home.



PS, the herons are really big here! (*right*)"





Are we a Jaguar club or a dinner club? With a roving lunch or dinner almost every month, an opportunity to gather over a meal is almost as important as owning a Jaguar. And none of the people in the photo above at the July 27th Roving Dinner personally own Jaguars. Lynne Hannah on the left shares a ride in the XJS of her significant other Rick Peters. In the middle is Elaine Berryman who is the guest of Erik Schumy who sold his tasty XK140 to our new members Christopher & Jamie Lotta. Don't cry for Erik, because he still has his red Ferrari. And the car he has in the pipeline will attract and mystify people wherever he takes it.

Also spinning the lazy susan weighted down by dishes of Asian staples were Margaret Ames, Cheryl & Kurt Jacobson, Doug Jackson, Bill Holmes, Sue Kingston & Paul Petach, Randy Pickett, and organizers Sharon & Brian Case.

And long-haulers Bev Toulson & Ron Redpath drove Ron's F-Type from Vero Beach, FL, representing their Jaguar Club of Florida home club. They have entered and will attend our Jaguars on the Green. Be sure to say hi to them.

Godfrey Miller asks our members "What is the earliest known 120 with an S prefix to the serial # ?" Respond to jagmag@seattlejagclub.org.



JAGUARS OUTFOXED WSDOT TO GET TO THE WESTERN WASHINGTON ALL BRITISH FIELDMEET

*Pictures: Kurt Miyatake, Jon Rogers,
Steve Walls, Dave Lewis,
and Sharon Case.*

*Story contributors: Steve Walls Curt Kyle,
Lisa & Jon Rogers, Jim Sanders,
and Kurt Jacobson*

The day of the 2026 Western Washington All British Field, Saturday July 12th, Washington State Department of Transportation was shutting major interstates for expansion and

repaving, including I-405 northbound from Renton. Despite that, there was an impressive turnout of Jaguars and Seattle Jaguar Club members on the show field at St. Edward Park in Kenmore.

Our club has been a major supporter of the event and turns out many volunteers, including Bill Holmes, John & Cathy Holmes, Kurt Miyatake, Andy Lyles & Mary Kennedy, Roderick Jefferson, Randy Pickett & Susanne Nelson, Eric Aasness, Doug Jackson, Jim Thompson, Katie Cootsona, Steve Gutzmer, Ron Smith, Roy Pringle, Ray Papineau, Linda Roberts, Alan Donald, and Brian & Sharon Case.



Steve Walls brought his two XK120s, the coupe (*left*) and custom alloy OTS roadster (*above*). He reports, "There were eight 120s in one place at the same time! My son-in-law Pedro Verastegui drove the coupe, his first

time driving an XK120. He loved it. Michael Antonia drove his 120 from Orcas Island. I think it was the first show he's taken it to. It looks great. Good setting for the show, good Jaguar turnout I thought, and great to see a good show of lots of different Brit cars, a few really rare ones."

Joining the classic XKs from up north were Lisa & Jon Rogers with their XK140 OTS, "Mabel" (*below right*). Jon reports, "Mabel, Lisa and I had a good time at the WWABFM. It was a rather hot day. I drove Mabel down there topless and by the time it came to go home, I put the up to save us from sunburn. Imagine that! Top up on a sunny day. Shame shame..."

New member Bob Malecki added that the Western Washington All British Field Meet "was well organized and a great turnout!"





(Above, Steve Gutzmer and his E-Type)



(Left, above, Michael Antonia's XK120 OTS next to the Seattle Jaguar Club shade tent. Middle right, a few of the classic XKs. Right, Curt Kyle with his post-facelift XKR.)





Seattle Jaguar Club members and a few non-members winning awards were:
(Trophies above. Below, shade was at a premium.)

Presidents' Award

Al Fenstermaker, XK120

XK120/140/150

1st: Al Fenstermaker

2nd: Steve Walls

3rd: Ron Smith

E-Type

1st: Carollyne Coby

2nd: Monte Sharp (non-member)

3rd: Steve Gutzmer

XJS/XK/XK8/F-Type

1st: Ray Papineau

2nd: Kurt Miyatake

Mk2/XJ/XF Sportbrake

1st: Adam Korbin (non-member)

2nd: Howard Wahlen (non-member)

3rd: Danny Lisa

Members entering other marques

2nd: MGA, Jim Sanders

MG Pre-War | Saloon

1st: 1938 MG TA Supercharged Special, Craig Cootsona





Others Seattle Jaguar Club members attending and not yet mentioned were Mark Jones, Dave & Kat Lewis, Sharon & Brian Case, Kent Harbidge, Jeral Godfrey, Ken DeCoursey, Jim Griffith, Bob Alness, Eric Aasness, Jeff Boers, Doug Bosworth, Ben Brown, Alan Donald, Greg Holt, Kurt Hrubant (*his XK8 below*), Roderick Jefferson, Scott Johnson, Chip Kochel, Curtis Kyle, Jamie Lotta, Susanne Nelson, Roy Pringle, Ernie Umemoto, and Ron Smith (*above, in his recently completed XK120 resto, talking with Brian Case*).





BORDER-LEAPING JAGUARS, #1 VICTORIA

Pictures: Ron Redpath, Roy Pringle, Sharon Case and Kurt Jacobson. Story: Kurt Jacobson

Just a zig-zag artificial line and 37 miles / 59 kilometers of Salish Sea separate two seaside JCNA-sanctioned concours: Our Seattle Jaguar Club's Jaguars on the Green at the Swinomish Casino & Lodge in Anacortes, and the Jaguar Car Club of Victoria's Jaguars on the Island.

First up was the July 18-20 Jaguars on the Island. This, the largest JCNA concours, celebrated the 90th anniversary of the XJ-S/XJS model. The event was made even bigger with the addition of about two dozen Aston Martin Owners Club cars. (Above, a fresh and alluring XK120 restoration from Calgary.)

What ties are there between Jaguar and Aston Martin? Ford owned both and Ian Callum designed a couple models for both brands. And reportedly Jaguars were driven by the bad guys while good guy James Bond drove Aston Martins. Our own XF Sportbrake club members Christian Webber & Hilde own both brands and are members of both our local and BC Aston Martin groups. We have many Aston Martins in our club. *(Below, this vinyl-wrapped Aston Martin Vantage S appeared on the host hotel patio like a like a shard of sky that fell onto the host hotel patio.)*

The second border-leaping concours is across the Strait of Juan de Fuca. It is our club's August 1-3 Jaguars on the Green, The "Green" in the name is aspirational. Like the Victoria concours draws US participants, ours draws Canadian enthusiasts.





Voyaging from our club to Victoria were Janet & Alf Howald, Marisa & Art Foley, Alan Donald & Cynthia First (left) Sheila & Roy Pringle, Will Humiston, Danny Lisa, Godfrey Miller, Sharon & Brian Case, Cheryl & Kurt Jacobson.

(Below) The welcome reception was at the Delta Hotels Victoria Ocean Pointe Resort. The banquet room overlooked the Victoria harbor and a patio with a selection of Ian Callum Jaguars and Aston Martins. Water taxis flitted from dock to dock, DeHavilland float planes whispered into the harbor and roared out, the Black Ball ferry Coho from Port Angeles glided by, locals ran, biked and strolled with kids. The Fairmont Empress Hotel and BC Legislative Assembly parliament building provided a timeless stationary backdrop.





The concours show field at Windsor Park, three miles east of the host hotel in the District of Oak Bay, one of 13 municipalities around within the Greater Victoria area. There the grass is lush green surrounding a cricket pitch. An activity center houses restrooms and drinking water. A hospitality tent offered relief from the occasionally warm sun and a place to sit and enjoy food from the Greek on the Street food truck. Within a half-mile were many Oak Bay restaurants and specialty shops. *(Above, being judged by the blue-capped Hagerty Youth Judge team ,is one of two Mark V saloons.)*

The concours had a few standout cars. Melisa & Art Foley's D-Type Lynx is always irresistible on the

concours field and in line for the Coho ferry, although this year their D-Type was overwhelmed by a hot rods heading to the triennial Northwest Deuce Days in Victoria (*above*).



A rare treat was our member Godfrey Miller's real C-Type, the racing model that preceded the D-Type (of course). Together they dominated 24 Heures du Mans with five wins and several podiums between 1951 and 1957 and cleared the way for later Jaguar racecars. Although Godfrey belongs to the Seattle Jaguar Club, he lives on nearby North Pender Island. Godfrey recently married and plans to move to the Philippines with his new family. His C-Type will go into storage in the Northwest and his rare XJ220 may go into storage in England. (*Below, Godfrey Miller in the tan vest and Art Foley looking over Godfrey's C-Type.*)





(Left) A fresh-as-a-penny (remember those?) and about the same color, an XK120 Fixed Head Coupe glowed on the patio in front of the host hotel and later at a spot near the entrance to the show field.

This year's Atlantic to Pacific entrants Bev Toulson & Ron Redpath drove their 2024 F-Type more than 3,400 miles from Vero Beach, FL. We will write more about them in our Jaguars on the Green article next month.

Club members winning awards and bragging rights were: Danny Lisa (immediate right with Concours Chair Carole Borgens) with his XJ6 Vanden Plas and Art & Malisa Foley (far right) for their D-Type



Lynx and also a special The Spirit of Jaguar award for their many tours and drive in the US, Europe and Great Britain, Cynthia First (extreme left) and her XJ8 Vanden Plas, plus Cheryl & Kurt Jacobson and their XK who received Hagerty Youth Judges awards (below right).





(Left and above) Sunday's drive took us to the Esquimalt Lagoon Migratory Bird Sanctuary. The road runs along a narrow sandspit that separates the

lagoon from the Strait of Juan de Fuca. After a quick stop to chat (*Danny Lisa and Arizona participant*), enjoy the sun and seaside breeze we convoyed back to the host hotel for a farewell lunch with so many door prizes that almost everyone took home something valuable .

But wait, there's more. While we were at JOTI, the every-three-years Northwest Deuces Days brought to the Victoria harborside and other venues 1,300 '32 Fords and other hotrods from as far away as Finland, Sweden, Australia, and New Zealand (*Brizio build right still, in primer*).



Although the cost for the host hotel and four events is not cheap, the venue is spectacular and a short walk to all the downtown Victoria attractions over the Johnson Street Bridge that looks like modern sculpture. Jaguars on the Island is first-class in every way and at the core of Western Canada's most welcoming tourist areas. You are treated to scenic, relaxing ferry rides either through the Canadian Gulf Islands or the 22-mile Strait of Juan de Fuca crossing from Port Angeles. And at JOTI you get to know other Seattle Jaguar Club members better and meet a variety of wonderful Canadian enthusiasts. You should enjoy Jaguars on the Island at least once. But if you go once, you will probably go back.



Top left, IYKYK. If you didn't know, it's a Daimler SP250, an adopted member of the Jaguar family.

Top right, one of the Hagerty Youth Judges and perhaps a future car enthusiast.

Middle, a GR8PLATE.

Left, Marisa & Art's D-Type Lynx in the host hotel parkade stuns from every point of view.



Pictures: Bob Malecki, Tanya Book, and Dave Lewis

Story contributors: Bill Buegel, Bob Malecki, Kat Lewis, Tanya Book, and Kurt Jacobson

Many car shows are big and hot with limited comfort facilities. Not so with the Hansville car show. There is plenty of shade in the trees, although the thin marine air overcast kept this year's July 20th cool, comfortable, and made the colors of the cars pop. The Greater Hansville Community Center is the central facility for the event. Want to wander? Buck Lake is steps away without care or car in sight. The entrance fee includes one free meal, a hamburger, hot dog or pulled pork sandwiches, chips, cookie and a drink. An additional meal was only \$10.

If the extreme north end of the Kitsap Peninsula seems long drive, consider that it's only 11.5 road miles from Edmonds with a cool, scenic ferry ride in between.

Chillin' in Hansville this year were Kat & Dave Lewis (2012 XKR-S), Tanya & Bob Book (1968 E-Type 2+2), new member Nathan Herring (1969 E-Type), prospective member Wayne Marshall (1997 XK8), and from just a few miles away Bob Maleck (2016 F-Type), George Lefler (1974 E-Type) and Bill Buegel (F-Type).



Kat Lewis identified those with Jaguars who attended. She reports, "The atmosphere was relaxed and the conversation was good at the Hansville Car Show on Sunday, July 20th . Seven lovely Jaguars (and about another eighty classic and sports cars) gathered at Buck Lake Park in Kitsap County. Car owners and many other community members came together for a fun morning of viewing and sharing. The Hansville Community Club served breakfast and lunch, and the weather was a bit chilly but good enough to make the morning comfortable. The event benefitted the Greater Hansville Community Center whose supporters were helpful and friendly.

Two interesting highlights included a DeLorean tricked out (inside and out) as a replica of the Back to the Future time machine, and an old Cadillac sedan equipped with an even older WW2-era V8 flathead engine.

Bill Buegel commented, "It was great to have three E-Types at this year's show. The two F-Types, one being mine the other was Bob's. The XKR was a bonus and what a striking color! We also recruited a new member who had just purchased an XK8 Coupe and moved into Bob's spot as he had to leave early. We had a lot of interest and questions for our group and I think everyone had a good time. The show produced quite a few very nice cars and trucks and some very nice folks willing to chat and answer questions. The weather was perfect, a little overcast but warm."

Bill continued, “As I mentioned before we need a few more cars to overtake the Porsche group. I think one of the best parts of the event are the folks at the end of their driveway with checkered flags and chairs waving to the participants as they make their way to the venue. They love watching and hearing the car’s passing and of course a little throttle response, a friendly wave and maybe a tap on the horn elicits some big smiles and lots of waves. It was a fun day!”

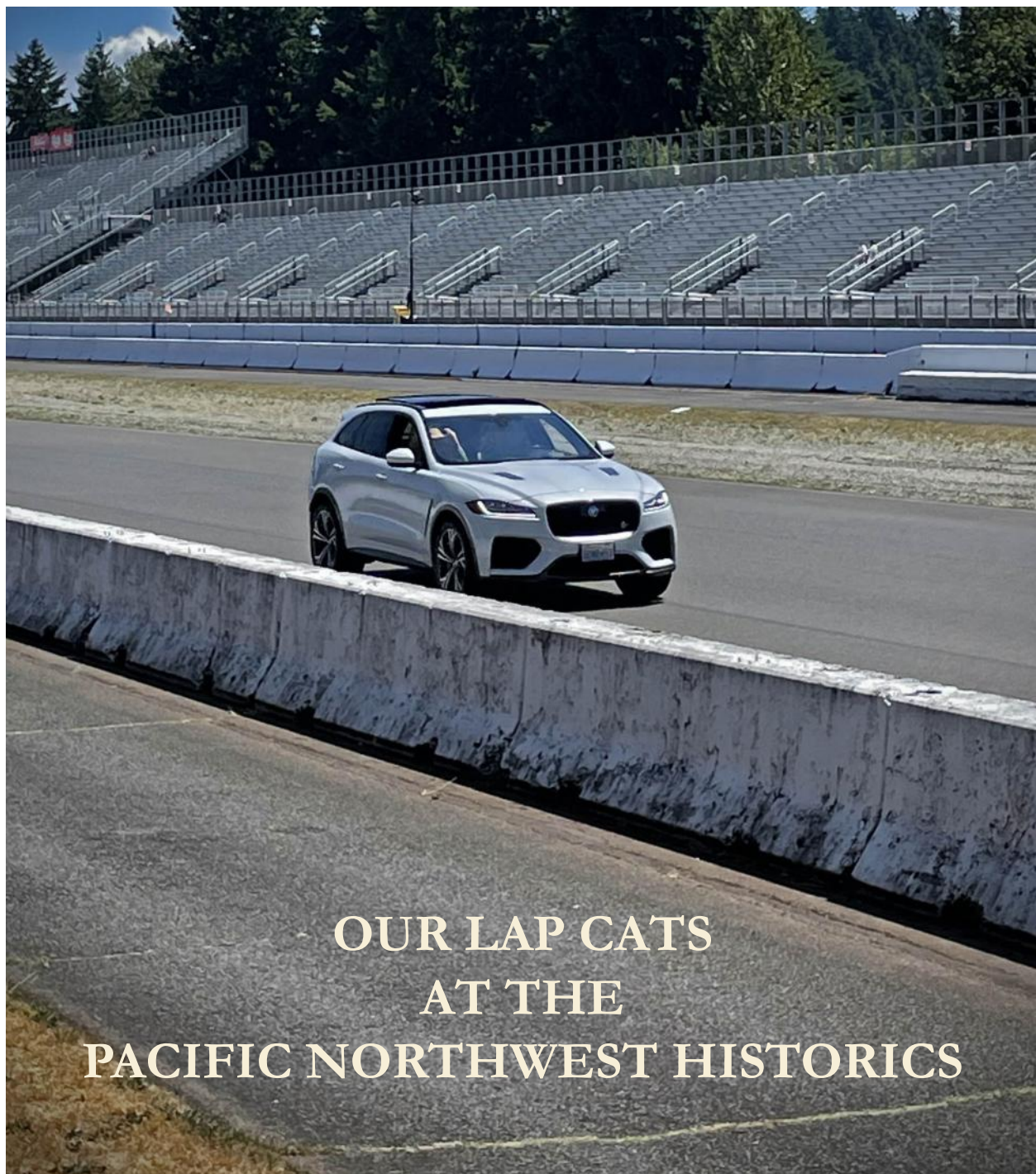
Bob Malecki, a relatively new Seattle Jaguar Club member added, “The show was a nice mix of classic American and European automobiles. There was a strong showing of British autos, including Triumphs, MGs and a few outliers. The weather was overcast and pleasant as well as the people who visited.



Tanya Book’s comments are a quick read: “Since I pretty much planted myself and spent a wonderful day with Kat, I was oblivious and have very little to contribute.” She added, “The breakfast was tasty.”

(Motorcycles, a hot rod, and the headlight of his XKR-S were captured by Dave Lewis.)





OUR LAP CATS AT THE PACIFIC NORTHWEST HISTORICS

Pictures: Al Fenstermaker, Kent Wiken, Sharon Case & Kurt Jacobson.

Story: Kurt Jacobson & participants

Our lap dogs can wait for us at home. It's that time of the year to take our Jaguar lap cats out on the road course at Pacific Raceways. This opportunity comes with our Seattle Jaguar Club event as part of the Car Corral at the Pacific Northwest Histories Vintage Races. *(Steve Bird, above)*



For those of us who aren't regular track rats, experiencing the entire 2.25 miles in our own Jaguars is a treat. Even at normal speeds the S turns and elevation changes feel more pronounced than they appear from trackside.



Above, clockwise from top left: The Blackburns' E-Type, Kurt Hrubant's F-Type, Jeff Boers' F-Type, and David Hull's XKR,)



(Above) The elevation change Pacific Raceways is quite apparent overlooking turns 3a and 3b, and even more so when diving down into the tight corners. (If “offs” are you thing, this is also a good vantage point.)

The July 5th event suffered from organizers not prepared to manage Car Corral registration well, but the races were fun to watch, the 73-degree temperature and sunshine were ideal. And of course the company was exceptional.

Highlights were seeing Seattle Jaguar Club member Craig Schrontz’ 1960 Lola, the absurdly fast Mini Cooper flying shoeboxes and the heat-dominating 1971 Tyrell F1 car once driven by Jackie Stewart. The featured car was one of three 1964 Cheetahs sponsored by one-time Burien Chevrolet dealer Alan Green. Ask Seattle Jaguar Club member Ray Papineau about “the-one-that-got-away” Cheetah.



There were a couple E-Type racers in the pits. (right). Steve Bird asked a few of us if XKEs were successful racers. Nobody had an authoritative answer. Although the first essentially stock "Series I" cars were successful at launch, it was only later modified versions that became successful racers

<https://etypeuk.com/newsroom/articles/the-history-of-jaguar-e-type-racing/>.



Sara Squibb & Steve Bird attended our Jaguar members at the corral (at the Seattle Jaguar Club tent, left top), along with Trish & John Blackburn, Jeff Boers (with his blue F-Type, middle left), Brian & Sharon Case (who organized



our involvement and brought a welcome shade tent), Al Fenstermaker with his now-vintage Opel GT (bottom left), Kent Harbidge, Andrew Hewitson, Patty McKerney & Kurt Hrubant with their F-Type R and XK8, Evelyn Wood and David Hull, Cheryl & Kurt Jacobson and Kent Wiken. Attending with other marque clubs were Seattle Jaguar Club members John Chudy (an E-Type resto about ready, but in the corral in his Mustang with a Jaguar independent rear suspension), Tom Bohn (Corvette), Doug Jackson (Lotus), Tom Everts (Aston Martin), and Virginia & Roger Susick (Z Car).

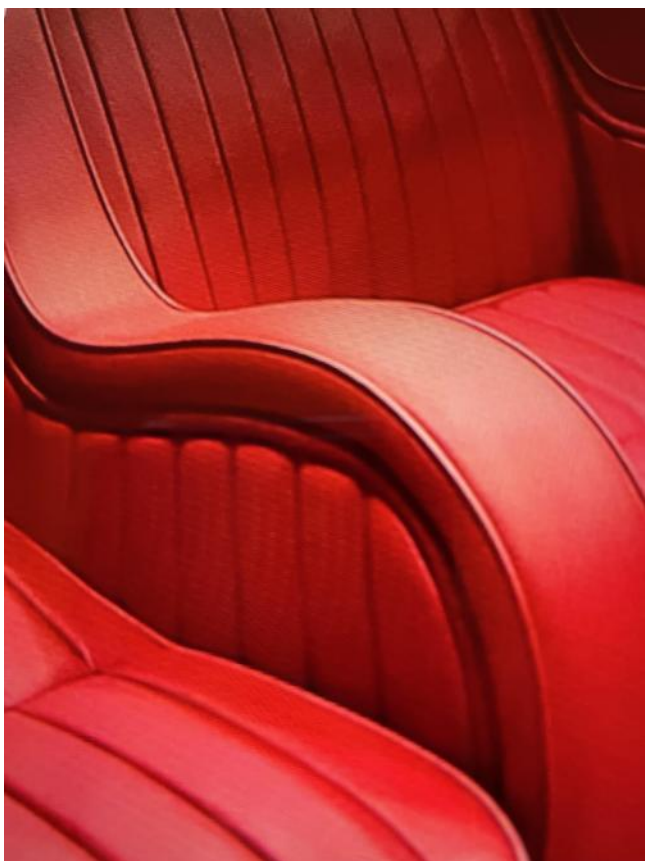
Kent Wiken, who provided some back-of-track pictures, said, "I really enjoyed the event and seeing you and our fellow club members. Perfect weather!"



PAST PERFECT, THE SS1 — THE INTERIOR PART 9

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

There is very little written about the design approach taken with the interior of the SS1 Tourer. But some of the unique features would have been dictated by the car's overall configuration, namely the underslung chassis. All the rear seats in the SS1 and SS Jaguar Tourers built between 1933 and 1938 include "armchair" seats. With the underslung configuration the car's differential protrudes deep into the interior, greatly limiting the options for the rear seat area's design. William Lyons' solution to this limitation was to place an elegantly curvaceous armrest between the two seats, effectively making them rear bucket seats.



Top, the rear seat area with the massive differential in the interior space and the rear wheel well coachwork visible within the interior. With these impediments, along with no leg room, Lyons worked his design styling magic to create one of the most beautiful interior designs of the 1930s. Bottom, the rear seat center armrest covering the rear differential.



Like so many designs during the 1930s this interior has a very “art deco” aesthetic and with the Tourer its defining feature is the sunburst pattern on the very large doors. The SS1 Coupe and Salons also have a sunburst pattern, but these are centered on the door without the dramatic visual impact of the Tourer’s offset sunburst emanating from the

lower rear corner of each door (*above*). The pleated look continues on the front seats as well as the rear seats, including the sides of the armrests. I’ve always considered the SS1 Tourer interior an art deco masterpiece of design aesthetic and functionality.

The side panels in the rear seat area are right up against the rear wheel well and this was accommodated with another wonderfully curvaceous feature, no function, just a visually pleasing way to cover it.

On the back of the front seats a standard feature in all the cars were picnic tables, but they are rather small given the narrow nature of the interior. The picnic tables came with every car, but many restorations tend to leave them out, they contain a lot of pieces and I suspect many cars lost them years ago as the front seats were re-upholstered. The picnic tables (**right**) can accommodate,



perhaps a salad plate, but not much else. This would be totally unacceptable for the English culture of picnic baskets with small china plates, along with teacups and saucers. The SS interior solved this major shortcoming with what today we’d refer to as a cup holder (*left*), but in this case it’s a drop-down platform on the side just large enough to accommodate a china cup and saucer. You can rally all morning and then jump into the back seat for lunch in an appropriately elegant space.



Moving to the front, the driver is faced with what may be the most complex and labor-intensive steering wheel imaginable (left).

It consists of four sets of chromed spring steel leaves with holes on each end. These are then positioned in place so when the center aluminum hub is cast, the molten aluminum flows through the holes thereby attaching the chromed leaf springs. Then the aluminum is polished.

A similar process is repeated as the

structural outer ring of the steering wheel is cast. At this point the ring goes into another die to cast the resin/plastic incorporating ridges with valleys for your fingers, it's a beautiful design once painted in glossy black.

My car's owner added one more step and cast over the entire outer ring a rubbery material to thicken the wheel and make it a bit stickier for a better grip when driving in competition. This made the restoration of my steering wheel much more difficult, but the folks at Art Brass in Seattle were able to restore the entire assembly without destroying the rubbery coating.

The instruments have been discussed to some extent in an earlier article, the car has full instrumentation with the combined speedometer/tachometer in front of the driver, the clock, and in my car's case the set needle for tracking rally time segments, is in front of the passenger seat. The remaining instruments; water temp, oil pressure, amp meter, and gas gauge, rest between the two seats in the center of the dash. The transmission cover, with the shift lever and hand brake, are covered in leather and wool. All of the carpets are wool.

Another unique feature on the floor in front of the rear seats is a set of footwells that give rear-seat passengers more foot room even though leg room is limited.

There are leather pockets for map storage on the sides in the front footwells.



Above, the carpet showing the foot wells that are under the front seats. Left, map pockets and SS pedals. (Photo by Stitches Custom Upholstery)

Tony Miller's Stitches Custom Upholstery in Poulsbo WA. took on the task of creating the interior in leather and Wilton Wool. Like so many phases of the restoration there were a number of decisions about the design that we needed to work through. The rear fenders are low to the ground making them prone to damage, but removing them requires removing the interior side panels in the back seat area. To enable easy removal without tearing apart the rear interior, Tony designed a thin fiberglass tub that contains the rear interior and can be removed as a modular unit. A similar approach was used over the transmission housing, so the full carpet and leather assembly can be lifted without disturbing anything. These little design modifications allow for easier maintenance in the future, but create no visible difference when viewing the interior of the car.

(Right) The trunk is covered with a vinyl type material that should be the same color as the car's Glacier Silver paint, not something easily done. Kim Mattson at Convertibles Only in Seattle performed a bit of a miracle by finding a material that was so close to the paint color that when John Byers, who painted the body, first saw it he said: "it looks like I painted the trunk."



Tony and his team replicated, with a few changes, this most unique 1930s interior. This was another massive undertaking and with a few discrete modifications it should maintain its crisp, clean look for years to come, even if major maintenance of the car is required at some future date.



When you sit in this wonderfully elegant interior space it's hard to believe that it's how the factory prepared rally cars looked in the 1933 and 1934 Alpine Trial Rally through the Alps, but it was. It's also a wonderful environment for driving through the Snoqualmie Valley, or any other location with interesting twisting roads.

Left, fitting the front seat foam to fit my height and weight.

2025 VOLUNTEER LEADERSHIP

Niall Porter



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1984 Jaguar XJ6 95,044 miles. Original owner (Seattle Jaguar Club member), 41 years in Fairbanks, AK. Maintenance & documenta-

tion records. Painted once, Jaguar warranty, on original paint. 7 Jaguar mag wheels (5 on car+2 studded snow tires). Parked winters, stored inside 41 years. All original survivor. Will be in WA April/May 2025. Make offer. Christopher Tilly (907) 388-6264 *Apr 2025*



1973 Jaguar E-type 47,535 miles. V-12, automatic, removable hard-top. 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*

