



JagMag

October 2025



**Seattle Jaguar
Club**

Vol69 Issue 10

The Long Way to San Jose

Flying Heritage

Neighboring Concours

2025 Events

Please check for the most up-to-date information at seattlejagclub.org/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, 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: <http://www.joco.org/> <https://joco.org/cat-fancier/>
- Jaguar Car Club of Victoria (Vancouver Island): <https://jaguarclubvictoria.ca/>
- Canadian XJ Jaguar Register (Lower BC Mainland): <http://www.jaguarmg.com/>
<http://www.jaguarmg.com/newsletter.shtml>

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. Friday, meet 2:45 p.m. at Monroe WA, Grocery Outlet lot at the smokestack, 405 Butler Ave, then Oktoberfest dinner in Leavenworth and overnight in Wenatchee. Some may drive directly to hotel Saturday morning. After hotel breakfast Saturday, visit [Ohme Gardens](#) then gather at Wenatchee hotel (reserve early) and depart 10:45 am for lunch at [Chelan Ridge Winery](#), visit more wineries and return to



Wenatchee and [Faire Le Port](#) for dinner, within walking distance of the hotel. Sunday, explore area on your own and return home. Register: [Winery Tour 2025| Seattle Jaguar Club](#). Contact Kent Wiken kwiken50@gmail.com.



Sat Oct 18 Jaguar Jaunt: Colors and Curves, fall colors tour in northeast King and South Snohomish counties. Details to come. Contact: 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 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.

2026 Events

January 2026

Wed Jan 7 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sun Jan 11 Roving Lunch. Location TBD Contact Brian & Sharon Case sbcase253@hotmail.com.

Sat Jan 17 Annual General Meeting at Griot's Garage. Contact Brian Case sbcase253@hotmail.com.

February 2026

Wed Feb 4 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Feb 14 Valentine's Day Drive. Details to follow. Contact Brian Case sbcase253@hotmail.com.

March 2026

Wed Mar 4 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Mar 14 St Patrick's Day drive. Details to follow. Contact Brian Case
sbcase253@hotmail.com.

April 2026

Wed Apr 1 6:30 p.m. Board meeting via video conference. All members welcome.
Contact Chris Eseman at secretary@seattlejagclub.org.

Thurs Apr 23 7:00pm Judges Training Session via Zoom. Contact Bill Holmes
bholmes1588@gmail.com.

May 2026

Wed May 6 6:30 p.m. Board meeting via video conference. All members welcome.
Contact Chris Eseman at secretary@seattlejagclub.org.

Thurs May 28 7:00pm Judges Training Session via Zoom. Contact Bill Holmes
bholmes1588@gmail.com.

Sat May 30 Spring Thing Drive. Details to follow. Contact Brian Case
sbcase253@hotmail.com.

June 2026

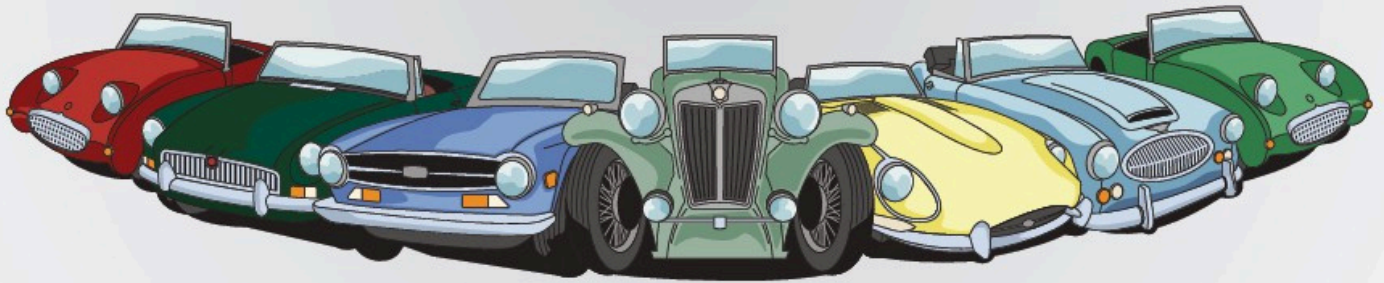
Wed Jun 3 6:30 p.m. Board meeting via video conference. All members welcome. Contact
Chris Eseman at secretary@seattlejagclub.org.



Photo by Dave Lewis



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WHAT'S NEW

Would you like to lead a great JagMag team? A talented, enthusiastic group of Seattle Jaguar Club volunteers has been working to make creating JagMag easier and sustainable. As a result, the work of the editor is now divided among several team leads. For instance, the classified ads are the responsibility of a team leader. Another volunteer trained in graphic design will produce the final magazine. Assembling the new member stories is the responsibility of another volunteer.

The team is now ready for a new editor. Could that be you?

The job will be much easier than for past editors. And it will be rewarding:

First, you will be working with other enjoyable, experienced team members who operate at a professional level.

You will be a key player in the operations and the club's direction. Every month you will see the results of your and the team's efforts.

You will get to know the many members who will be sending you stories, photos, and columns. And you will know what's going on before the rest of the membership.

The articles and photos in JagMag consistently win coveted Jaguar Clubs of North America awards, as many or more than all other clubs.

Desired skills for the new editor:

Good management skills are important in order to track the incoming work. But the team leads are responsible for having final work ready for the graphic designer. If an article column, ad, or calendar entry is not ready on time, it won't be in the magazine.

Be assured that several members have volunteered to function as on-call reporters to create event stories from their own experiences or the reports of members. And seven-plus year editor Kurt Jacobson will help you launch successfully.

If this is for you and you want more details and reassurance, contact Seattle Jaguar Club President craigduckering@hotmail.com.



Mark Dellplain XK140 1st place in Champion



Greg Smith F-Type 1st place in Driven

Sharon Case reports: The Portland ABFM, held 9/5-9/7/25, was huge this year. I heard that the number of Jaguars that registered was 80. I didn't feel like counting them. It was a lot!

The Jaguar Owners Club of Oregon (JOCO) put on a JCNA sanctioned Concours on Saturday. There were about 20 judged cars. From our Seattle Jaguar Club Mark Dellplain entered his XK120 and Jim Smalley entered his E-Type. Greg Smith, who is a member of both our Seattle Jaguar Club and JOCO, entered his F-Type. Mark was awarded 1st place in his class in Champion and 2nd place from the ABFM. Jim was awarded 1st place in his class in Champion and Greg Smith was awarded 1st place in Driven in his class.

Craig and Katie Cootsona were also present with their MG TA Special.

Not entering cars this year but helping JOCO with judging were Randy Pickett and Brian Case. Mark Mayuga, our JCNA president, volunteered to help JOCO out of a bind and be their Chief Judge.



Jim Smalley collects his prize

On Friday night JOCO provided a free meal with pulled pork sandwiches.

There were a lot of activities going on like the vintage races, a drive on Friday afternoon, a speaker Saturday night, a large swap meet and a slalom on Sunday.



Food provided by Noggin and Natter.



Mark Mayuga saves the day!



Greg Smith shows his F-Type

We occasionally show what other things interest our members, such as Mike and Tamera Bramble's classic wooden runabout. He took it, not his Jaguar, to the Lake Oswego, Oregon classic boat and car show.



More than one way to show up

The Oswego Heritage Council set aside the Jim Rathbun Jaguar Area, honoring the show's founders. Before his untimely passing, Jim was a leader of Jaguar Owners Club of Oregon.



Honoring Jim Rathbun



One sexy beast

In addition to the Brambles' boat, one of the more desirable cars was a red C-Type.

**Alf Howald's ups,
downs and back up**

"Yes, it has been quite the journey with this car. It is a 1970 E-Type 2+2. It's taken around 20 years to restore, doing a lot of it myself."



Alf Howald's E-Type

"I had gotten the car to a beautiful driver to be proud of. Not long after getting it to the point I could drive to events, I had a mishap. Crushed the front, on the right-side. Contacted Hagerty Insurance and BritSport in Seattle."



"We found another bonnet in Ohio, had it shipped out and I worked on stripping paint."



"Took the bonnet up to BritSport and it was then sent, along with the original damaged bonnet, to a gentleman in Woodinville for the metal work. It took about 2 weeks, and the metal work turned out fantastic."

The bonnets were sent back to BritSport to finish.”



Alf Howald's E-Type , near finished



Scott Mason of Jag/MG Club Vancouver states the obvious! Photo by Sharon Case

The Long Way to San Jose: How our F-Type got us to slow down (a little) and enjoy the ride

Article and photos by Wendy Duckering



Neptune State Park, Oregon

I have always squeezed a lot into my travels. I remember being young and working a full day, then jumping in a Chevy Sprint and driving straight through from Kirkland to Anaheim, just to spend a day at Disneyland. Then, driving right back home the next day.

I married a man with that same drive. Working, having horses and birds meant keeping a strict schedule. Our rare vacations were always short, tightly packed events. We would race to our destination and then jam in all the fun we could. Even now, I'm retired, but we still recreate like it's a dare. We recently decided to take a few days to "relax" in Sedona. I put together a list of hikes for Craig to choose from. He took it as a challenge, and we ended up hiking all of them, for a total of 43 miles in 3 days.

So, when Craig expressed a desire to drive the F-Type on a road trip, I was dubious. Our usual road trips require a high clearance vehicle and end up with some trail brush "pinstriping" and a few rock chips in the paint. However, as his birthday approached this past June, I floated the idea. He was intrigued, then excited and finally, with his usual gusto and attention to detail, he jumped at the chance to make this bucket list idea a reality.



Fort Bragg, California

We settled on a popular route, starting from our home in Maple Valley, heading over to Highway 101 to drive down the coast then inland to our southern end point, San Jose, where Craig's brother lives. Deciding to take 3 days to get there, we would stay in Newport, OR and Arcata, CA on the way down. We would then spend two nights in San Jose, and finally head home up I-5, spending the final night in Grants Pass, OR.

Then came the difference between a road trip and a road trip with a Jaguar.



Beachside in Klamath, California

Getting the F-Type serviced for a long trip meant more than checking the oil and putting air in the tires. It is a 2017 AWD S and luckily, Craig already had the y-pipe replaced last year, a known failure point in the earlier models. In addition to regular maintenance for this trip, he decided to change the battery as well. Its summer tires were getting close to needing replacement, but with good weather and no intentional off-roading, we figured we would just give them a nice, final send-off.

Next, Craig decided to consult people we know that have done this type of trip before. They gave him good advice about places to stay, suggested roads to take and even offered to meet up along the way. Most importantly, they said to just go for it and have fun.



Oregon Dunes Overlook

Craig thoroughly planned each day of the journey. He balanced the mileage, so we drove about 6 hours a day. He checked any unfamiliar roads for suitability; he checked towns where we stayed for safety and checked hotels for parking accommodations that he felt comfortable to leave the car overnight. With the F-Type's surprisingly roomy trunk area, we had no problem packing our gear, snacks and some detailing products for the car.

We embarked on what started as a rainy day. Heading south on I-5, we then went West on US 30 and from then on, there were blue skies all the way. We watched the forest lined roads give way to open waters of the coast. Stopping at Fort Stevens State Park, we checked out the historical site and then walked to the beach to see the Peter Iredale Shipwreck.

As we turned south on Highway 101, we stopped at Cannon Beach. There was no parking to be found, so we left the car a mile away and jogged along the beach to Haystack Rock. We saw puffins flying above and starfish clinging to the sides of it in the late afternoon sun.

We spent Craig's birthday having dinner in Newport Beach. We ate at Georgie's restaurant on the water as the sun set. The next morning, we went to visit the Yaquina Head Lighthouse before we left town. We drove back and forth, confused that we couldn't find something as big as a lighthouse. It finally dawned on us that it was the big thing we kept passing completely covered in tarps for renovation.

We continued south along the coast, marveling at the white sandy beaches. No problem

if you missed a spot to stop and take in the views, there was mile after mile of other places just as beautiful ahead. We stopped at the Oregon Dunes Overlook to check out the surreal landscape. Then, we visited Gold Beach, the site of another small shipwreck, the steamboat Mary D. Hume, which was almost hiding in the water, right next to the parking lot.

What costal road trip would be complete without trying to squeeze your car through a hole in a gigantic redwood tree? While the Klamath Tour Thru Tree was impressive, there were crowds of SUVs in an area created in the 70's with the passing space fit for a Volkswagen Bug. We snapped our "pic or it didn't happen" shot and moved along.

The next day, we reached the California border and headed inland to more remote wooded roads that felt like ones at home, uncrowded and untamed. We then reached the infamous Redwoods, where the miles were many, the curves seemed endless, and the oversized RV drivers were downright fearless.



Sunset at Newport Beach, Oregon

The landscape changed once again as we moved back towards the coast on CA Highway 1 South, driving along open, grassy fields towards Glass Beach in Fort Bragg. The sea glass pieces were small but colorful and we were treated to several sea lions resting on the rocks nearby.

Then it was time to leave the coast behind and head into San Francisco to drive across the Golden Gate Bridge. Rush hour traffic and too much lemonade earlier meant an unplanned stop at a gas station. Craig was challenged to find some creative parking while waiting for me. Once we crawled through the city, it felt a little surreal to be cruising along the open road of the California highway, windows down, sun shining, in our very own car.

We arrived in San Jose and took a day off to visit with family. All too soon, we said our goodbyes and headed straight up I-5, with a quick stop at the Olive Bar, in Campbell, CA for lunch and some olive tasting before heading home. As we got closer to our hotel in Grants Pass, the temperature outside climbed over 100 degrees. We were concerned about how the F-type would handle the heat, but there were no problems.

We decided to stop for some ice cream after dinner. In the parking lot, someone left a glass right behind our back tire, and we ran over it backing up. Luckily, it didn't appear to puncture the tire. There was that moment of relief remembering that we decided not to replace the tires before the trip and we kept a close eye on it the rest of the way home.

More than 1900 miles in 5 days. The car performed flawlessly. No issues at all, just taking a bit of extra care, keeping the windows clean and wiping the "bug jerky" off the front-end paint. We were amazed at how comfortable the seats were. No sore backs and plenty of room in the cabin to stretch our legs.

The only regret we had was not having the time to stop at some of the places that we passed like the Tillamook Creamery tour or the Sea Lion Caves. Those were places that we remembered visiting from our childhoods that we would have liked to experience once again.



Welcome to California!

And yet, while this bucket list adventure was not a leisurely trip by most standards, we finally took the long way there.



Yaquina Bay State Park, Oregon

The Langley BC Heritage Classic, only 11 miles over the border

Pictures & Story: Sharon Case

The Heritage Classic was held in Langley BC over the Aug 22-24 weekend. This event is put on by the Canadian XK Jaguar Register and the Canadian Classic MG Club. This was their 54th year! The weekend started with a reception held at the Jaguar Land Rover dealership in Langley, BC. The food included a charcuterie & cheeseboard and a variety of sandwiches and a dessert tower. We figured we would have to go out to dinner afterwards, but the food was delicious and we all had our fill.

They did a couple of presentations during this event. Ian & Doreen Newby brought their 2024 F-Type, the last combustion engine Jaguar shipped to Canada. The General Manager from Jaguar Land Rover, Raymon Hothi, presented them with a certificate to prove that car was the last one!

Carole Borgens, one of the northwest region directors, presented the Michael H Dale Dealership of the Year Award to the Jaguar Land Rover Langley dealership. Raymon Hothi accepted the award that recognizes a dealer for their close relationship with a JCNA club and for their support of and participation in local club events.

On Saturday we all went to the car show held at Douglas Park in Langley, BC. This event is for Jaguars and MGs but they also invited other British cars to attend. That made it more

interesting. There was a concours d'elegance Jaguars. Danny Lisa and Randy Pickett entered their cars to be judged. Danny won 1st Place in Champion in his class and Randy won 1st Place in Driven in his class. Steve Walls was awarded a Jaguar Classic Sports 2nd in Class Entrants Choice for his XK120 FHC and Bill Holmes received Jaguar Modern Series Best in Class Entrants Choice for his XF Sportbrake.

The Canadian XK Jaguar Register needed help with judging. Their chief judge had retired. When they asked for help, Bill Holmes stepped up to be their chief judge at this event. Other club members that helped with judging included Randy Pickett, John Holmes, Danny Lisa and Brian Case. Other club members that attended included Will Humiston, Susanne Nelson, Libby Calovich and Sharon Case.



JCNA NW Region Director Carole Borgens presents the JCNA Dealership of the Year Award to the Jaguar Land Rover Langley dealership's Raymon Hothi

The awards were all presented on the field at the end of the afternoon. Then we headed over to Adrian's at the Airport for an enjoyable buffet dinner. Randy and Susanne and the Cases sat with some of the Canadian club members. We heard from Scott Mason that he wanted to find an E-type Roadster, Series I, with a 4.2 engine. We spent the evening doing google searches for his new Jaguar. We joked that Scott would have his new car by the end of the evening! Randy did find one that seemed to fit the bill pretty well. We will stay in touch with Scott and see if it pans out.

On Sunday morning we joined the country drive that ended at the Newby estate. They encourage period dress for their event and a few do that. They had set up a big tent and had Jaguar club members playing music for us. Everyone brings a picnic lunch and we hang out listening to music and socializing.



Steve Walls brought his XK120 from Tulalip



Our club's John Holmes judges an XK120 drop head coupe

We toured a couple of their warehouse/garages filled with jaguars and their unique collection of vehicles. They operate a business that supplies props to the movie industry. They have an amazing collection of military vehicles and the uniforms and insignia and patches for most military and police. We didn't tour their props warehouses this go-round but anyone going for the first time has to see it to believe it!

The Heritage Classic is a great event, just across the border, and we encourage everyone to make it up there next year!



MGs and Jaguars at the Newbys'

Muckleshoot Casino Hot Rod and Custom Car Show

The Muckleshoot Casino's first annual Hot Rod and Custom Car Show was held August 31st and September 1st. Our club was informed about the event through our website. Ray Papineau, a well-known hot rod fan was interested because it was a Hot Rod show - so interest but said let's make it a Jaguar event. We tried but maybe because we already had a big event scheduled for 8/30/25 we couldn't get any participation.



Ray Papineau and Linda Roberts soak up the admiration

The Case's went, but still couldn't start their E-Type, so they went just to promote the club. They setup a canopy and gave away promotional items. There were a few solid leads for new members to our club. Ray Papineau and Linda Roberts went with their XKSS. Of course they attracted a lot of attention. The XKSS won 2nd place in the

sports car class. The first place winners received money with the Best of Show getting \$2500. Ray and Linda agree that the car show was well done. It was an interesting show and according to Ray, most of the cars



A good showing at the Muckleshoot inaugural event

were not ones that he has seen at other car shows. There were a lot of beautifully maintained cars. And then there were the unique ones, like the outhouse one or the hearse built with two Jaguar V12 engines!



Our club spreads the gospel!

Let's try it again next year!

Flying Heritage & Combat Armor Museum: Still here for now.

Pictures: Al Fenstermaker, Hilde Webber, Sharon Case & Kurt Jacobson.

Story: Kurt Jacobson

About 20 Seattle Jaguar Club members visited the Flying Heritage & Combat Armor Museum, September 13. Ray Papineau asked a couple volunteer staff members the question several members have been thinking about, what will happen to Paul Allen's collection after it was sold. Our omniscient friend, Al, says, "...it was bought by Steuart Walton, the grandson of Walmart founder Sam Walton. Steuart, a pilot and aviation enthusiast, acquired the collection through his nonprofit organization, the [Wartime History Museum](#), which plans to continue to preserve and display the artifacts at the museum's existing location at Paine Field in Everett, WA."



First Jaguars to arrive were the XK120 of Jeral Godfrey and the XF Sportbrake of Hilde & Chris Webber

The name indicates what you can expect to see. But the quality of the planes and armor exceeds expectations. Ray pointed out the high-speed [de Havilland Mosquito bomber](#) that used molded wood construction to save more critical aluminum. Some models could exceed 425 mph. The museum's example is one of five currently airworthy examples of the original 7,781 built.

For newish club member Donald Tysor, going to the museum is almost like going to work, where he is involved with aircraft manufacturing nearby at [Paine Field](#).

In the 1953 the airport was overwhelmed by what was reported as 20,000 spectators, there to watch the Seafair Cup. In those days Jaguar XK120s ruled the grid.



Tank and diorama of the Siege of Bastogne



"Little Man," detonated over Hiroshima and "Fat Boy," with a plutonium core the size of a tennis ball, dropped over Nagasaki

For veteran member Jeral Godfrey, he barely warmed up his XK120's fluids driving from his nearby Mukilteo home.

Members who attended and are not yet mentioned are new members Arlene & Ludwig Allegra, and longer-term members Debby Anger & Larry Becker, Donald Tysor, Al Fenstermaker, Jon Rogers, Tricia & Harry Demarest, Linda Roberts & Ray Papineau, Hilde & Chris Webber, Stan Galyean, Kent Harbidge, Kurt Jacobson, Sharon & Brian Case and organizer Randy Pickett.

Eventually hunger and a chance to sit down overcame historical curiosity and we cruised down Mukilteo Speedway to The Lodge for lunch.



Lunch at the Lodge. From left, Harry Demarest, Hilde & Chris Webber, Kurt Jacobson, Jon Rogers, Donald Tysor, Ray Papineau, Linda Roberts, and Tricia Demarest



Al Fenstermaker sent this image, explaining, "In early October 1945 my father's Navy ship arrived in Nagasaki and he spent time walking through the city. It had been just over a month since the bomb was dropped and there was destruction everywhere, but he noticed one object that was still recognizable in all the rubble. The object was a small clock and he picked it up, on the back it read, 'Made in USA,' he kept the clock. Over the years I called it our 'atomic clock,' but it represented total destruction."

LeMay Car Show

Photos: Dave Lewis & Sharon Case

Story: Kat Lewis

15 lovely Jaguars joined over 1,000 other classic cars on the field at the 47th annual LeMay car show. In addition to the many interesting and beautiful cars, attendees had the pleasure of touring LeMay private garages in Marymount (south of Tacoma).

Wayne Brooks arranged for our club to have a place of honor on the field, to the left of the main entrance. The amazing Mr. Brooks (and friends Eileen Katica and Lauren Klatt provided a wonderful English Tea with finger sandwiches, cookies, cream puffs, and Pimm's Cup.



More than one visitor enjoyed our club's treats!



Hospitality by Wayne Brooks & Friends

Mrs. Nancy LeMay was married to Harold LeMay, who started the Le May collection. Wayne Brooks is related to the LeMay family and calls Nancy "Aunt." She visited our booth, sampled our English Tea, and presented all the awards to the winners. Clark Williams won the award for Favorite Import with his 1957 XK140 FHC MC.



First place goes to Clark Williams!



Our friends from the Canadian XK Register club, Ken Grahame & Marina Bailey heard about the event at Jaguars on the Green. 21 club members went on the Private Garages Tour, coordinated by the LeMay Car Museum staff. Attendees at the car show included Bob Alness, Sharon & Brian Case, Craig & Katie Cootsona, Richard Dean, Ken DeCoursey & Debbie Woods, Ken Grahame & Mariana Bailey, Jim Griffith, Nora & Mark Hennecken, Chip & Kristin Kochel, Curtis Kyle, Dave & Kat Lewis, Bob Malecki, Brian Church, Kent Wiken, Andrew Hewitson, Clark Williams, Ron Smith & Deb Hall, and Wayne Brooks & Eileen Katica.





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More good reasons on the next page

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Local, Northwest Region and international volunteer opportunities to share your talents, make new friends and have fun.

Stay in the Jaguar loop thanks to timely email notifications, multiple-award-winning Seattle Jaguar Club *JagMag* monthly digital magazine, and frequent social media posts. Enjoy your copy of the entertaining, informative and helpful *Jaguar Journal* six times a year in print or electronic form.

...friendly competition,

our own “Jaguars on the Green” and three other Northwest Region JCNA-sanctioned regional Concours d’Elegance Jaguar car shows to show off your car or compete in one of many classes and judging levels and for chances to win awards at the local level, regional and North America levels. Learn the details of Jaguar models and become a certified judge.

...saving money,

such as a 5% discount on Hagerty Insurance and others on Griot’s car products and other local and national services and products.

...and borrowing “unobtainium” Jaguar tools and access to experts,

through JCNA’s support of the Coventry Foundation’s Tool Loan program, you can borrow specialized Jaguar tools and access documentation not readily available elsewhere. The JCNA Tech Line connects you to a Jaguar technical expert. Our Seattle Jaguar Club’s website has an extensive list of resources and our Vice President —Technical can guide you to club experts.

Sign up as a new member or renew your annual dues for the Seattle Jaguar Club. Membership is \$95 and is based on the calendar year. If you are already a member of another JCNA club but would like to also have membership with Seattle Jaguar Club just follow the instructions on website www.seattlejagclub.org and your total will be reduced by \$55. Any questions about membership should be sent to membership@seattlejagclub.org.

Questions? Contact membership@seattlejagclub.org.

Click here to join or renew

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Advertising requests must be received by the 20th of the month preceding publication. Payment should be sent to Attention: Advertising, Seattle Jaguar Club, P.O. Box 241, Enumclaw, WA 98022 and email ad to jagmag@seattlejagclub.org.

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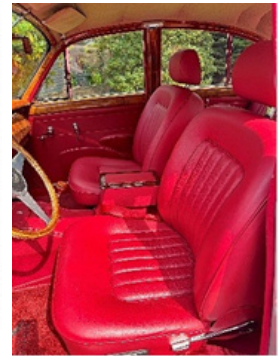
Classifieds

1988 Series 3 XJ12 Vanden Plas for sale Canadian import. Silver Birch over Buckskin. All major servicing recently performed: injector hoses, belts, plugs/wires, rotor and coil. New exhaust. Nice interior, including wood veneers. Everything works, including AC. 83,000 miles. Asking \$8000. Steve Bruce, Bellingham, kingbee10@comcast.net 360-393-0744.



1962 Mark 2 sedan for sale.

Silver over red leather. Paint & interior excellent. Functional improvements: rack & pinion steering, negative-ground alternator, Wilwood front disc brakes, 5 spd, Harvey-Bailey handling kit with firmer front springs, anti-roll bars front and rear, Koni Classic shocks. Rear coil spring conversion. Multi-adjustable front seats from Series 3 XJ, in original Mark 2 pleat style. Leather & wood center console box. asking \$30,000. Keeps up with modern traffic. Steve Bruce. Bellingham. kingbee10@comcast.net 360-393-0744 Sep 2025



Free 1995 XJ6 and newer axles and hubs Free to a go home. I believe these are usable or rebuildable. Located in Seattle or Kirkland. Call 425-457-1242.



1996 XJ Vanden Plas for sale Second owner, 43,401 miles; 18,401 since purchased from 1st owner in 2001. Most years garaged and covered. Babied. All scheduled maintenance per factory recommendations. Original except tires and wiper blades. When stereo stopped working, new Bluetooth capable unit installed. Original Bose speakers still sound great. Deserves a good home. \$9500, negotiable. Scott Dabbs, Maple Valley WA, Cell 425-890-9523



Rebuilt 6-liter V12 for sale Rebuilt by British Motor Cars in Eugene. Unfortunately, would not mate to my ZF transaxle. In crate, ready to ship. \$9,000, Jim Lunz, Jimmlunz@gmail.com



1970 XJ-6 for sale 4.2L rebuilt engine. 3 SU carburetors. Borg Warner 3-spd replaced with a General Motors T700 4 speed transmission with overdrive. Factory fog lights, rebuilt rear differential and drive train, BOGE front shocks Koni rear shocks, new battery. Regency Red with tan leather interior. Walnut facia and trim professionally refinished, original Phillips AM-FM-SW radio. London delivery with original owner's manual, all delivery paperwork, etc. Maintained and cared for by a professional factory trained MB technician. New owner also gets spare parts including complete Stainless Steel exhaust system, custom fit car cover, etc. Asking \$9000, willing to negotiate. Contact William Chappell, Bellevue, WA, willnels3@gmail.com



1997 Jaguar XK-8 for sale, 97k miles, professionally serviced/maintained, new parts and maintenance records for engine and driveline, new plugs, valve cover gaskets, coil packs, throttle body, mass flow sensor @ rubber air inlet duct. Complete front suspension rebuild, including shocks, struts, wheel bearings, upper & lower ball joints. New catalytic mufflers & exhaust system, Top works perfectly. New tires, brakes, leather seats, driveline rubber donut & rear transmission mount replaced by Performance Auto, Lynnwood, new chain tensioners and chains at 70k miles at Park Place, Bellevue since 2011. Great driver, especially with top down. \$8.000 negotiable. Includes many spare parts. Larry Becker, cell (205) 818- 4305, email Larry.Becker1@frontier.com



2004 Vanden Plas XJ8 for sale Merlot with lovely ivory interior with no damage to walnut burl or instrument panel. Less than 90,000 miles on original engine, 2nd owner. Sunroof with privacy shade, touchscreen nav with installation of CD, Excellent AC, Alpine CD, air compression system replaced within the year at Park Place in Bellevue, and it was just fully inspected and serviced in July at Firestone. recent wiper blades, rear disappearing sunshades, programmable seats, Only issue is a tiny hose leak that mechanic literally said a piece of electrical tape can fix and is not critical. Asking \$10,500 (negotiable for quick sale, Seattle. (206) 549-1664, judyabolafya@gmail.com



Photo by Sharon Case