



BLE 932



JagMag

May 2026

Seattle Jaguar Club
Vol 78 Issue 5

An SS1 in Kirkland
Judging a CCGA Event
Crown Hill Auto Tour

2026 CALENDAR

Please check for the most up-to-date information at [seattlejagclub.org/calendar](https://www.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 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.jaguarmg.com/>
- <http://www.jaguarmg.com/newsletter.shtml>
- Jaguar Car Club of Victoria (Vancouver Island): <https://jaguarclubvictoria.ca/>

May 2026

Sat May 2 Tech Session/Swap Meet/Potluck, at Randy Pickett's garage in Mill Creek. Register at [Tech Session/Swap Meet at Randy's garage | Seattle Jaguar Club](#)
Contact Randy Pickett at randypickett@hotmail.com

Thurs May 7 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.



Sat May 9 Cars & Coffee-Camano Island. Register at: <https://www.seattlejagclub.org/events/cars-coffee-camano-island>

Sat May 16 VanDusen ABFM. (left) The Rover and Jaguar XJS are the featured marques. Register at [Western Driver](#)
Contact Brian Case at sbcase253@hotmail.com

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

Sat May 30 Easy Veazie Spring Thing Drive. Organized by Kurt Jacobson. Register at: [easy-veazie-spring-thing-drive](#).

June 2026

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

Sat Jun 6 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com.

Sat Jun 13 Show & Shine at the Brambles'. Contact Michael & Tamera Bramble, tabramble@msn.com (right)



Fri-Sun Jun 19-21 Weekend in Spokane Valley. Gather at the home of the McKinleys in Spokane Valley for lunch followed by a visit to a nearby winery. Leisurely drive home on Hwy 2. Contact: sbcase253@hotmail.com 253.329.9126

Thu Jun 25 7 pm Preparing for a Concours Zoom session led by Bill Holmes on how to prepare your car for concours judging. Contact Bill Holmes bholmes1588@gmail.com

July 2026



Wed Jul 1 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Jul 4 Pacific Raceways – Historics Vintage Races. (right) Contact Sharon Case sbcase253@hotmail.com 206.931.7795

Sat Jul 11 Western Washington All British Field Meet, St Edward Park, Kenmore. Contact Kurt Miyatake, motorsport.driven@gmail.com

Fri-Sun Jul 17-19 Jaguars on the Island weekend. JCNA sanctioned concours and events. Victoria BC. Register at:

[Jaguars on the Island \(JOTI\) - Jaguar Car Club of Victoria \(jaguarclubvictoria.ca\)](http://jaguarontheisland.com)

Fri-Sun Jul 31-Aug 2 Jaguars on the Green weekend. JCNA sanctioned concours and events. Swinomish Casino & Lodge, Anacortes WA. Registration opens May 1st. More info at: <https://www.seattlejagclub.org/jotg>
Contact: sbcase253@hotmail.com 206.931.7795



August 2026

Wed Aug 5 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Aug 8 Joint Drive with JOCO. Details to follow. Organized by Kurt Jacobson.

Sun Aug 16 Noon Potluck Lunch at the home of Andy & Mac Phillips in Woodinville. Reserve your spot at the potluck: [Potluck Lunch at the Phillips Home | Seattle Jaguar Club](#)
Contact: sbcase253@hotmail.com 253.329.9126

Fri-Sun Aug 21-23 Heritage Classic weekend. JCNA sanctioned concours and events. Langley BC. Details to come. Contact: sbcase253@hotmail.com 253.329.9126

Sat Aug 29 LeMay Collections at Marymount - Annual Show. (below)
Hosted by our member Wayne Brooks. Jaguars will have a special place on the field and there will be a traditional British tea. Contact Brian Case sbcase253@hotmail.com



September 2026

Wed Sep 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Fri-Sun Sep 4-6 Portland All British Field Meet, Portland International Raceway. Jaguar Owners Club of Oregon (JOCO) will have a Concours on Sat. Contact Brian Case sbcase253@hotmail.com.

Sun Sep 6 Edmonds Car Show. Details to follow Contact sbcase253@hotmail.com.

Sat Sep 12 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sat Sep 19 Exotics at Redmond Town Center, British Car Day. (right) Contact Brian Case sbcase253@hotmail.com. (right)

Sun Sep 20 Drive Hood Canal. Details to follow. Contact Bob Malecki bobmalecki.wa@gmail.com



Fri-Sun Sep 25-27 Winery Tour to be combined with Prosser Balloon Festival. Details will follow. Contact Kent Wiken, kwiken50@gmail.com

October 2026

Wed Oct 7 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org.

Sat Oct 17 Drive on Whidbey Island. Details to come. Organized by Steve Gutzmer.



Sat Oct 24 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

November 2026

Wed Nov 4 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Nov 8 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

Sat Nov 14 Drive, place TBD. Contact: CraigDuckering@hotmail.com

Sat Nov 21 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

December 2026

Wed Dec 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Dec 13 Holiday Party will be held at the Museum of Flight. Party starts at 10:00am and after Brunch and the festivities everyone can tour the Museum of Flight. Contact: sbcase253@hotmail.com 206.931.7795



2027 CALENDAR

January 2027

Wed Jan 6 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Jan 10 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795



Sat Jan 16 AGM at Griot's Garage. (right) Contact: sbcase253@hotmail.com 253.329.9126

Sat Jan 23 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

February 2027

Wed Feb 3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Feb 13 Valentine's Day Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Sat Feb 27 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com



March 2027

Wed Mar 3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org



Sat Mar 13 St Patrick's Day Drive. Details to come. Contact: sbcase253@hotmail.com

Sat Mar 20 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sun Mar 28 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

April 2027

Wed Apr 7 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Apr 10 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Fri-Sun Apr 16-18 Jaguar Clubs of North America Annual General Meeting. Location TBD. Contact JCNA Northwest Region Director Brian Case sbcase253@hotmail.com.

Thurs Apr 22 7:00pm Judges Training Session via Zoom. Contact Bill Holmes bholmes1588@gmail.com.



Sat Apr 24 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Jaguars on the Island Concours d' Elegance

*Celebrating the Vision of Sir William Lyons
Through the Timeline of Jaguar History*

*Grace... Space...Pace
Some have it all!*



Friday, July 17 – Sunday, July 19, 2026
JCNA Sanctioned Concours Saturday, July 18
Victoria, B.C., Canada



www.jaguarclubvictoria.ca

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WHAT'S NEW

Can you help member/author John Elmgreen find this alloy XK120?

Yes, we have a member in Australia! John wrote to the Seattle Jaguar Club, "Greetings from Down Under! I am writing a book about the prototype alloy XK120 sports cars from 1949 and 1950. I have had some emails with a fellow named Jim Caraher who was the owner of such a car (670111). When he was restoring his car, he looked at many such cars as a reference. This was back in the 1980s.

One such car was chassis 670058 owned by a fellow who was a member of this club. Jim remembered that, and that he had a business called Mr Auto. The nearest I could find to that was Dave's Mr Auto Parts business of 1917 NE Andresen Rd. Can anyone help with anything about Mr Auto and the car?"

Regards,

John Elmgreen, Jaguar XK Motoring Historian
Sydney, Australia

Co-author of: The Jaguar XK140 in the Southern Hemisphere, The Jaguar XK120 in the Southern Hemisphere, The Jaguar XK in Australia www.jtpublications.com.au

Author of: [Jaguar D-type. The Story of XKD526](https://porterpress.co.uk/collections/porter-profiles/products/jaguar-d-type-the-story-of-xkd526), <https://porterpress.co.uk/collections/porter-profiles/products/jaguar-d-type-the-story-of-xkd526>



Easy Veazie Spring Thing Drive

Saturday, May 30th starting in Auburn, WA

9:45 am, meet at Safeway, 101 Auburn Way S, Auburn, WA 98002, northeast corner of the lot. Coffee, gas and rest rooms.

10:00 am, drivers meeting

10:15 depart

Noon lunch and prizes in Auburn or Sumner



Enjoy a countryside cruise around and on top of a 330-foot deep mudflow, answer some hard and some easy questions and maybe pick up a prize at lunch. You will cruise around

the scenic rural roads around the Enumclaw Plateau, trying to spot the roadside clues that will answer the sheet of questions you will be given.

Will there be prizes? Of course!

Register at: <https://www.seattlejagclub.org/events/easy-veazie-spring-thing-drive>

Questions? Contact kurtgjacobson@gmail.com

Typical questions and clues from prior Spring Things

“A strange bird”.



“The crowds ebb and flow here every day”



This month's cover photo:

The public debut of Al Fenstermaker's SS1 Tourer at the Classic Car Club of America's annual meeting and Concours at Carillon Point in Kirkland.

Photo by Kurt Jacobson



WHO'S NEW

Michael Jeffers and his E-Type 2+2 are welcome additions to the club. They were referred by BritSport of Seattle. Michael and his coupe reside in Kirkland, along with a Mercedes-Benz AMG GLE53. Michael wrote, "Thank you for the warm welcome! I have liked the E-Type since I was a young boy."



Constance & Doug Martin, it's nice to have you back in the club. Constance wrote to Sharon Case and Randy Pickett, "At the moment Ruby isn't getting out. But, for years we drove her all over the place. And of course, took her to many Seattle Jag Club events. She is not concours by any means." Ruby is the Martins' 1968 E-Type, Regency Red, Roadster. They also have a 240S, Miata, Escalade and Lexus. They live in Woodinville.





Al Fenstermaker's SS1 Tourer Shines at Public Debut

Story and pictures by Kurt Jacobson

Al Fenstermaker's 1934 SS1 Tourer sparkled in the morning light, ready for judging at the Classic Car Club of America (CCCA) Annual Meeting Concours at Kirkland's Carillon Point. The 92-year-old debutant looked even fresher than the day she left the Coventry factory. Al grabbed the car from the restoration shop the Thursday before the Saturday, March 28th concours with the help of Linda Roberts and Ray Papineau and his enclosed car trailer.

Al says, "I bought the car in 2000, but spent years researching the SS1 before starting the restoration. Then I spent a number of years working on details related to the engine, along with John Maloney at Autosport. While the engine was being rebuilt I looked for the right shop to do the heavy lifting restoration.





David Smith, a CCA member, had built a 1930s Alfa Romeo (left) and the shop that made the body and assembled the car was Wicked Fabrication in Auburn. (Above) When I saw David's car I knew I had found my shop. Craig Wick is the owner, and we talked. Although his business is all about custom hot rods, he agreed to take on another unique project, the SS1 Tourer. (Below from left are Scott Bluestein who also has an SS1 Tourer, Keith who did much of the work on Al's car, and Al Fenstermaker. Below right is Keith's handiwork.)



The restoration effort started at Wicked in 2016, but there were a number of years when they had to pause. Like when the rear end went to Tom Zwakman's shop in Europe for complete rebuilding with actual new old stock SS parts, which at that time were over 85 years old. One of the first things we did was to remove the skins to see how bad the coachwork had degraded over the years. Well, it was bad and a lot of it needed to be replaced. All of the replacement wood on the car was done by Keith at Wicked Fabrication, who attended the CCA event. Then the car left Craig's shop for an extended stay with Tony Miller at Stitches Custom Upholstery and finally another extended stay with Paul Reichlin's shop for all the canvas work.

We are just starting to “sort” the car, so it’s not really been driven yet. I have maybe five hundred yards behind the wheel and Craig has maybe a mile. We were not ready for prime time, but a national meeting of the CCCA in Washington is not something that comes up very often, so we worked like heck to get the car there, and we made it. Now we can get back to the sorting, something that takes some time with a 92 year old car.”



Also checking out the car were Natalie and Scott Bluestein who completed an SS1 Tourer restoration a couple years ago, which was covered in the Jaguar Journal. They are from South Carolina and were attending the CCCA event. (Above, Al Fenstermaker, Natalie and Scott Bluestein).

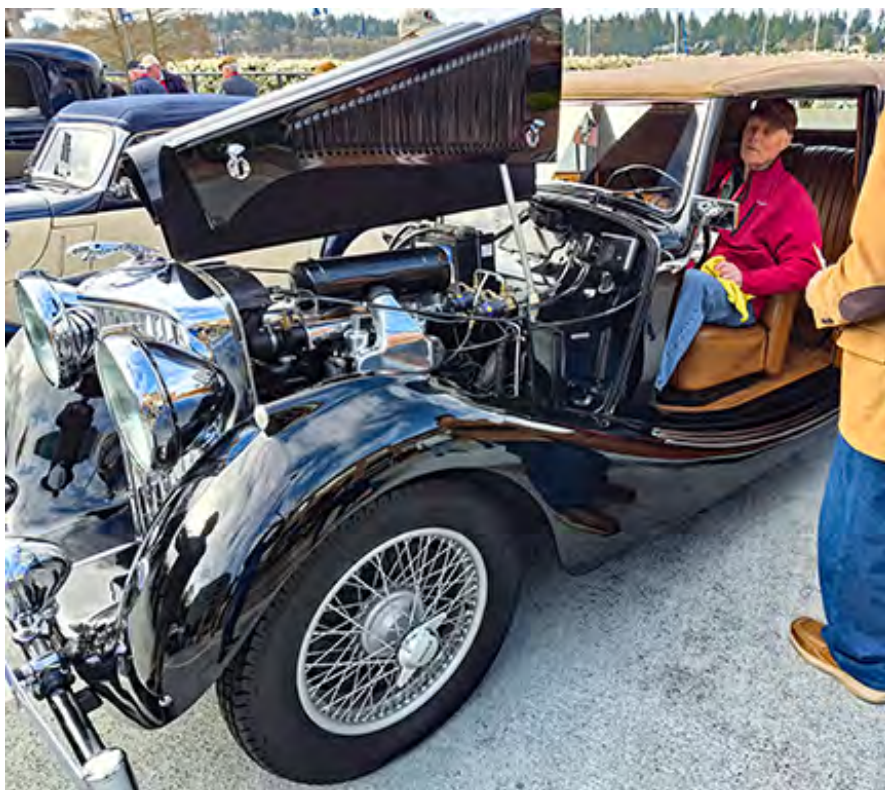
As a reward to all involved, Al’s SS1 received a first in class trophy (below, [or wherever]).



Seattle Jaguar Club members Karen and Barrie Hutchinson entered their 1948 3-1/2-liter Jaguar (Right). Barrie said that it received “a first place award in the Primary Class (meaning the first time it was judged in CCCA competition). I later learned the judges awarded the car 97.5 points although I believe they were lenient because the car is driven in CARavans, etc.”



He adds, “Our car is of 1948 production, although it was constructed using 1938 (pre-war) dies as the factory in Coventry (making aircraft components at the time) was severely bombed in WW. II. Thus, the 3-1/2 liter Jaguar (never actually called the MK IV by the Company) was the car that kept the doors of the factory open after the war until the release of the double overhead engine and swoopy cars in 1949. The odometer on our example showed just at



100,000 miles when we acquired the car. Unfortunately, when I sent the speedometer in for a simple correction, the instrument company reset the meter to zero. The automobile was delivered in San Francisco and retains its original body, engine and transmission. The car has never been comprehensively restored, and I believe much of the paint is original.”

Seattle Jaguar Club Chief Judge and JagMag Co-editor Bill Holmes (Right) acted as a CCCA concours judge. See Bill’s article later in this issue about his experience as a judge for CCCA. Also attending from the club were Ray Papineau, Linda Roberts, John Holmes and Kurt Jacobson.



JAGUARS

ON THE GREEN



Seattle Jaguar Club
Concours d'Elegance & Car Show

Swinomish Casino & Lodge
Anacortes, Washington
July 31st - August 2nd 2026

Jaguar heritage
from past to present



www.seattlejagclub.org/jotg

Seattle Jaguar Club visits Crown Hill Automotive

Story and pictures by Bill Holmes



On Saturday, April 18th, fifteen members gathered at Crown Hill Automotive just off of 85th and 15th in the Crown Hill/Greenwood neighborhood to meet with owner Jerry Barkley for a tour of his shop.

A fixture of the neighborhood since 1996, Jerry, his son Robert, and his talented crew have been servicing both vintage and contemporary vehicles. Anyone who has driven by their location knows there is always something interesting to be spotted in their lot, whether it's an old Jag or something more unique.

Services range from basic maintenance to full restorations, and they work with a number of area specialists if parts or work needs to be sourced out.

They specialize in British classics though you'll find a number of domestic vehicles there as well, with various Mustangs and Corvettes found among the Jaguars and Triumphs. Jerry's team has serviced many of our members' vehicles over the years. I can personally attest to the quality of their work, having had a couple of vehicles towed there over the years.



Owner Jerry and Randy look over an XJ6C engine



Saturday's weather held up nicely and a few members brought their open top rides out, including Will Humiston's British Racing Green e-type.

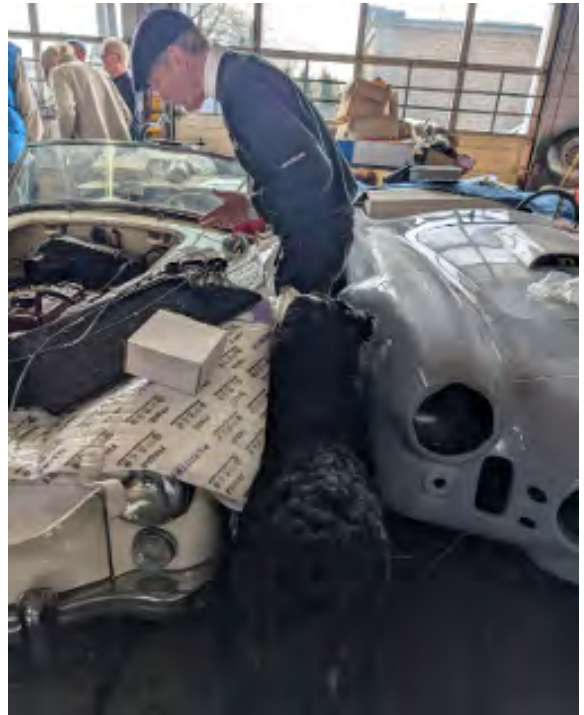


Will Humiston's e-type

Jerry usually has a few cars for sale at any given time as well, so it's worth a visit if you're interested in a new British classic or just have questions about a repair. However, anyone visiting the shop is required to give some love and attention to Bella the shop dog.

It's always great to have another local resource for our members! Contact information for Crown Hill Automotive can be found below:

Crown Hill Automotive
9009 Holman Rd NW, Seattle, WA 98117
(206) 558-1918
<https://crownhillautomotive.com/>



Judging a CCCA Concours

Story and pictures by Bill Holmes

On Saturday, March 28 the Classic Car Club of America (CCCA) met at Carillon Point in Kirkland for their annual meeting. Members flew in from all over the US to spend a few days touring the area. The event culminated in a judged Concours event held at the Woodmark Hotel.

Jag Club member Al Fenstermaker debuted his SS1, which you can see on the cover of this issue and read about further in Kurt Jacobson's article.

I was able to join the event as an

apprentice judge and thought I would detail the similarities and differences compared to our own Concours rules.

The show was fairly small as Concours events go, with only around 12 vehicles prepared for judging. I was part of a four person team assigned to a 1934 Packard V12 and a 1947 Chrysler Town & Country which still wore its original wood.

Overall the judged parameters are fairly similar. Entrants must start the vehicle, confirm all interior and exterior lights work, plus activate the windshield wipers, handbrake, steering, and the radio. CCCA also requires that all vehicles display a fire extinguisher, and any vehicles with safety issues such as leaking fuel must either repair the issue within 15 minutes or be disqualified. Judging time is also not quite as strict, with judging teams having around 20 minutes per vehicle instead of JCNA's strict 15 minute time limit. The relatively small number of entrants at this particular show may have contributed to the lax timeline as well.

Entrants must also confirm any inboard clocks are working and look under the dash to confirm all wiring is properly tucked away and sorted. The first difference to our Jaguar Concours is that every judge reviews every part of the vehicle, as opposed to having a single judge assigned to exterior, interior, etc. While judges are encouraged to consult with each other, each judge submits their individual score sheet. The highest and lowest scores are then discarded, and the end result is the average of the two middle scores.



Bill reviewing the 1934 Packard V12

For any deduction, only whole points are used so counting up stone chips and minor scuffs becomes more of an exercise in looking at the vehicle as a whole. For context, our Jag Concours uses tenths of points for minor flaws which makes it easier to just add them up on each panel.



'Reviewing the engine of a 1934 Packard'

The biggest difference between CCCA judging and our Jaguar Concours (or any single-make judged event, I believe) is their approach to authenticity. Judged classes are based on time period, not specific models, so judges are not expected to know the minutiae of each model. That's not to say authenticity is ignored, but it's focused more on the time period. For example, spark plug technology changed in the 1930's so being able to recognize the differences is important.



1934 Packard engine bay

Interestingly, some period-specific elements were not judged. Radial tires are acceptable on any vehicle, as are battery tenders and cut-off switches. Spare tires are not taken out, with judges only reviewing what they can see. Most any equipment promoting safety is deemed acceptable.

In general, authenticity didn't seem to be a huge concern among judges. I believe this is mostly due to the fact that CCCA is associated very high-

end shows (all the way up to Pebble Beach) so it's generally expected that any entrant is already familiar with expectations around a Concours.

Discussions between entrants and judges are also a little more common, and may influence a judge's decision about deductions. Specifically, if a vehicle is all-original then then judges can be a bit more lenient on small stone chips and general wear over the decades.

The wood in the 1947 Chrysler Town & Country, for example, was noted as original so minor dings could be forgiven. Even with that in mind, the woodwork was in exceptional shape for the age.



1947 Chrysler Town & Country with original wood

Overall I found the event very interesting as I'm not overly familiar with pre-war vehicles. It's not an era I'm typically drawn to, but the restoration, preservation, and craftsmanship is truly impressive. I'll leave you with one last photo of Al Fenstermaker's 1934 SS1, the very first model from the company that would become Jaguar.



Judge's Corner

Bill Holmes, Chief Concours Judge

Me again, your favorite Chief Judge. My big article for this month covered the CCCA Concours in Kirkland earlier in this issue, but I would be remiss if I didn't mention our remaining training schedule dates.

I hope that everyone that wanted to was able to attend the April Concours Judge refresher course. If you had to miss it, the recording of the meeting will be available at <https://www.seattlejagclub.org/links>. Incidentally, you can also find the fantastic slide show video that Kat Lewis and Dave Lewis put together for last year's show.

The next Concours meeting is May 28 where we will review and take the Concours Judge test together as a group. This isn't so much a test as it is an exercise in your ability to look up references in the manual, so nobody should feel pressured about it. As a reminder, ALL Concours judges must participate in this test every year in order to stay current. If you aren't able to attend you can find an online version of the test at <https://jcna.com/concours>.

Then on June 25th we're holding our first session where we'll cover prepping a vehicle for a Concours. Outside of the annual Show & Shine (on June 13th) we haven't had a dedicated review of Concours prep before, so we hope to see you there and get a few more entrants for the big show in August!

Cheers!



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Seattle Jaguar Club

PO Box 241
Enumclaw WA 98022
info@seattlejagclub.org

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JOIN US JUST FOR THE FUN OF IT. AND:

...sharing expert Jaguar knowledge and experiences,

You don't have to own a Jaguar. Seattle Jaguar Club membership includes you and your household.

Monthly events, such as technical sessions, drives, gimmick rallies and roving dinners. Often with our neighboring Jaguar Clubs of North America (JCNA) members.

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More good reasons on the next page

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...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.

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[\(<https://www.seattlejagclub.org/resources>\)](https://www.seattlejagclub.org/resources)

If so contact sbcase253@hotmail.com

Classifieds

1997 Jaguar XK8 for sale, 97k miles, professionally serviced/maintained. New battery and tires installed March 2026. new parts and maintenance records for engine and driveline, new plugs, valve cover gaskets, coil packs, throttle body, mass flow sensor, and 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 the top down!

\$8,000, price negotiable. Includes many spare parts. More pics available on request.

Larry Becker, cell (206) 818-4305, email: Larry.Becker1@frontier.com

April 2026



RARE 1995 Jaguar XJS 6.0 Convertible one of just 191 made for 1995, of which only 169 came to the US and on 27 were convertibles. 39K miles and accident-free Carfax. New convertible top and beige headliner, with refurbished 20-spoke wheels. Standard factory equipment includes the GM 4-speed 4L80E automatic transmission, A/C, power everything, trunk-mounted stacking CD Changer, Trunk Lid Spoiler, Cruise Control, 20-spoke Alloy Wheels, body colored radiator grille, headlamp surrounds & door mirrors, and a Complete Handbook Set. Excellent Value and a Rare Opportunity at **\$24,500**, although in view of the necessity to sell, **all offers are welcomed**. Call Randy Pickett at 253-258-6418.



April 2026

Rebuilt 1964 XKE CV 3.8-liter long block. Bought for my Jag MKV but changed my plans. Rebuild probably 8 years ago but was never installed. .40 over pistons, new bearings, new valves, complete rebuild, two sets of cam covers. I have a title for the XKE car engine that came out of. **Steal at \$2,500.** Bremerton, Ron Muhleman cell 360-731-5040 for texting/calling.

