

# You are cordially invited to attend the Seattle Jaguar Club Annual Holiday Party

Date: December 10, 2023

Time: 10:30am - 3:00pm

Location: Seattle Yacht Club

1807 E Hamlin St, Seattle, WA 98112

Dress is Festive Holiday/Business Casual.

Please bring something for our Silent Auction that will raise money for NW Harvest.

Register at:

www.seattlejagclub.org/upcoming-events

### 2024 ANNUAL GENERAL MEETING

10:30 am, Saturday, January 13, LeMay Collections at Marymount



LeMay Collections at Marymount is in Parkland, south of Tacoma, at 325 152nd St E St, Tacoma, WA 98445. The dining room opens at 10:30 am with lunch starting at 11 am. The meeting will conclude by 2 p.m. After the meeting, members may stay at the museum through closing, which is 5 pm. We have included options for a private tour of the family garages or other tours.

The Annual General Meeting will include the introduction of the 2024 club officers. Other club business will be kept to a minimum to allow ample time for touring the museum.

\$37.00 tickets will include our club meeting and a hot pasta & salad lunch from Mama Stortini's.

(Continued)

CLICK HERE TO REGISTER DEADLINE: DECEMBER 31ST

(Continued) When you register please click on "More Prices" to see all the tours available. Enter the number that will be attending the meeting and lunch and then select from the tour options:

- Private Family Garage Tour \$25 (requires climbing stairs)
- Marymount Historic Tour \$20 (requires climbing stairs)
- Marymount Guided Tour \$20

Be sure you have selected the quantity for the lunch and for which tour option and then click on "Checkout."

Follow this link to register <u>2024 Annual General Meeting | Seattle Jaguar Club (seattlejagclub.org)</u>

Questions, contact Brian Case sbcase253@hotmail.com 253.329.9126

#### More tour option information

**Private Family Garage Tour** These are the original garages of Harold E LeMay! This is a docent-led tour that walks through the family's vehicle garages, an old fashion soda shop and general store and Nancy LeMay's personal doll collection. Mrs. LeMay refers to her home "as a five-bedroom house with a 300 car garage." Tour lasts approximately 2 hours.

*Marymount Historic Tour* The site of the Marymount Academy was settled in the 1850's. In 1919, 100 acres were sold to the Sisters of St. Dominic who opened a school for boys and eventually it became a retirement community for nuns. A docent will lead you through the boys, dormitories, classrooms and the convent where the nuns resided. You will also see the 1920's era Marymount Chapel, complete with inch-thick stain-glass panels and a hand-painted ceiling fresco.

**Marymount Guided Tour** Includes the Main Exhibit Building which was historically used for recreation when the school was in operation as well as Union Station and the White Building. Take your time walking through gallery rooms containing up to 500 vehicles! Displays also include automobilia, salt & pepper shakers, dolls, vintage gas pumps, even hose nozzles!

CLICK HERE TO REGISTER DEADLINE: DECEMBER 31ST

### 2023 CALENDAR

You don't have to drive a Jaguar to participate in Seattle Jaguar Club events. For the latest information and to register, go to <a href="https://www.seattlejagclub.org/calendar">https://www.seattlejagclub.org/calendar</a>. And there is a world of Jaguar fun, adventure, information and friendships all around us. With five JCNA-affiliated clubs covering Washington, Oregon, British Columbia, Alberta, and Saskatchewan and members in Idaho and Montana, you will find opportunities to share activities and expertise. Discover what they are doing. Check out their newsletters.

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

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

#### **DECEMBER 2023**

**Wed Dec 6** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Sun Dec 10** 10:30 am Holiday Party (*right*), Seattle Yacht Club. Register: <a href="https://www.seattlejagclub.org/events/2023-holiday-party-2">https://www.seattlejagclub.org/events/2023-holiday-party-2</a> Contact Kent Wiken.



# 2024 CALENDAR

#### **JANUARY 2024**

**Wed Jan 3** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

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

**Sat Jan 13** 10:30 am, Annual General Meeting, LeMay Collections at Marymount (*right*), 325 152nd St E, Tacoma, WA 98445 (Parkland). Lunch followed by meeting to introduce 2024 officers. Then options for tours. Prices TBD. You will receive email with registration link



later. For complete details and to register and pay go to <a href="https://www.seattlejagclub.org/events/2024-annual-general-meeting">https://www.seattlejagclub.org/events/2024-annual-general-meeting</a> (See article, previous pages)



# 2024 JCNA Annual General Meeting March 14-17 Charlotte, North Carolina



Please join us for the JCNA AGM which will be held at the Embassy Suites - Charlotte Uptown. The hotel is near the center of the city and is walking distance to museums, restaurants, parks, and sports venues.



Activities begin on Friday the 15<sup>th</sup> at 9:30 AM with shuttle transportation from the hotel to RK Motorsports just 35 minutes north of the city. In addition to enjoying an incredible assortment of classic and performance automobiles, we well be treated to Rob Kaufman's private museum which encompasses an array of notable cars, including the GT 40 that won Le Mans in 1966. The tour includes a catered lunch on premises.

In the early afternoon the shuttle will return you to Charlotte for a visit to the NASCAR Hall of Fame across the street from the hotel, where you can experience the rich history of stock car racing in the U.S. or choose to explore Uptown Charlotte. We will gather back at the Hall of Fame for a cocktail hour at 5:30 PM, followed by dinner at 6:30 in the Hall of Honor.



Rob Kaufman's Private Museum

On Saturday the 16<sup>th</sup>, the general meeting will begin at 8 AM. After a lunch break, business meetings will continue until mid-afternoon, followed by breakout sessions.

There will be a cash-bar cocktail hour starting at 6:00 PM, leading up to the banquet dinner, guest speaker and the JCNA annual awards to be held at the hotel.

### For more information and to register, visit: agm2024.com

AGM registration deadline is Thursday, February 15th, 2024

Hotel reservations must be made by February 21<sup>st</sup>, 2024, to get the discounted rate of \$179. Discounted rate is available for 3 days before and after the event if you wish to lengthen your stay.

Embassy Suites – Charlotte Uptown

401 East Martin Luther King Jr., Charlotte, NC, 28202 Reservation Number: 800-774-1500

Event name: Jaguar Club of North America Annual General Meeting, Event Code: JCN See Registration Flysheet enclosed with this issue of the Jaguar Journal for additional information.

#### **FEBRUARY 2024**

**Wed Feb 7** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Feb Tech session. Contact Brian Case.

**Feb** Jaguar roving dinner, Location TBD. contact Brian Case.

#### **MARCH 2024**

**Wed Mar 6** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Thu-Sun Mar 14-17** JCNA Annual General Meeting, Charlotte, North Carolina. Visit NASCAR Hall of Fame and RK Motorsports (right). Contact Brian Case (See ad, prior page)

Mar Tech session. Contact Brian Case.

**Mar** Jaguar roving dinner. Location TBD. contact Brian Case.



#### **APRIL 2024**

**Wed Apr 3** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Apr** Tech session. Contact Brian Case.

**Apr** Jaguar roving dinner. Location TBD contact Brian Case.

#### **MAY 2024**

**Wed May 1** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Sun May 5** Route & date TBD, Spring Thing drive and possible JCNA-sanctioned rally *(right)*. Contact Cynthia First.

**May** Tech session. Contact Brian Case.

**May** Jaguar roving dinner. Location TBD. Contact Brian Case.



#### **JUNE 2024**

**Wed Jun 5** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Jun Tech session, Contact Brian Case.

Jun Jaguar roving dinner, Location TBD contact Brian Case.



#### **JULY 2024**

**Wed Jul TBD** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

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

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



#### **AUGUST 2024**

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

**Wed Aug 7** 6:30 pm (may change), Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.



**Sat Aug 10** Seattle Polo Party, fancy, classy event

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



#### **SEPTEMBER 2024**

**Wed Sep 4** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Sat Sep 14** TBD British Day, Exotics at Redmond Town Center (*right*). Contact Randy Pickett.

**Sept** Tech session. Contact Brian Case.

**Sep** Jaguar roving dinner. Contact Brian Case.

#### **OCTOBER 2024**

**Wed Oct 2** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.





**Sat Oct 5** Fall Colors drive to Shelton Oyster Fest (*left*), TBD. Mullosks and much more! Details to come. Contact Kurt Jacobson.

Oct Tech session. Contact Brian Case.

**Oct** Jaguar roving dinner. Location TBD contact Brian Case.

#### **NOVEMBER 2024**

**Wed Nov 6** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Nov Tech session. Contact Brian Case.

**Nov** Jaguar roving dinner. Location TBD contact Brian Case.

#### **DECEMBER 2024**

**Wed Dec 4** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Dec Holiday Party, date & venue TBD.

Sat Nov 11 Tech session. Contact Brian Case.





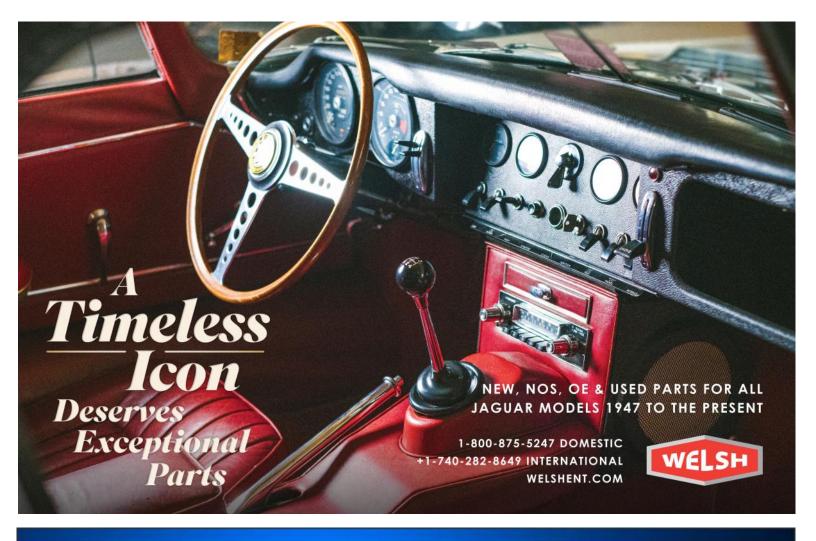
# **AUTO CLASSICS**

Restoration and service work for your British Classic.

xKS Motorsport is not an official advertiser, but is a Seattle Jaguar Club supporter. Doug Jackson talked with the owner of XKS Motorsport in San Luis Obispo CA before the JOTG concours about sponsorship. Doug explained, "the owner said that he'd be happy to donate some money in support of the event.

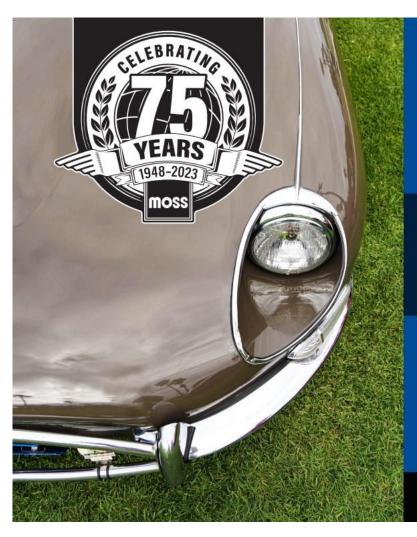


But he didn't think he wanted an advertisement in our *JagMag* because he didn't think anybody who lived in the Pacific Northwest would consider shipping their car(s) clear down to California for Jaguar restoration work, which his company specializes in. So, he simply sent us a \$100 check." Contact: clive@xksmotorsport.com



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# **WHO'S NEW**

Harold Peters in his own words "I've been a car enthusiast from age ten on and was always aware of Jaguars in the realm of sports cars, GT cars, and sedans. All through the 70s to 90s I subscribed to *R&T* and *Car & Driver*, so lots of Jaguar reviews and comparisons. Of all the '50s-era sports-racers, the C-type was my favorite. After I sold my '98 BMW Z3 in 2010, I looked for a larger GT-style car, and cross-shopped the Maserati GT, Aston Martin V8 Vantage, and the Jaguar XKR. Reviews, prices, and the serendipity of finding a near-zero-mileage 2008 XKR in the colors and interior I wanted made that choice easy. (*Harold and his XK120, above*)

The most remarkable life-experience that came of that acquisition was when I told a lady at the 2010 Pebble Beach Concours Jaguar hospitality suite (who I didn't know was their World VP of Marketing) that I thought the XKR was the most beautiful car in production, and she introduced me to lan Callum [the car's designer]. We chatted and he invited us to his design center at Coventry, which we visited and received a private tour in 2011. We saw numerous pre-release models, clay and CAD modelling,



and toured the Heritage Trust where we met Norman Dewis.

I just sold the XKR (left) to a fellow enthusiast in our neighborhood last week. (He's joined Jaguar Owners Club of Oregon.) It was a beautiful car that made me smile every day I looked at it and thrilled every time I drove it.

Although always enthused about cars of any era, in the late '90s I became passionate about historic (pre-WWII) racing wherein I discovered 20's wooden speed boats and racing cars. I quickly became deeply interested in



Millers and founded the Miller/Offenhauser Historical Society in 1999 (<a href="www.milleroffy.com">www.milleroffy.com</a>) and have been a historian of that marque ever since, including recently becoming a historian for the Harry Miller Club (<a href="www.harrymillerclub.com">www.harrymillerclub.com</a>). Around 1999, I met a Miller collector in Portland, we became friends, and ten years later we started a Miller restoration/recreation project together (above right).



It's well along, but very time and labor intensive due virtually everything needing to be made as a tool-room copy. As a result of the years of research and hands-on work, I've become quite technically knowledgeable as well.

The seemingly never-ending Miller project had me look for something else, whereby in 2013 I acquired a 1909 Isotta Fraschini FENC (above, courtesy Audrain Auto Museum) at Pebble Beach. I was aware of the car since age 14, and aware of its potential, so jumped at the opportunity. Although restored years prior, it required a great deal of re-engineering to get running again, including visits to the other three remaining cars in Australia and Italy. Then it was accepted to Pebble Beach 2017, so I totally disassembled it and restored it accurately. It won 3<sup>rd</sup> at Pebble and was invited to Villa d'Este and Hampton Court in 2018. At VdE it missed Best Restoration by one vote and at Hampton Court it won in the pre-war class. After showing it at a feature exhibition at the Audrain Museum, I sold it to them in 2020. https://www.audrainautomuseum.org/racetrack-to-the-opera/1909-isotta-fraschini-fenc-tipo-a

Again, the seemingly never-ending Miller project had me look for something else, whereby in talking with a close Miller friend in Fort Collins CO, he suggested I should buy one of his XK120s ('53 SE or '54). I looked at a few others and then we decided on his '54 OTS. He professionally restored both around 2008 (he's had about a dozen XKs, plus E-types, plus...) but then they sat in climate-controlled storage while he got into Ferraris and Millers. So, it's a well-restored car that needs recommissioning.

I learned of the Seattle Jaguar Club through an internet search. What led me to join is my (and my friends') experiences with vintage/historic cars: that you need a group of like-minded and knowledgeable enthusiasts to support you through the breakdown and restoration issues and to share with you the joys of driving, events, shows, and social gatherings. And that you do the same for them.



I would value references for people or firms that would help me with what I need to finish the restoration (the top canopy rail bead and canvas leading edge needs to be finished) (*left*) and to help me with all the myriad of recommissioning issues: why I have total fuel starvation after 30 – 60 minutes of driving (but resolves within

hours), understanding why the speedometer reads 10 mph too fast (and now's stopped working), why the tachometer reads ~500 rpm fast, why the clock doesn't work, why the right rear brake light doesn't work, etc, etc. I've bought the books: Jaguar XK120 The Anatomy of a Cult Object – both volumes, Jaguar XK120 Explored, Service Manual, and Spare Parts Catalogue. I've used these to get to understand the car and already recommission the stuck fuel-sender, fill the carb dashpots, tune the carbs, and adjust the clutch pedal. My objective is to get the car to be reliable enough for long-distance touring events.

Professionally I'm an electrical engineer and have worked in multiple industries, the last 18 years in healthcare efficiency, safety, and quality. Currently I travel to Scottsdale every other week, working with a long-term client there. The car hobby is my interest, my wife is a medical doctor and has interests in travel and reading. We have four adult children in New York City, Seattle, Vancouver CA, and England. They have their own careers, and we visit them regularly. Juanita [Doerksen] and I (below) moved to Vancouver WA in 2013 from Eugene OR where we'd moved to from Canada in 1998.



I've attached a few photos of the car, us, and couldn't resist the one of us on the side of the road yesterday (opening page) ... The joys of vintage car ownership!

# WHAT'S NEW

**Cover** As winter drives many car activities indoors, 50 Seattle Jaguar Club members had the opportunity to visit Richard and Linda Desimone's garage to see a couple cars few Jaguar enthusiasts ever see. The rearengined race car is a Tempero replica of the only XJ13 built, which is still owned by Jaguar. In the foreground is one of 282 XJ220s, the fastest production car in the 1990s.



Jaguar dealers have inventory again. On a frosty late November morning, the JagMag editor stopped at their local Jaguar dealer to check out current models and see what kind of inventory they are carrying. Compared to the bad old Covid days where there were literally no new cars, now there is a decent selection of models you can drive home for a dose of new Jaguar instant gratification. There are three dealers within 46 miles of each other. All have special offers. We are still a couple years away from Jaguar offering only electric cars, so this is the time to pick up the best and last of Jaguar's internal combustion engine (ICE) cars, especially the R and SVR models with their impressive roar.

It is difficult getting a clear picture of JLR's health given the brand restructuring and many facets of financial health. As of publication of this December *JagMag*, the most recent authoritative outside media was this from The Guardian: <a href="https://www.theguardian.com/business/2023/nov/02/jaguarland-rover-reports-record-revenues-but-warns-it-will-miss-uk-electric-cartargets">https://www.theguardian.com/business/2023/nov/02/jaguarland-rover-reports-record-revenues-but-warns-it-will-miss-uk-electric-cartargets</a> You make your own sense out of it.



# **JUDGES CORNER**

Concours Judging – Consistency Matters Most! One of the biggest concerns I had when I first became a concours judge was that I was going to make a mistake. I was worried that I might take off too many points or too few for something, or miss an incorrect part entirely.

I'm happy to say that this really isn't the issue I thought it would be. For starters, you won't be judg-

ing a car alone. You'll be part of a 4(ish) person team with a lead for each team that has done this all before so you can ask questions and make sure you're being as accurate as possible.

The 'as possible' line is really the key to the judging process. We're human, and some of us are as old as the cars we're judging, so there's bound to be things that may get flagged at one event but not at another.

The human factor is one reason that, in order for a car entered in Champion Class to receive an official [JCNA top three] score, they must have entered three separate concours events in a single year. This helps account for scoring variances between different judging teams.

Therefore, the absolute most important thing to be when becoming a judge is consistency! If you're judging an engine bay and realize you missed a deduction for a non-stock part, it's much less of an issue so long as you judged the rest of the cars in that class. The same goes for deductions on a sliding scale such as paint chips. A minimum deduction for a paint chip is 0.1 points with a max of 6 points, but there's not an official scale for what constitutes a 1-point vs. a 3-point chip. This distinction is left up to the judge assigned to the exterior. You'll be doing your job correctly as long as you're scoring every car evenly.

All this minutia can make the judging process sound a bit dry, but it really comes together when you're out on the field. I'll be hosting judge training in the spring and we'll be hosting some live events as well so new judges will have plenty of time to practice.

Cheers! — Bill Holmes



# A RARE DAY

Pictures by Roy Pringle, Sharon Case and Kurt Jacobson.

Story by Kurt Jacobson.

Sunday, November 19<sup>th</sup> was crackling with kinetic energy for 50 Seattle Jaguar Club members and guests. Outside Tacoma's Katie Downs waterfront tavern, the sun was radiant and the brisk wind turned the 11-mile, 760-feet deep stretch of Puget Sound up to Des Moines the deepest of blues. Inside, a companionable mix of long-time members, new members and, we hope, returning members filled the west half of the tavern with chatter.

(Below) Later in the nearby, orderly garage of Linda & Richard Desimone, the air was resonating with the sound of 30 high-performance Jaguar XJ13 and XJ220 and Ferrari 575M Maranello cylinders, adding up to 1,350+ horsepower. Their Opalescent Dark Green 1965 E-Type OTS with the Suede green interior let its beauty silently speak for it.







And those who lingered in the Katie Downs parking lot were treated to the basso "ITSREL2" Shelby Cobra (above left) driven by hopefully returning member Randy Holt, and the surprisingly potent-sounding MG TA special created and driven by E-Type owner/member Craig Cootsona (above right).



Roving Dinner organizers Sharon and Brian Case initially made reservations for up to 25 members for a 1 p.m. lunch. The list grew to 50 (above), and the Desimone's plussed up the day with their garage visit. Former member Clark Williams returned to Tacoma and rejoined the club. Joan

Lawson & Terry Larson were members and decided to join us for lunch and we hope, rejoin the club. Avid Jaguar enthusiast Clarence Burris (in glasses, right) was a guest of Richard Desimone (with Clarence). Clarence returned to Jaguar Tacoma where he was club supporter, recently sponsoring our recent Jaguars on the Green Concours.



Also attending were Steve Bird and his guest, Trish & John Blackburn, Tom Bohn, Tanya & Bob Book, Jeff Case, Art & Marisa Foley Cynthia First (below, Cynthia left with Marisa right) & Alan Donald, Jay Glen, Catherine & Gary Harris, Patty McKerney & Kurt Hrubant, Carol & Doug Jackson, Tami & Terry Ma-





thisen, Linda Roberts & Ray Papineau, John Voigt, Douglass Harroun, Roy Pringle and his guest Hal Miller, Carol & Jim Sanders, Ron Smith, Fred Ehret, Cheryl & Kurt Jacobson, Kathy & Tim Weber (Kathy with Tim above right, rode in the XJ220 at the Ridge

Motorsports Park), and Lisa & Kent Wiken. The Katie Downs staff handled this large group effectively and graciously. <a href="https://katiedowns.com/">https://katiedowns.com/</a> (Below left, Jim & Carol Sanders. Below right, Linda & Richard Desimone)





After short drive to the garage where the Desimones keep these cars, we were greeted by three Jaguar models many of our members have never seen (next page).



The Silverstone Green XJ220 (above) is one of 282 (or maybe 275) built between 1992 and 1994 by Tom Walkinshaw Racing for Jaguar Sport. Like the XK120, it briefly held the production car top speed record, in this case 212.3 mph, and the Nürburgring lap time of 7:46.36 in 1991 which was faster than any production car lap time before it, thanks to its 542 hp turbocharged V-6 and race car-derived chassis. Although interior of the Desimones' car looks much like other Jaguars of the area, it doesn't drive the same. The low ground clearance and long overhangs make speed bumps impassable. https://

en.wikipedia.org/wiki/Jaguar\_XJ220

The even-more rare XJ13 in the garage (right) is replica, but a very valuable one. According to Hemmings, "One such builder was Tempero Coach and Motor Company, Ltd. of New Zealand, which completed six XJ13 replicas from the mid -1990s into the early 2000s (another body was also constructed by Tempero, but the car itself was never completed)."



Hemmings continues, "An old-school coachbuilder, Tempero began with factory drawings of the XJ13, and crafted their replicas in the same manner as the original, fitting aluminum body panels (styled per the latter XJ13) over an aluminum monocoque. Even the mounting system for the engine is quite similar to the original, though production 5.3-liter Jaguar V-12s were used out of necessity. Jaguar only built six four-cam 5.0-liter V-12 engines for its test program, and of these, only three made their way into cars." <a href="https://www.hemmings.com/stories/2019/07/29/a-dream-car-made-real-temperos-1966-jaguar-xj13-replica">https://www.hemmings.com/stories/2019/07/29/a-dream-car-made-real-temperos-1966-jaguar-xj13-replica</a>







Richard demonstrated his Ferrari Superamerica's unique electrochromic glass panel roof which, according to Wikipedia, can allow or block light and can rotate 180° at the rear (above) to lie flat over the boot taking 60 seconds for operation. The carbon-fiber structure is hinged on the single axis with a luggage compartment lid, allowing access to the latter even with an open roof. With the roof open, the rear window, apart from holding the third stoplight, also acts as a wind deflector (continued next page).

The Superamerica has a 533 hp V-12 and was marketed as the world's fastest convertible car, with a top speed of 199 mph). 559 units were constructed. <a href="https://en.wikipedia.org/wiki/Ferrari\_575M\_Maranello">https://en.wikipedia.org/wiki/Ferrari\_575M\_Maranello</a>



What was planned as a quiet late-fall Sunday lunch turned into a large, unique, high-energy day. It was a very happy group. Jay Glenn captured what others probably felt, "I woke up this morning thinking about yesterday. What a treat! ... I think I was awestruck yesterday and did not ask enough questions. Several times, all I could do was stare at the cars!" The Seattle Jaguar Club is all about sharing our knowledge and enthusiasm and we should all have the roster spreadsheet. Members should take advantage of it and get in touch with each other. Often magic happens.

A couple other member comments from the Seattle Jaguar Club Facebook page <a href="https://www.facebook.com/groups/JDRCNWA">https://www.facebook.com/groups/JDRCNWA</a> were this from Doug Jackson, "Like a lot of other people who attended this 'Garage Tour,' I really enjoyed seeing and hearing the XJ13 replica. Of course, the XJ220 sitting next to it was pretty special also!" Craig Duckering appreciatively said, "Thank you for such a unique opportunity." And from Jim Sanders, "Great Show! 3 Green British + 1 Red Italian."

# RANDY PICKETT'S COATINGS TECH SESSION



Pictures & story by Kurt Jacobson

Despite the heavy rain and wind that blew through the Puget Sound area just a few hours before, Randy Pickett was able to carry on at his Mill Creek home with his coatings tech session. The storm took out power at the Kenmore and Bothell homes of Greg Holt, Linda Roberts and Ray Papineau.

He started with a powder coating demonstration using one of Brian Case's engine accessory brackets. Under a tent shelter (above), Randy laid out tables with components and tools used in powder coating, carbon fiber and traditional paint. In his garage were examples used on the V-12 on his modified XJS.



In his kitchen, Randy had laid out lunch, which most attendees preferred to attack first (left, Bob Alness, Randy Pickett, Walt Chrush).

Because the session was on Veteran's Day, November 11 this year, all veterans gathered for a photograph, except Curt Kyle (bottom) who left early. (Right from left are Randy

Pickett, a guest named Ian, Mike Hunsley, Kurt Jacobson, Brian Case and Nick Kappes.)







(Left, a dog's best friend, Stan Galyean)

Rebarding the coatings he demonstrated, Randy said, "I am doing these things because I am practicing and trying things," and wanted to share what he is experimenting with and learning. He first addressed powder









coating. Using an engine accessory bracket brought by Brian Case, they first media blasted it in an inexpensive

Harbor Freight cabinet (top left). Randy placed the cleaned part on a grounded steel plate that he uses under the part while coating the part (top right) and to carry it to and from the curing oven. The powder application gun carried 25,000 volts to the plastic powder dispersed with compressed air. The positively-charged particles are attracted to and adhere to the negatively-grounded part. He then cures the coating in an old conventional kitchen oven set to 400 degrees. Within the hour, he removed the satin-black-finished bracket (right, above).

Randy said the process is, "really simple and cheap." He buys Eastwood equipment and materials because it's relatively inexpensive (tool and materials display, left above). Attendee Ray Papineau recommended Woodinville's Cardinal Industrial Finishes for its vast selection in its showroom.



Randy then moved to the table with carbon fiber elements. He had a few old wood interior Jaguar parts that he said could be wrapped in carbon fiber for a contemporary look (*left*). The woven carbon fabric can be cut with very sharp scissors and molded around compound curves using resins as the matrix.

He uses his rubber-gloved hands to work the bubbles out.

He turned to the paint demonstration table displaying a recently sanded and prepped boot-lid spoiler, painting equipment and materials (right). He explained that he is learning how to paint and prevent problems, such as removing water from the air lines at various points between the compressor and gun ... and the big prob-



lems that result if you don't. He talked about experimenting with fan pattern adjustments on cardboard before moving to the car, finding the Goldilocks application rate to avoid runs and dry or orange-peel areas, and more.

Then he showed us his modified XJS (second from bottom, right) upon which he used many of the techniques he showed us. He explained how he used Cerakote Micro Slick and Piston Coat (bottom right) during assembly. Since we last saw his XJS, he reached the point of filling it with fluids, including Evans waterless coolant and firing it up (next page).





Although he had second thoughts about starting it for the first time while we were there, two days later he did, reporting, "So, got the new motor (below) to start last night. Lot to still be done. Leaks, there are leaks! Also, I don't think the throttle position sensor is working. Could not rev, just idle, so need to swap that out. Probably good I didn't rev it cause the driveline isn't in and 90 weight was puking out the tail shaft of the 5-speed."

He added, "Well, no knocks, good oil pressure so I am pretty happy. I could have done 50 things wrong putting that motor back together. I wasn't able to start it on Saturday because I had the firing order clockwise on the distributor cap, and Lucas rotates counter clockwise. I believe my confusion was due to working on Marelli ignitions a lot lately."



(Right) Randy has found this engine support a help with his different, low-mileage XJS convertible sharing the garage.







**Seattle Jaguar Club** 

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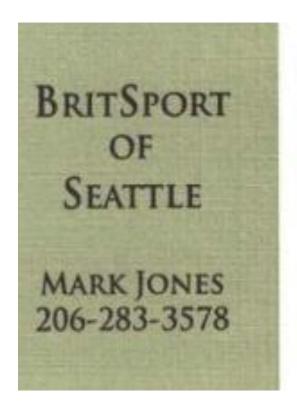
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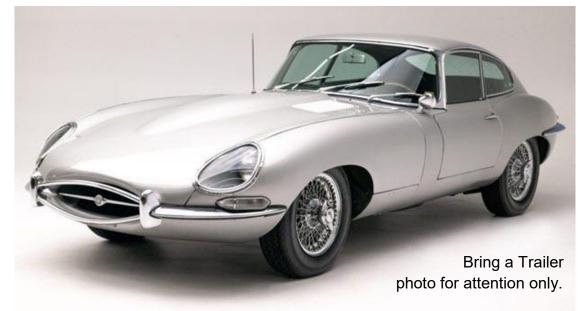


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