

# JagMag

**May 2024**



Seattle  
Jaguar Club  
Vol 68 Issue 5  
Lunz Garage Visit  
Priest River Tour  
SS1 Part 2



Seattle  
Jaguar  
Club



# JAGUARS

On The Green

*Concours d'Elegance  
& Car Show*



Friday, August 2 - Sunday, August 4

Swinomish Casino & Lodge  
12885 Casino Dr, Anacortes, WA 98221

*This is a JCNA sanctioned Concours.*

<https://www.seattlejagclub.org/jotg>





Photo: Seattle Vacation Homes

## CINCO DE MEOW SPRING THING DRIVE & JCNA RALLY

**May 5, 2024, Whidbey Island** Spring Thing is a scenic gimmick drive with clues to find along the route. The teams with the most correct answers to the clues wins! This event is fun and should be low-stress.

For a little competition, you can add the JCNA rally.

*(Continued next page. Mike Watts AI generated image, right))*





There will also be the option to drive this as a timed JCNA-sanctioned rally using the same route and as the Spring Thing gimmick rally, but adds a time-speed-distance (TSD) competition at posted speed limits.

Teams strive to maintain a predetermined time between a handful of checkpoints with penalty points deducted for

arriving early or late at the checkpoints. In addition to the Seattle Jaguar Club awards, the scores of top three teams are entered in Northwest Region and North American competitions. As just our second JCNA rally in more than a decade, we will keep this event simple to see if people want more rallies in the future.

There will be trophies for both events awarded at lunch. Meet at 10:30 am on Sunday, 5/5/24 in the Ken's Corner Red Apple Parking Lot in Clinton, WA, just up from the Mukilteo/Clinton. Ferry Terminal (11042 WA-525, Ste 116 Clinton, WA 98236). There is a bagel/coffee shop in the same mall.

Drive will start at 11:00 am and will take you on a tour of some of the most scenic roads on the island. We will start in Clinton, and circle Whidbey, looking for clues while enjoying the beautiful water, open space and mountain views. The drive will take about 2-1/2 hours, maybe 3 hours with rest stops.

The finish-line lunch will be revealed at the beginning of the drive.

Registration: [www.seattlejagclub.org/events/spring-thing-2024-jcna-sanctioned-rally](http://www.seattlejagclub.org/events/spring-thing-2024-jcna-sanctioned-rally).

Questions? [Cynthia.first@outlook.com](mailto:Cynthia.first@outlook.com) or [alanbdonald@gmail.com](mailto:alanbdonald@gmail.com).

Questions about the JCNA add-on? [KurtGJacobson@gmail.com](mailto:KurtGJacobson@gmail.com)

# 2024 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, 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: <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>
- Canadian Prairies Jaguar Club (Alberta/Saskatchewan): <https://cpjc.ca/>

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**Please check for the most up-to-date information  
at [seattlejagclub.org/calendar](https://www.seattlejagclub.org/calendar)**

## MAY 2024

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

**Sun May 5** Whidbey Island Spring Thing drive and possible JCNA-sanctioned rally (*right*). See ad on prior page. Route & time TBD. Contact [Cynthia.first@outlook.com](mailto:Cynthia.first@outlook.com). Register <https://tinyurl.com/565s87nz>



**Sat May 11** 10 a.m. Tech session at D&L Restoration, 12315 Mukilteo Speedway, Suite A, Lynnwood WA, followed by lunch at Azteca. <https://www.restoreyourcar.com/> Register at <https://www.seattlejagclub.org/events/tech-session-d-l-restoration> Contact Brian Case.

**Sat May 18** All British Field Meet, VanDusen Gardens, Vancouver BC. Expect Sunday driving tour. Register: [Western Driver](#).

**Sun May 19** Arrive 9:30 to 10 a.m. to spread out arrivals, Bite restaurant, Hotel Murano, 1320 Broadway Plaza, Tacoma. Walking distance to Tacoma Art Museum and Museum of Glass. Register by May 17 at [Roving Breakfast | Seattle Jaguar Club](#) ([seattlejagclub.org](https://www.seattlejagclub.org)) Contact [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126.

**Thu May 30** 7-9 pm judges training via Zoom, Contact Bill Holmes. Register: Send RSVP to [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) to receive a link to the session a few days prior to the meeting. Questions: Bill Holmes at [bholmes1588@gmail.com](mailto:bholmes1588@gmail.com)

## JUNE 2024

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

**Sat Jun 8** noon, Debbie & Glen Read's Show & Shine at their Edmonds waterfront home (*top right*). Bring a picnic lunch. Beer, wine, soft drinks, and treats will be provided. Hands-on training for concours judges, open to all. Contact [debralread@gmail.com](mailto:debralread@gmail.com)



**Jun 22** 11 am tech session at Jaguar of Tacoma, 1601 40th Ave Ct E, Fife (*right*). Discover their cars, services, and staff. Bring your Jaguar and show it off. But no Jaguar required. Refreshments provided. Register at [Tech Session at Jaguar of Tacoma | Seattle Jaguar Club \(seattlejagclub.org\)](https://www.seattlejagclub.org). Free refreshments. Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126.



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



**Sat Jun 29** Seattle Jaguar Club at the Car Corral at the Pacific Northwest Historics, Pacific Raceways, 31001 144<sup>th</sup> Ave SE, Kent (*left*). Details and registration: <https://www.seattlejagclub.org/events/pacific-northwest-historics-vintage-races-1> Contact Sharon Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 206.931.7795.

## 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 (*right*), Kenmore. Contact Kurt Hrubant.



**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 (Fri Aug 2 through Sun Aug 4 weekend events)** 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..

**Fri-Sun Aug 23-25** Heritage Classic JCNA concours and related events, Langley BC. <https://jaguarmg.com/2023-heritage-classic>

**Sat Aug 31** Jaguar Owners Club of Oregon JCNA Concours and Portland All British Field Meet weekend. Check <https://www.seattlejagclub.org/events-calendar> Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126

## 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 Brian Case.

**Sept** TBD Tech session. Contact Randy Pickett.

**Sep 29** 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 (*right*), TBD. Mollusks and much more! Details to come. Contact Kurt Jacobson.

**Oct 12-13** Walla Walla Wine Country Tour (*bottom right*).

**Oct** Tech session TBD. 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.



**Sat Nov 16**, Driving Rain run. Warm up the fluids and explore the traffic-free backroads bounded by Gorst, Belfair, Tahuya, Dewatto, Seabeck and Silverdale where we will eat. Written about by Avants I Drive Everything. Come rain or shine, with or without a Jaguar. Contact Kurt Jacobson, 253.229.6905, [Kurt-GJacobson@gmail.com](mailto:Kurt-GJacobson@gmail.com).

**Nov** Tech session. Contact Randy 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 15** Holiday Party at Seattle Yacht Club. Contact Brian Case.

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## WHO'S NEW

**New member Richard “Dean” Dean** He generally just goes by “Dean,” which makes it easy to remember his name. His wife Helen Dean is from Bremerton. He adds, “I moved here in 1986 when got stationed on USS Camden. We got married in 1991 and transferred to Hawaii for 8 years. Came back to Washington and finished out my 20 years of active duty Navy time. Then went back to work for the Navy as a civilian and should only have a few years left.

He says, “We have a boy and a girl both in their 30's and doing good. I learned about the [Seattle Jaguar] club over the years seeing it or the national club mentioned on Jag Lovers and Jaguar Forums sites. Joining the club with knowledgeable people about the woes and work-arounds of Jaguar repair/maintenance.”

When asked how he got to owning Jaguars, Dean explains:

“Well, I graduated from Navy Boot Camp January of 1983 in San Diego and was about to turn 19 years old. So, I did a lot of walking during my free time. I would walk past a dealership that had a used E-Type and a new 1983 BRG XJ6 VDP (may have been a 12 cyl). Both were about the same cost, so I drove them both. The XKE was gray or maybe a silver, but the pedal box was hard for me to move my feet around. It was fun to drive, and the sound was wonderful.

The XJ was brand spanking new with leather seats in biscuit and beautiful BRG paint. I gave \$800 down and ran back to base to get some pay stubs to show I had a job. After the paperwork was done, they said it would take a week to see if they could finance me. I didn't hear anything for a couple weeks and I was going to have to transfer before too long, so I went to check on it. The salesman said I would have to put \$1000 down payment for it to go through. I didn't have the extra \$200 at the time and my payments would have taken my entire paycheck leaving me with no gas or maintenance funds. I would have to eat on the base and maybe drive on the weekends. The salesman asked if that was how I wanted my life to be for the next 4 years? I decided not to go through with the deal.

Flash forward 35 years when I see 1983 BRG XJ6 (6 cyl) on Craigslist for \$500. I went to see it with my wife and if it ran and mostly stopped I was going to drive it home. Had to by \$300 in tires right off the bat. Got it running and stopping better and I loved driving it, but you never knew when or where it would stop and/or if it would restart (ignition amplifier issue).

Then I saw 1993 XJ6 VDP (XJ40) for sale on a Jaguar forums site and dragged my wife again but this time across the ferry to Edmonds. It was very nice, and the price was great. I asked if it would get me back to Bremerton and the guy replied, 'You could drive this car to New York City, if you wanted to.' I counted out the money and my wife followed me home.

*(Continued)*

Now the '83 had the transmission go out, so I was going to sell it, then give it away and when I was about to just scrap it, I see a free XK6 4.2L engine with BW-66 trans. I could fix it for just my labor and so I did a trans swap in the dirt under a portable tent type garage. I was back on the road with two Jags. I looked at the long list of things I would have to renew or replace to make the 83 nice again. I did a weld repair under both sides of the windscreen (replaced the screen after breaking it).

Then I started looking at kit cars, but I had two XK6 engines, two BW-66 trans with both the IFS and IRS (had replaced the rotors and calipers) on hand. Decided to get new chassis, gas tank, fuel and brake pipes topping it with a fiberglass removable hard top XK-120(ish) body. I would have refreshed everything that my 83 XJ6 needed, it would now be a convertible with a hard top for when it rains. I had them add a 4 speed all synchro trans to the kit (had to have the drive shaft shortened to fit). It would also not be a Fiero, Pinto or VW trying to look like something else. It would look like an older style(ish) Jag using Jag parts

## WHAT'S NEW

**Cover** Kurt Miyatake's image of Jim Lunz' Mk2 on a lift during a tech session tour of Jim's garage and collection April 13.

**Robert Keeler sent this photo** (*right*), saying, "My wife's cat Carmen is inspecting my NOS expansion tank we just installed."

Good thing it doesn't need a cat-back exhaust system.



**John Mangan has passed** His wife Sondra posted, “He loved to travel, drive little British cars, play with Lionel trains (and collect too many) and he loved his family and friends. For almost 30 years he managed I91FM — the Clover Park College radio station. John went to Cornell on a ROTC scholarship and retired from the Navy as a Commander. He will be interred at Tahoma National Cemetery—we are waiting to get the date/time now. He was so loved and will be missed greatly.”



### **Our new Jaguar Clubs of North America**

**leaders, from a personal perspective.** As a former Seattle Jaguar Club president and recent three-year JCNA Northwest Region director, *JagMag* Editor Kurt Jacobson has gotten to know the new JCNA president and vice president, as well as our two Northwest Region directors. All have made positive personal connections.

J. J. Keig is the newly elected JCNA President. When Seattle Jaguar Club members Ray Papineau and Linda Roberts were trying to make it to the welcoming reception of the of the 2022 Dallas International Jaguar Festival, they got trapped on a rural road behind house movers who could not get past a bridge. In Ray’s *JagMag* story he said, “Out of the blue we received a phone call from J. J. Keig, the chair of the [International Jaguar Festival]. He knew we were coming from Washington and asked if we were doing okay and if we’d be there in time for the welcome reception. How nice is that?”

J. J. has an extensive career in fleet management. But his passion extends beyond campaigning his and wife Rebecca’s 1969 E-Type in JCNA slalom and concours events. He enjoys tracing the evolution of all things automotive history. To date he has amassed a 400-volume library of books and other materials. He was imprinted by E-Types after riding in and photographing one he rode in the first grade.

*(Continued)*

Dr. Craig Kerins is the new JCNA vice president. *JagMag* Editor Kurt Jacobson and Craig served on the JCNA Board together as regional directors. When Craig was the Chief Judge of the 2021 International Festival in Fort Meyers, FL he invited Kurt to serve under Lead Judge and famed E-Type restorer and authority Dean Cusano, a great opportunity. Craig also knew that Kurt was undergoing a followup treatment to surgery and called frequently to see how Kurt was doing.

In addition to being a JCNA Southeast Region Director, he is President and Chief Judge of his home Jaguar Car Club of North Florida. He is a retired orthopedic surgeon, has served on many medical association and other boards. Kurt was able to connect with Craig at the recent concours and related automotive events at Amelia Island, FL where Craig lives with his wife Mellie and his 1957 XK150 FHC and 2013 XKR coupe.

Carole Borgens has been a JCNA Northwest Region director since 2016 and is a long-time friend of many Seattle Jaguar Club members. She has attended most of our Jaguars on the Green concours, helped organize and participated in joint drives and events with our club and the Victoria and Vancouver clubs. She has welcomed and helped the Seattle club members who participate in the Victoria Jaguars on the Island concours weekend that she chairs. She mentored Jacobson in his term as JCNA Northwest Region director.

It would take pages to touch the highlights of Carole's background. For instance, she lived on "La Belle," a 104-foot 1943 tugboat and in a converted church in Surrey, BC. An author, she has published seven books, sold real estate, bred and showed dogs, owned, raced MGs, Austin Healeys and Porsches, and won the top North America JCNA Concours award for seven years.

JCNA Northwest Region Director Brian Case is familiar to most of us. Each JCNA region has two directors. Most of us know Brian as the Seattle Jaguar Club Vice President—Technical. Brian, who teams with his hard-working wife Sharon, has greatly expanding the range of our club activities and communications, getting to know many of our members personally, or at least electronically. He has been helping our club members connect with those of our four Northwest Region clubs in Oregon, British Columbia, Alberta, and Saskatchewan. He has also created a growing list of Jaguar resources: <https://www.seattlejagclub.org/resources>. *(Continued)*

Brian has been immersed in all things automotive going back to repairing cars in his family's garage in Michigan. He spent years in the U.S. Army Transportation Corps as a logistics officer doing among other things, managing large fleets. In addition to driving and showing their Series III E-Type coupe and S-Type saloon, he crafts beautiful craftsman-style furniture.

**The power of horses in the Seattle Jaguar Club** Along with Brian, Sharon is half of our club's "Team Case." She is one of many horse people in the club. When asked about her horses sent photos and responded, "I have owned horses off and on over the years. Often difficult with Brian's Army career moving us every two or three years. I tried to get into riding lessons when I could not own a horse. Even in Germany I took lessons even though they hardly spoke English and I didn't speak German. I just ride for pleasure. I don't show but like to learn Dressage for the discipline involved. Training myself and my horse. *(Below, new horse Kira meets Buddy.)*

When we moved to Washington, I insisted we buy property that would allow me to have a horse without having to board it. We bought property that was set up with a small barn and we added a riding arena. We have owned horses here since 1997. *(Continued)*



My current horse Buddy is an Andalusian/Azteca cross that I bought in 2020 that had a ligament injury last year and was taking most of a year to heal but then pulled a muscle. Probably partially due to being so restricted and having loss of muscle strength during his rehab. Buddy is the white horse, called grey in the horse world. He is recovering but it is a slow recovery.

I decided I was tired of not being able to ride and bought a second horse. Kira is a bay-colored Andalusian that is only 6 years old. She is a sweet-heart on the ground but lively under saddle. They described her as 'opinionated'. We are just beginning to get to know each other. Her name is supposedly Japanese and is pronounced "Kitta." She seems to be a very smart horse." *(Right, Kira meets herself in the window.)*



If Kurt Jacobson receives a few other horse stories and photos, we can do a horse feature story. Send to [KurtGJacobson@gmail.com](mailto:KurtGJacobson@gmail.com)

**Randy Pickett dives deeper into V12s** Randy has hosted several sessions at his Mill Creek garage covering the repair and care of Jaguar V12s. His April 20<sup>th</sup> session drew many new participants, including Bill Holmes, Steve Repp, Jim and his son McLean Thompson, Roderick Jefferson, and Scott Johnson. More regular participants included Greg Holt, Alan Donald, Stanley Galyean, and Nick Kappes. *(Pictured from left below: Steve Repp, McLean and his father Jim Thompson, Nick Kappes, Roderick Jefferson, and Randy Pickett.)*





**We received another concours trophy donation** Sharon Case reports reports "Howard 'Sully' Sullivan contacted the club after his mother, Jan Sullivan, recently passed away. Jan was listed as a member until 2016. Sully's dad, Howard Sullivan, passed away in 2006. He had been a long-time member of the club and competed at the Champion level at the Concours d'Elegance. He competed with his XJ6 VDP (*middle, below*).

Howard (*on the left with Sully*) was a chief engineer on one of the Alaskan ferries. When he returned to Seattle in 1969, he marked that event by buying a new E-Type in Primrose. He was featured with the car in the Seattle Times. He described the car as a "duck billed platypus."

Sully has donated 29 JCNA pewter plaques (*below right*) in memory of his father, Howard Sullivan. He remembers how much his dad loved to participate in the concours over the years. The trophies are mostly all first-place in the champion division."



# WHO'S NEW

**New member Tom Everts** You don't have to have a Jaguar to enjoy our Seattle Jaguar Club events. Tom Everts is a great example. He drives a pearlescent white metallic 2007 Aston Martin V8 Vantage and a 2018 BMW X3. He and several other Aston Martin owners joined us on the 2022 wine country tour, saying, "It was a fun trip, nice folks."



Tom sold a Morgan to buy the Vantage. He says, "Over the years I've owned a couple of Jags the most recent would have been a 4-door sedan. They, like the AMs, are beautiful cars. I've also owned a 911 Porsche, a Mercedes SL 600, and an Austin Healy MK III. This Vantage may be my last sports car as it checks all my boxes."

"Other than driving, I'm a pilot, small planes, a scuba diver, and an avid reader." Tom adds, "I was an Insurance broker, had my own firm, and retired June of last year." He is married to a retired judge and has adult daughter from a prior marriage who lives in Texas.

Photographer Harvey Sherman captured the 2022 wine country tour. Tom explained, "Harvey Sherman and I were discussing drives for this summer and he mentioned the Jag club as being very active (meaning they do fun drives/events) so it made sense to join versus tagging along. Harvey will also be joining the club."



**New member Steve Bell** “heard about this group on FB and wanted to be more involved in some of the ride- alongs.”



He showed up at his first event in an impressive XJL R575 (*above*), a seldom-seen Jaguar luxury super sedan. He says, “I’ve always been a car nut, but always convinced myself it was too expensive to own higher end Jaguars until now. I’ve always loved the British Jaguar cars for a long time and always thought they were too expensive, and I never bought a used car. Always like them new. I found a used 2012 Jaguar XJL and had that one for about 5 years and in the meantime I saw a 2015 Jaguar F-Type and fell in love with it. At one time I had two Jags in the driveway. Since then, I sold all of the Jags and saw the 2018 XJL R575 and fell in love with it. So, after a few weeks of thinking about it I decided I would pull the trigger. No regrets at all.”

On the personal side, Steve adds that he enjoys “Gardening, gambling (Las Vegas), and travel. Soon to retire and hopefully get on the road.” He has “no kids, just two dachshund puppies that keep me busy now.” He “was born and raised in Jacksonville, Florida. I moved up here to Seattle as a consultant in the software industry.”

# JUDGES CORNER

I'm writing this before our concours judge training on April 25<sup>th</sup>, but you'll be reading it afterwards, so thank you to those who were able to attend. I'm sure it was a blast for all who came! If you missed the training and wanted to attend, it has been recorded for future viewing. If you decide that you'd like to become a judge or are just interested in knowing more, reach out to me directly with any training questions

The judge test review will be Thursday May 30<sup>th</sup>. We'll review the test together. It's not so much a test as an open book review of the rules & guidelines of the judging process. Saturday, June 8<sup>th</sup> is a live judging event during our summer show & shine in Edmonds, always an excellent event.

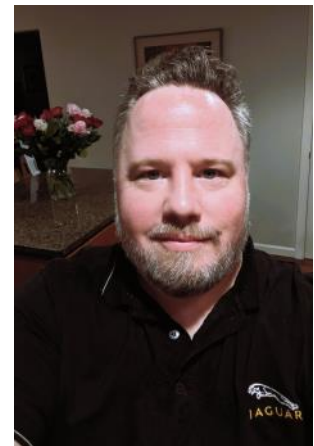
This month I wanted to provide a brief write-up on Jaguar accessories, specifically for newer models. Per the concours rules, Jaguar accessories can only be accepted as authentic if they were presented in official Jaguar literature, such as a brochure or parts book. The points from the JCNA rule book: Official Jaguar Cars Ltd.—Parts Books, Service Manuals and Owner's Manuals; Jaguar Cars Inc. and Jaguar Canada Inc. Sales Literature and Accessory Brochures

For newer Jaguars, as is the case with most cars, a wide range of accessories were or still are available. These range from branded floor mats to less common items such as a powered drink cooler that sits in the rear central arm rest and plugs into the auxiliary socket. A truly excellent resource for Jaguar brochures is <https://autocatalogarchive.com/jaguar/>, where you'll find links to Jaguar brochures every current model as well as some older ones.

As an entrant you'll must prove authenticity if you have a less common item. Remember, because something says "Jaguar" on it does not mean it's authentic; the item must have been available from an official source.

If anyone actually has one of the powered drink coolers please let me know, I'd love to see one!

Cheers—Bill Holmes, Chief Concours Judge *(right)*





## **BORDERS ARE NOT AN ISSUE FOR LEAPERS**

*Pictures: Wendy Duckering, Sharon Case & Kurt Jacobson<sup>TM</sup>  
Story: Kurt Jacobson*

Jaguars and their enthusiastic owners from British Columbia and both sides of Washington's Cascades gathered for lunch at Anthony's, overlooking Spokane Falls on Saturday, April 27. There, the Western Washington contingent that convoyed from North Bend met up with Spokane-area club members Simon Thompson, Kristie & Larry Garner, and former club member from Bainbridge Island Will Quinn. Seattle residents Alison & Jerry Lamb had stayed the night before with friends in the Spokane area. A special treat was when we met Marina Bailey & Ken Grahame, members of the Canadian XK Jaguar Register from North Vancouver BC.

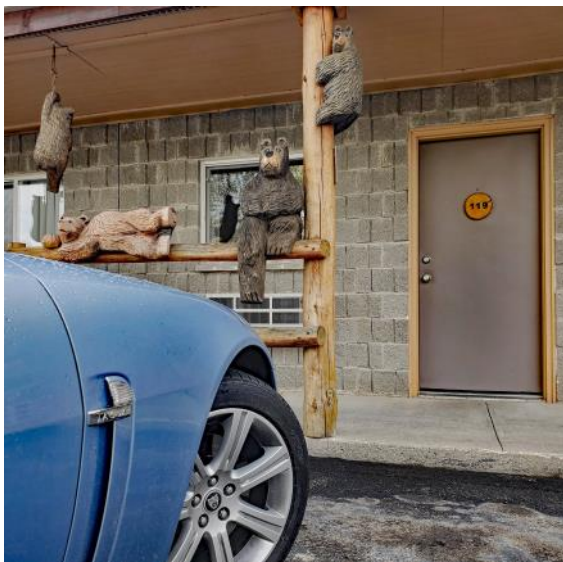


From the wet West Side were newer members Sheila & Steve Bates and Virginia & Roger Susick in their F-Types, Wendy & Craig Duckering in their F-Pace SVR, Cheryl & Kurt Jacobson in their XK8, trip organizers Susanne Nelson & Randy Pickett in their XJ8, and co-organizer Sharon & Brian Case in their S-Type. New member Roderick Jefferson was an optimistic starter, but was a DNF in his XJ12 VDP that Randy Pickett tried to revive in time for the trip. But they didn't have time to make it all work, so Roderick turned back home in Seattle at the North Bend meeting spot.

The other "Leapers" were the Lambs and Garners and their XK8s, Quinn's E-Type and Thompson's 3.8S saloon that he bought from the Victoria club's Gregory Andrachuk. *(Below from left: Alison Lamb, Marina Bailey & Ken Grahame, Cheryl & Kurt Jacobson, and Jerry Lamb)*



At the lively lunch at Anthony's, the Garners invited the group to stop at their home on the golf course in nearby Liberty Lake, about 7.5 miles from the Washington/Idaho border on I-90. From there the group took one of several routes to Priest River and dinner. The former logging community is located in the Selkirk Mountains



*(Around the table starting with Jerry Lamb facing the camera in the foreground are Sheila and Steve Bates, Cheryl & Kurt Jacobson, Marina Bailey, Ken Grahame, Roger & Virginia Susick, Brian & Sharon Case, and Alison Lamb. Bottom left, a few of the many carved bears that called the Eagle's Nest Motel home.)*



The next morning, most of the group met at a local restaurant and visited the Priest River Museum & Timber Education Center (*above*) where some of Randy Pickett's family members are shown in one of the exhibits. From there the group scattered, with the Vancouver members taking the sparsely-populated northern route across Washington State through Tonasket, and the Cases continuing back to Spokane to check out the Sky Ride gondola and explore Riverfront Park.

Given the length of the drive, having 21 people participate and attracting Ken and Marina from North Vancouver, it was a well-attended event. (*Middle, Randy Pickett in hat offers advice on paint correction to Larry Garner. Bottom, partly sunny with broken clouds on the way to Priest River.*)







## BRINGING HOME MY NEW JAGUAR

*Story and photos by Alan Donald*

My story has its beginning with Cynthia getting her fourth (and current) Jaguar in September of 2022. We went to Sedona, AZ to buy her 2001 XJ8L-VP. It's a beautiful car and shortly after we got it home we joined the Seattle Jaguar Club and began our association with all the great people here.

The association with Cynthia and the club engendered the need to own a car of my own and go beyond just cleaning and polishing Cynthia's in exchange for driving Ms. First. I was focused on a coupe and conversations with various members, mainly Kurt Jacobson and Brian Case (the primary carriers and spreaders of Jaguar fever), narrowed that focus to the XK, more specifically those with the 4.2 L V8. One night in late March, I received an email from Brian about a 2008 XKR on Bring a Trailer that he thought deserved a look. The car was in Chandler, AZ.

My brother Bill lives in Prescott and I owed him and his wife a visit, so I was on my way the next day. Bill and Steve, an old friend from Alaska, picked me up in Phoenix and we were on our way to Chandler to examine the car which was going to the auction block the following morning. Steve was also involved in evaluating and purchasing Cynthia's XJ8 and his comment was "Aren't there any Jaguars for sale in Washington?" After two hours of close examination I decided to go for it.

The bid process was a new experience for me and I do not recommend it for anyone with heart or blood pressure problems. Big brother supervised the bidding process to ensure I didn't go over the price ceiling I had established. He missed another chance to swat me in the back of the head and I survived the final frenzy to become the new owner of a beautiful 2008 Radiance Red/Caramel XKR.



It took me a few days to complete the financial details and buy my baby some new shoes. Massive Michelin Pilot 4 All Season Radials, priced at about that of a small economy car each. But I was ready to travel. So was Cynthia. After rearranging her work schedule for the remainder of the week, she flew to Vegas where I picked her up the following day and after a short visit with good friends and an unprofitable evening at Sin City's newest casino, we were on our way. I didn't include gambling losses in the cost of the trip. Those numbers were not even shared with each other.

The first day was spent blasting through the desert (*Baker, right*) through Barstow, down to Bakersfield and the San Joaquin Valley to Sacramento.

The following day we left I5 and cut through the mountains to the coast at Eureka. Cynthia is enamored of the ocean and I promised her some time along the water (*below*). The mountain passes proved the car to be everything I wanted. Precision handling and loads of power for passing made us laugh out loud because we were having so much fun.

I confess that we were often well over the speed limit and only good for-



tune allowed us to make it home with no tickets and our licenses still in our wallets. Cynthia's GPS told us that our top speed for the entire journey was well over 100 mph. The argument continues about who was driving at the time.



*I am now feeling for myself the pride and joy of Jaguar ownership*

The coast was fantastic as always, with every corner revealing a new vista of ocean, surf, trees, and mountains. We slowed for a reverent drive through the sequoias along the Avenue of the Giants (*below*) forming a natural cathedral in northern California and paused for a photo op in front of the giant statue of Paul Bunyan and Babe the Blue Ox a little further down the road (*opening page*). A final day of torrential rain welcomed us home to Oregon and Washington but the Jaguar performed flawlessly, bringing us back in style and comfort. We are looking forward to showing her off to our fellow members and I am now feeling for myself the pride and joy of Jaguar ownership.

## PAST PERFECT, THE SS1—PART 2

*Story and photos by Alan Fenstermaker unless otherwise noted.*

While the SS1 sat in my garage I researched the model in detail, made contact with experts all over the world, and began acquiring parts I knew would be required for the cars restoration. I also needed to decide on what my restoration would be, maybe to the original specs of the model, or perhaps keep it very close to the rally configuration that the car had been in, likely from very early in it's life. I had talked with a few people that had taken a very unique car and brought it back to absolutely original spec, in the end most regretted the decision, so I decided the car would maintain some of the unique rally features.

Most important would be decisions relating to the engine (*top*) and mitigating some of its weaknesses. The SS1 had aluminum connecting rods, which are prone to fatigue and fail under even normal use (*bottom, left*).

Many of the cars that were used in competition would end up with a different engine as rods failed and destroyed the block. This is likely the case for my car, which has a correct SS1 20 HP engine, but not the one originally delivered with the car. The solution was to install forged steel connecting rods (*bottom, right*), but these would place enormous stress on the bent metal crankcase, so a slightly beefier counterbalanced crank would be needed.



These cars came with a single timing chain and although the timing is adjustable as you drive, a twin timing chain would be more stable driving for long periods at constant speed. During the car's early days, SU carburetors had been fitted for better dependability compared to the RAG carburetors normally fitted by the factory (although some have told me there were likely cars fitted with SUs as delivered).

Collecting the parts was a worldwide event, Wally Vorlaugher of VOR Components in South Africa provided a new crankshaft, twin timing chain assembly (and many other parts), Ed Nantes in Australia provided a new aluminum head and intake manifold, and Terry Cartwright of New Zealand provided the very intricate choke mechanism.

Pistons, valves, and the steel connecting rods were made by US suppliers to specifications laid out by Autosport in Ballard, who would be doing the engine rebuild. *(Right, the rebuilt engine and transmission at Autosport.)*





When I was ready to get started Al Gerard (*above*) came to my house. We pulled the engine, then he took it to Autosport . Al had done much of the restoration work on my 1953 XK-120 DHC and his father had the engine for his 1933 SS1 Coupe rebuilt by Autosport many years earlier. It was a complicated rebuild and took some time. One surprise was the condition of the water pump (*pre- and post-repair below*), but many little things come up when you pull apart an 80+ year old engine. The finished engine was beautiful (*previous page*) and was delivered to Craig Wick at Wicked Fabrication in Auburn, who would be doing most of the full restoration.





Craig Wick's shop is known for their custom hot rods. I'd seen a 1930s Alfa Romeo body they had made and I figured if they can build something like that they can complete my car. The car is coach-built and I was hopeful the wood would be in fairly good shape based on the wood pieces I could see, but in the case replacement wood was required, I wanted it in a shop capable of that type of work.

*(Above)* I delivered the car to Craig's shop along with all the parts I had accumulated for the restoration. One of the first tasks was to remove the "skins" (sheet metal) to check the condition of the wood, which in the 1930s was protected with only a light spray of gray primer, that's it! *(Right)* With the skins removed the path forward was clear that we'd need to redo much of the wood. Keep in mind the British rallies in the prewar era involved driving through streams and other water features, fun, but devastating to the wood in the coachwork.







With these latest discoveries Wicked began rebuilding the majority of the wooden portions of the coachwork and replacing the most seriously damaged sheet metal.

Before I brought the car to Wicked I'd had Alyn Swedberg in Centralia make new rear fenders and rebuild the front wings, especially the beading around the edges in front that were particularly bad (*above*).

*(Right, a close-up of the intricate art deco radiator cap, badge and surround.)*





The car is very low in the rear and those fenders were so damaged and lead filled that they were simply beyond rebuilding (*new fenders above*). It was interesting that both doors remained in very good condition, so additional finish protection was applied to the wood and the original skins were reattached. The hood was also in excellent condition and required no metal replacement. (*Note the navigator light on the left side of the dash.*)



The woodwork (*left*) required measurements of all the individual wood pieces indexed to a fixed point which stayed in place. That index was one good original piece of wood at the top of the body on the rear of the car. Piece by piece new ash wood pieces were matched, formed, and fitted, then there was the gaping to figure out. Attachment methods were devised and integration with the steel pieces (few as there were) that added strength in some of the highest stress areas. Gaps are important because the wood needs to move with the car as it flexes under driving loads, otherwise you

will likely overload and break pieces over time. Marine wood finishes were used to protect each piece, so in the future if someone wants to drive through streams again, the car will be fine.

Skins would not be attached until the frame had been checked for any distortions and we had a fully restored rolling chassis. So much work to do, but now I had an engine!!!

*(Continued in the July JagMag)*

# SO, YOU HAVEN'T LED A CLUB DRIVE YET? TAKE THE PLUNGE!

*By Wendy & Craig Duckering*

We started our car club journey back in 2016 and while we didn't know much, we were excited to join. We went to our first planning meeting, and they handed out a list of events that needed a host. We were intrigued by one that was a tour of covered bridges around Western Washington. That sounded like fun, and we thought, how tough could it be? So, we raised our hands to take it on. We learned as we started planning that there aren't that many covered bridges in Washington that aren't on private property and the few that aren't are really, really far apart. Before we knew it, we were planning a 600-mile, three-day event, that required meals, hotels, points of interest, and what the heck was a "comfort" stop? Dry run? What? You mean we have to do it TWICE? A mentor from the club told us something that is true: the dry run is a very different experience than leading the actual event. It is an adventure in itself, a great way to explore new areas, learn new roads and find new sights to see. We even discovered roads that experienced members of the club didn't know about, which made us feel like we had really accomplished something! In the end, everyone had an awesome time.

Rather than dipping our toes into the uncharted waters of leading club drives, we ended up climbing the ladder to the 10-meter platform and diving off headfirst. It was exhilarating and a little scary, but we were fortunate to have help along the way from seasoned members with a lot of expertise to share. After leading several more drives since that first event, we have learned a lot and are still learning. So here is our "road map" to give you a head start on leading your first drive.

Basics to consider when planning a drive:

- Theme: Points of interest (landmarks) or notable items along the way (that prompt questions to answer for a gimmick rally)
- Duration: Day or multi day
- Attractions in addition to the drive (museums, garages, movies, airshow, etc.)

- Meals (how many, where to stop along the route)
- Presentations/awards ceremonies at restaurant venue

Methods to plan the route:

- Use a map program (Bing / Google) that has an option to plan a route not using highways (will create your route on more back roads)
- Get ideas from people who have led the event before or have knowledge of the area that you are considering.
- Put together a drive sheet that includes:
  - Starting point
  - Turn by turn directions with notations of mileage between turns
  - Where stops occur: Rest “comfort” stops, points of interest, potential traffic issues, places where you might need to pull over to wait after a left or right turn.
  - Any potential road hazards.

Decide on drive segments:

- Starting and end point for each day—People like coffee or breakfast items and a restroom available at the start of an event. Coffee shops, doughnut shops or grocery stores with coffee shops inside or in the same lot make good starting points.
- The number of miles for each day and how many stops to plan—Rest stops every hour (no more than 1.5 hours if possible). Points of interest stops (you may know some at the start based on the theme of the drive, others you will discover during the dry run).

Lodging (if a multi-day event, or if the starting or ending location is a long distance from home for some)

- Consider price, location, available overnight parking and the general safety of the area.
- Check out hotel reviews to see if there are any other concerns.
- Contact the hotel and see if they provide group rates and/or will allow holding a block of rooms for the event to reserve for the club.

## Meals

- Choose restaurants that cater to a variety of tastes, have ambience and are unique if possible.
- Consider the number of people that are planning to attend and make sure there is adequate seating and make sure there is ample parking. You can do initial verifications either in person or via checking out the restaurant's website for size, seating and aerial view maps to check out the parking lot.
- Contact the restaurant at least a month before the event, verify they can handle the event, see if they make reservations and stay in contact.
- Find out if they have special seating for large groups. Some restaurants provide special menus for groups, this information will need to be provided to the club to add to the promotion.
- If the head count is going to change significantly before the event, let the restaurant know.

## Dry run

- Try to do this within 2 to 3 weeks of the event drive, but early enough to make any changes necessary for the route for the club announcements.
- Things to look for and record:
  - Actual time of drive: start time, finish time, duration time
  - Actual time between stops
  - Points of interest
  - Unforeseen issues such as construction or poor road conditions that would require altering the route.
  - Verify parking availability at rest stops, point of interest stops, restaurants and lodging.

## Finalizing Route and Event Plans

- Compare the planned route with the dry run results and adjust if needed.
- Check the weather and adjust plans as necessary. If visibility is poor, you will need to make sure you can communicate with the tail/sweeper car. Each car should have a copy of the route.
- Consider that every rest stop, point of interest stop and meal stop will take longer than you expect. Plan time for chatting, photographs and rounding everyone up
- If there will be any award ceremony, plan with the club for who will be conducting it and build in time for it.
- Make sure your route is easily readable and any notes are well explained. This will help participants and if for some reason you cannot lead the event, it will make it easier to hand it off to another leader if needed.

## Day of the Event:

- Driver's Meeting

Choose sweeper/tail car (driver who is experienced with driving events that will be the last car in the group and will keep track of the cars in front of them).

Give a basic description of what (if anything) is required of drivers (such as rally or gimmick questions) and of the route as well as stopping points and end point for the day.

Hand out route sheets – include your contact information.

Explain how you will communicate (cell phone, walkie talkie) and give out your contact information again.

Make sure everyone knows what your lead car and the sweeper car look like.

Optional: In addition to route sheets, consider having walkie talkies in each car. This is helpful if cars get separated or if someone needs to make an unplanned stop.

## Leading the drive

- Make sure you know how many cars are driving, if any will be dropping out along the way and when and how many will be at the final stop.
- If the group is very large, you may need to split up into groups, with each having a leader (and sweeper/tail car if necessary).
- Let the group know that if they have car trouble to let the leader know immediately. If safe to do so, pull the group over and assess the situation. If not safe, assign one car (preferably with event experience) to stay with the troubled car and make sure they are off the road safely, assess the issue, call for tow/repairs and get the driver home or take them through the rest of the event if they still want to participate.
- Tips for keeping the group together:

Watch for lights and left turns, note if cars are caught and pull over to the right to wait for them with everyone's hazard lights on.

If you can, gather up in the turn lane before a left turn.

After the drive: Contact the restaurant and/or destination venues and thank them for letting you have the event at their venue.

Whew! It may seem like you are trying to stay afloat at this point, but really it just takes some planning ahead and making sure to ask questions as often as you need.

Once you finish leading your first drive, you will probably feel like jumping for joy, or taking a nap, or both! You may even feel like volunteering again. But no matter what, you should feel very proud. You may even have some crazy stories to tell that happened along the way. Here are a few that we have gathered over the years:

- The caravan of cars was following the planned route when it passed through a small town and suddenly found itself becoming part of a local parade in progress. The convertible tops were down, and everybody began waving to the crowd. The key was to make it look like it was planned.



- On a multi-day event, a car became disabled in a rural area and could no longer be driven. All the cars were two-seaters, so three people had to squeeze themselves into a tight situation for the long drive home.
- One of the cars in a group event got in an accident outside of town on a multi-day trip. The driver was OK, but the car was not. The car was carrying a birthday cake for a celebration slated for later that day. The cake was turned inside out but it still tasted good!

So, now that you have an idea of what you are signing up for, raise your hand and dive in! The water's fine and you will be glad you did. You will come away with great memories and maybe an idea for a drive or event to suggest in the future. It's a great way to get to know your fellow members and the club will thank you for it!

*(Below, Wendy & Seattle Jaguar Club President Craig Duckering)*





## GROWLERS AND BLUE OVALS

*Pictures by Kurt Miyatake, Sharon Case, and Kurt Jacobson. Story by Kurt Jacobson*

With several track-specific Mustangs, three mid-2000s Ford GTs, including two of the 100 open-top GTX1 versions, a late model Ford GT street version and track only version, Seattle Jaguar Club member Jim Lunz is a Blue Oval guy.

But with several superbly-restored mid-1950s XKs, a tempting C-Type recreation, an elegant XJ6C and mechanically upgraded Mk2, there are also many cars with Growler badges and automobilia to amaze most Jaguar enthusiasts. Oh, and a 1936 Hupmobile coupe.

Jim and Susan Lunz like prefer to keep the guest count manageable given the cramped quarters. So, our large group of 30+ was divided into two arrival times. At the second session was brand new member John Chudy, joining the prior day, and a fan of Mustangs. Intermingled were two representatives of LeMay—America's Car Museum and the separate LeMay Family Collection.



*Captured by Kurt Miyatake are, above left, a green XK140 OTS, red XK140 FHC, and BRG C-Type Replica.*

*And above right, a track-only Mustang and two of the five Ford GTs from two generations.*

The Lunz collection in Seattle's SoDo industrial area is so nondescript that arriving guests received the secret address and some had to look for other Jaguars parked in front to realize where the building is. We are fortunate to have members such as Jim and Susan Lunz (*below*), who share their automotive treasures with us.



*Top, Jim & Susan Lunz. Bottom left, new member John Chudy, Jeremy Katz and Jim Lunz. Bottom right, engine test stand.*



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

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Sign up as a new member or renew your annual dues for the Seattle Jaguar Club. New Member Registration - \$83\*, based on the calendar year and run through December 31st. New members joining Oct-Dec pay \$93\* and are members through December of the following year. This does not apply to renewing memberships. If you already belong to another JCNA-affiliated club let us know the name of your home club and we will reduce your fee by \$45\* USD (*\*based on possible JCNA 2024 dues increase*).

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Questions? Contact [membership@seattlejagclub.org](mailto:membership@seattlejagclub.org)

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**Do you know of a reliable vendor to add to our resources pages on our website?** (<https://www.seattlejagclub.org/resources>) If so, please let VP Technical Brian Case know, [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

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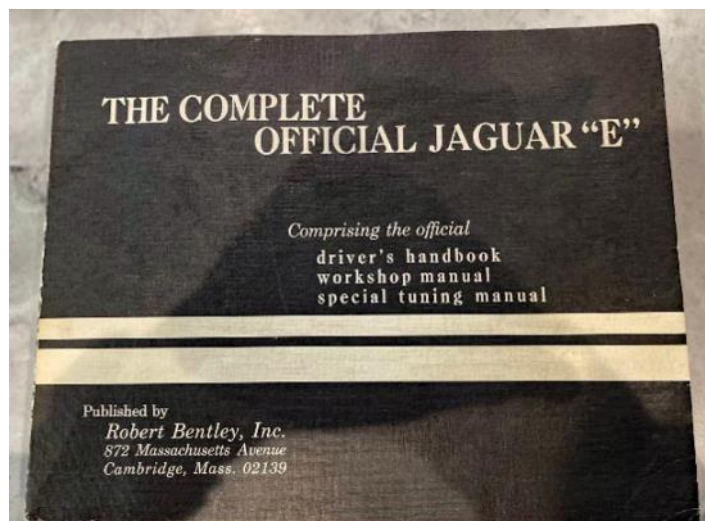
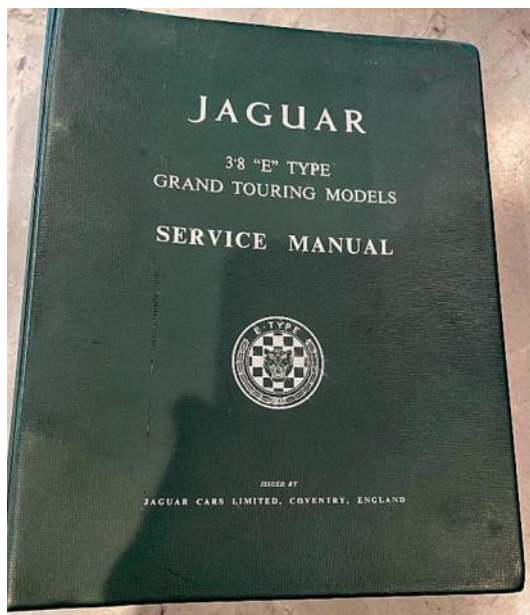


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**1989 XJS convertible for sale** (right) Extensive mechanical restoration for reliability, subtle upgrades for driving pleasure. Original BRG Metallic color, new NOS Conolly leather, wood accents, high-end audio. New top, seals, added insulation. Engine, brakes and A/C completely rebuilt/upgraded. Cleaned/lubed door & top components. Too much work to list. \$20,000 OBO. Contact Randy, 253-258-6418. Feb 2024



**Two Jaguar books for sale** *Jaguar 3.8 "E" Type Grand Touring Models Service Manual*, hard bound, two ring binder, like new, \$100.00. *The Complete Official Jaguar "E,"* published by Robert Bentley, Inc. Like new, \$75.00. "Comprising the official Drivers Handbook, Workshop Manual, Special Tuning Manual. Contact [richard\\_lange@outlook.com](mailto:richard_lange@outlook.com). Apr 2024



### 2003 Jaguar XKR convertible for sale

Platinum silver, 65,000 miles. Originally purchased in the US. Body like new, light grey interior leather is likewise, no tears or significant creases. Victoria BC Jaguar club treasurer-owned for 9 years. Stored Oct-Apr covered in an underground garage. Most of servicing done by JLR Victoria. Rear suspension bushings replaced 2017 (JLR Victoria). New tires & battery 2021, transmission and cooling system serviced 2021. Transmission linear switch module replaced 2022 and gearshift illumination module replaced 2023. Convertible top in excellent condition, no leaks. All service records since 2015. Functioning adaptive cruise control! Car is excellent mechanically and performance is amazing – a joy to drive. 2003 – 2006 had new 4.2L V8 and ZF 6-speed automatic transmission. \$ 15,000 (USD). Contact Bob @ (250) 213-2172 or email [bob.baynton@outlook.com](mailto:bob.baynton@outlook.com) Apr 2024



**1999 XJ8L, X308 for sale** Hard-to-find Long Wheel base Saloon. Owned 18 years (2<sup>nd</sup> Owner). Always garaged. New seat upholstery, carpets, and paint. VG Tires. 4.0-liter engine just-serviced 5 speed automatic transmission with J shifter with sport mode. Excellent tires. Sunroof. 132,000 miles. Maintenance records. Looking for a buyer who appreciates the beautiful car that it is and will not part it out. \$4,000 or best offer. Contact [deedeemaul50@outlook.com](mailto:deedeemaul50@outlook.com) or call/text 253.691.1360. Mar 2024



**2001 XK8 convertible for sale**

86,362 miles, almost flawless exterior, exceptional wood trim, very good tan top, upholstery with some creases in the front bolsters. Upper timing chain tensioners, steering rack and anti-lock brake module, brake pads & rotors and many other parts reportedly replaced, recent service: transmission, cooling system and much more. Additional wheels and new tires. Overall inspection done by European Car Clinic in Olympia 6/13/23. Located in Olympia. Asking \$9500.00. Contact Jeff @ 564-999-0260 or [jeff a case@yahoo.com](mailto:jeff_a_case@yahoo.com) May 2024



*Below, on a windy plateau between Vantage and Spokane, Wendy Duckering captured the end of the line for internal combustion-engined Jaguars and their electric future. Taken on the Priest River trip.*

