



JagMag

September 2024

Seattle
Jaguar Club
Vol 68 Issue 9
Jaguars on the Green
Events around the NW
SS1 Restoration #4

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/>

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

SEPTEMBER 2024

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

Sat Sep 14 Subject to weather, British Day, Exotics at Redmond Town Center (*right*). Contact Brian Case.



Sun Sep 22 noon, Jaguar roving lunch, Café Veloce (*left*), 12514 120th Ave NE, Kirkland, WA. Menu: [Cafe Veloce - Food Menu](#). RSVP by Wed Sep 18th at [Roving Lunch - Cafe Veloce in Kirkland | Seattle Jaguar Club \(seattlejagclub.org\)](#) Contact Brian Case.



Sat Sept 28 Tech session at Ron Smith's huge, well-equipped shop (*right*) on the beach at Johnson Point, Olympia area. Bring a side dish to the potluck lunch. Register: <https://www.seattlejagclub.org/events/tech-session-ron-smiths-garage> Contact Randy Pickett.



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 (*top left*). Mollusks and much more! Meet in Belfair, then backroads west of Shelton. Contact Kurt Jacobson. Complete details and registration at <https://www.seattlejagclub.org/events/fall-colors-tour-to-the-shelton-oysterfest>

Sat-Sun Oct 12-13 Walla Walla Wine Country Tour (*bottom left*). Register at <https://www.seattlejagclub.org/events/winery-tour-2024>.



Sat Oct 19 11 am Tech session at Crown Hill Automotive (*right*), 9009 Holman Rd NW, Seattle, WA 98117. Details and registration: <https://www.seattlejagclub.org/events-calendar>. Contact Randy Pickett.



NOVEMBER 2024

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

Sat Nov 9 Tech session at RW Auto Classics, [Tech Session-RW Auto Classics | Seattle Jaguar Club \(seattlejagclub.org\)](https://www.seattlejagclub.org) Contact Randy Pickett.

Sat Nov 16, Driving Rain run. Warm up the fluids and explore the traffic-free backroads bounded by Port Orchard, Dewatto, Tahuya (*right*), ending with lunch at Amelia's at Bremerton National Airport. Written about by Avants / Drive Everything. Come rain or shine, with or without a Jaguar. Register at <https://www.seattlejagclub.org/events/driving-rain-port-orchard-dewatto-belfair> Contact Kurt Jacobson, 253.229.6905, KurtGJacobson@gmail.com.



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.

Sun Dec 15 Holiday Party at Seattle Yacht Club. Contact Brian Case.

2025 CALENDAR

JULY 2025

Fri-Sun Jul 18-20 Jaguars on the Island weekend and JCNA-sanctioned concours, Victoria BC. Windsor Park is the show field and Delta Ocean Pointe Resort by Marriott the host hotel. Details to come.

AUGUST 2025

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

("Joyguars" are what you call Jaguars with kids.

Below are Steve Walls in his custom aluminum-bodied XK120 with his granddaughter.

Photo by her father, Pedro, with his permission.)



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PK3500	\$49.99	WATER PUMP REBUILD KIT		1
C2303	\$1.09	GASKET, water pump		1
C19521	\$109.99	TENSIONER PULLEY		1
Fully CNC machined and powder coated, this USA-made pulley includes sealed bearings for life.				
C25082	\$28.99	HUB, water pump pulley	4.2 Liter Series I from (e)	1
C25083	\$109.99	WATER PUMP PULLEY	7E.1404	1
FG.104X	\$0.29	WASHER		4
UFS.125/5R	\$0.39	BOLT, pulley to carrier		4
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WHAT'S NEW

Cover The XJ6Cs belong to Elle & Eric Aasness (*white*) and Vickie Kollmar & Zane Ware (*regency red*) on the concours field of the Seattle Jaguar Club's Jaguars on the Green Concours.



Seattle Jaguar Club members went to see the departure of the Pebble Beach Motoring Classic cars and were surprised to see club member John Voigt on the tour Our club is fortunate to have so many enthusiastic and active members. Frequently members have good ideas and rally a small group to join them. For instance, a few members knew about the departure from the Woodmark Hotel Carillon Point in Kirkland of the Pebble Beach Motoring Classic cars. Pebble Beach Concours entrants do a multi-day zig-zag drive to Monterey None of us realized that E-Type owner and club member John Voigt (*above*) was participating in the 1965 Shelby Cobra that he has had since new and that transported him between the University of Puget Sound and his family home in Racine, Wisconsin. (*Continued*)



(Above, Seattle Jaguar Club members attending a great, free car show at the Pebble Beach Classic Tour departure from Kirkland's Woodmark are from left, above, Ray Papineau, Linda Roberts, Carollyne Coby, Craig Cootsona and Harvey Sherman. Not pictured are John Holmes and Kurt Jacobson. Right, John Voight with his wife Ana Alvernaz. Below right, vintage Wisconsin plates for the Pebble Beach Concours.)



John reported, "I did all 1500 miles down in the Cobra with 27 other cars, the oldest a 1914 Rolls Royce Silver Cloud. Three cars failed to finish: A 1973 Porsche, the newest of the participants, with failed fuel injection; a 1959 Chrysler 300 with locked up brake drums; and the third I've forgotten. A lot of cars had problems, mostly with ignition, but mechanics were able to get them back on the road. I had problems as well with brakes and had to pump them. On a Saturday we found a mechanic to open his shop and work on it. He wanted to know before coming if it was real. Problem was I had my mechanic grease the wheel bearing and he didn't tighten up the bearings to hub causing wheel shimmying that forced the brake pads back into calipers and pumping the pedal brought them back out the disk. Last day car wouldn't idle when hot so had to keep blipping the throttle. *(Continued)*

The Cobra was shipped back. [John's wife Ana Alvernaz] participated at the beginning two days in Kirkland and then drove down with Daisy to join the group here.

The Concours ... is almost overwhelming with over 200 cars on the lawn and super cars displayed everywhere at Pebble.

The super cars are everywhere in Carmel and the cops have picked up more than 700 of the gold chain crowd flying about and showing off.



Quite the experience. Great group of people participate in the Pebble Beach Motoring Classic. Fun and interesting fellow travelers."



(Above, John being photographed departing the Woodmark on the first stage of the 1,500 mile drive. Right, free car show.)

SkyFest, the wrong day for a thunderstorm! Ray Papineau sent this story and pictures: "Airplanes, cars and food trucks are usually in the forefront of our thoughts when attending SkyFest. Not this year. Several days of severe weather warnings during the week had the weather for Saturday at the top of the list. It would not disappoint.

As planned, we met at the Arlington Walmart north parking lot (*below right*) at 1:30 PM under partly sunny skies. At the 2:00 PM departure time, we had a caravan of six cars. It's amazing how an E-Type, an Aston Martin, an XJS, a XK120, an F-Type, a Cobra and a Mercury Comet Caliente convertible can draw a crowd.





Leaving the Walmart, our route took us to the Arlington Airport and a new entry gate, the Green Gate. The SkyFest Volunteers knew exactly where we should go and lined us up on a runway facing south (*above*). There were about 80 vehicles on the runway. I then

got a text from Nathan Herring saying his E-Type had problems and he was going to nurse it back home. Attending were Shiraz Cupala, Andru Cupala, Thomas Everts, Kent Harbidge, Harvey Sherman, Kurt Hrubant & Patty McKerney, Valerie and Russell Stotler, and Linda Roberts & Ray Papineau.

A great variety of food vendors were also lined up on the runway, 19 choices and the quality was good. At the end of the runway were the warbirds: A North American B-25 Bomber and three fighters; a Grumman F4F Wildcat, Grumman F8F Bearcat, and a North American P-51 Mustang (*right*). This fly-in is mainly for



small homebuilt/ experimental aircraft and usually a few hundred attend. This year because of the threatening weather only three showed up. Yes, only three. (*Left, replica of Spirit of St. Louis*)

With clouds rolling in from the south, a great aerobatic display was performed by a Yak-18. Kyle Fowler in a Long EZ did another aerobatic display. The Long-EZ is a pusher, canard wing, Styrofoam and fiberglass home built airplane designed by Burt Rutan. We talked with Kyle, complementing him on his routine. He said wait till tonight when I attach fireworks to the plane and light myself on fire. What? Next were the warbird flights, which are awesome. The B-25 didn't fly but the three fighters made up for it. Like I said, awesome. They landed under a dark threatening sky. As

promised, Kyle took off in the dark and did a ten-minute routine with fireworks exploding from the wings, a very good show. Lightning is now moving from the south towards us. The hot air balloons had their Balloon Glow Show as the wind started to pick up.

Now it's really blowing. One of the main attractions at SkyFest is the Drone Show. Three hundred computer-controlled drones make designs and pictures in the sky (*left and below*). We figured no way would they fly in this wind, but right on schedule up they went. Thunder and lightning getting very close now. This year the drones told a story about a little fish that got lost, swallowed by a whale and then traveled around the world (you had to be there).

(Continued)



Within five minutes of the drones landing it started to pour, with lightning every few minutes. I have never seen lightning like this in the many years I have lived in the northwest. We waited forty minutes for the traffic to clear the runway. Traveling at forty-five mph turning onto I-405 under 1-5 there was a two foot deep flooded lake. A wave of water came up over the bonnet and over the top of the XJS. That V-12 never missed beat. Good old girl. We were glad to be home.”

Celebration of speed on water and land Kent Wiken contributed this story and photos. “On Saturday August 17, 2024 our club members participated in the Pateros Hydro Classic, annual hydroplane boat races on the Columbia River (*below*). (*Continued*)



We were invited through Christian Webber of Seattle’s Aston Martin Owners Club by the City of Pateros Washington to park our beautiful British cars on the lawn next to the boat pits (*above*).

The weather was fantastic, sunny day with the temperature approaching 95 degrees. This left the water like glass for the powerful hydros to cut through, shooting rooster tails of water high into the sky behind them.



Between heats, spectators ogled our sports cars (**this page**), which the city knew would complement the sport boats. Attending from Seattle Jaguar Club were Randy and Vicki Niman from Chelan, Andrew Hewitson from

Snohomish. Kent Wiken (also

from Snohomish) hitched a ride with Andrew. Vicki drove the Nimens' like-new 2005 Topaz XK8 convertible and Randy drove his beautiful silver 1957 XK140 OTC. Andrew drove his 2010 British Racing Green XKR Convertible. We joined four gorgeous Aston Martins (*above*), one with a license plate, 'SKYFLL,' an ode to James Bond and his Aston Martins. It was a terrific day watching the hydro races, plus the road trip there through the rainforests of west Cascade Mountains then up through the rugged desert-lined Columbia river valley. It was an incredibly scenic drive."

The Duckerings score a Leaper Wendy and Craig Duckering contributed this story. “We have known Dwight Haughton, the sales manager at Land Rover Tacoma, for over 24 years. We bought 4 cars from him/his previous dealership over those years, and he is not only the consummate professional, but a genuinely kind person.

We were unable to attend the club outing to the Tacoma dealership earlier this year, but by all accounts, it was another great event. Unfortunately, as you may know, Jaguar is no longer branding with the Lynnwood and Tacoma dealerships. They don't sell any Jaguar products; however, they are still servicing them at Tacoma. This was after dealerships underwent a major renovation just a few years ago.

Why are we sharing this information? Well, we were chatting with Dwight recently and asked what was to become of the Jaguar signage, thinking maybe they were getting rid of something small we could hang on the garage wall. Well, Dwight mentioned they had the Leaper that was on the sign at the entrance of the dealership before the remodel *(right)*



and asked if we wanted to see it.

Sure, why not? He took us up to the back room and there it was, all 7 feet of it.

(At right are from left, Craig Duckering, the Leaper, and Dwight Haughton.)





We didn't have the truck with us at the time, so we headed back the next day to pick it up and had a few strange looks from customers walking by as we loaded the big cat into the bed. We were able to find a picture of it mounted on the sign outside, in its original glory (*previous page*).

What are we going to do with it? Our favorite suggestion was to strap it to the top of our car for 'the most unique F-Type EVER.' Well, the possibilities are endless, but it will be available for club events. (*The Leaper ready to be mounted on the Duckerings' blue F-Type*).



Sharon & Brian Case travelled to Calgary to help the new Canadian Prairies Jaguar Club They contributed this report. “Brian was asked to help at the show & shine put on by the Canadian Prairies Jaguar Club on August 17th.



This event featured a hands-on demonstration of concours judging. They wanted to prepare for their first concours d’elegance in 2025. Three cars were to be judged in Champion, Preservation and Driven Divisions by four JCNA-certified judges. The scores were not recorded but the judging demonstration was very real. The best part of the trip was meeting numerous individuals from the Canadian Prairies club. They were excited about their club and hosting a concours in 2025.

Sharon joined Brian on this road trip. The drive to Calgary had some spectacular scenery. We got to see mountain goats along the way.



*(Top, judging practice.
Middle, spectacular scenery.
Bottom, a herd of mountain goats.)*





After the show & shine we continued the road trip and stopped at Horse Thief Canyon to see the Badlands (*above*). Quite a sight! Then on to Drumheller to visit the Royal Tyrell Museum. (*below*) This was recommended by Kent Wiken and was well worth a stop. Quite an amazing collection of dinosaur bones!

If the Canadian Prairies Jaguar Club can put on a Concours in 2025 we will lead the road trip for any other adventurous souls.”



VANDEN PLAS, THE S IS SPOKEN

Vanden Plas; the S is spoken. JagMag Editor Kurt Jacobson' was reminded of that by Malcom Baster, long-time editor of the Jaguar Car Club of Victoria's *Island Prowler*. Kurt said, "Malcom sent this email to me about the Jaguars on the Island Concours awards ceremony conducted by Dr. Gregory Andrachuk. Malcom told me, ' Thank you for *JagMag*. All good except for a mistake on page 40 that will cause our Gregory Andrachuk great distress. Page 40 tells us that Gregory informed us that the S in Vanden Plas is silent, as it would be in French. In fact Gregory told us quite the opposite The S is pronounced, as Mr. Vanden Plas was from Belgium and of Flemish heritage.'"

I knew that, but some of my missing neurons meant my right hand did not type, 'not before ' silent.' The sentence should have said, 'Danny Lisa received 1st in his division and class with his XJ6 Vanden Plas (the 's' in Vanden Plas is **not** silent according to Andrachuk).'"

Jaguar Forums had far more to say about the name:

"Here's some reading on the subject from: <http://www.aronline.co.uk/index.htm?vandenplasf.htm>"

"Why is Vanden Plas often abbreviated to "VDP" (rather than just VP)? What does it actually mean? And how should the name be pronounced? These questions can be answered (or at least illuminated) by delving into the origins of the name.

Firstly, to dispel some fairly common misconceptions, the name is not French, German or even Dutch, but Flemish, hailing from the Dutch-speaking part of Belgium. In plain Dutch it would have been spelled as "van den Plas" (and alphabetically sorted under 'P'). However, Flemish capitalises the V (sorting it under 'V'), and also contracts "Van den Plas" to "Vanden Plas" and sometimes even to "Vandenplas". Incidentally, in modern Dutch usage one would say "van der plas", but Flemish family names are never updated to reflect more modern spelling (whereas there used to be a tendency to do this in Holland)."

(Continued)

“Next, the meaning. In his book ‘Vanden Plas Coachbuilders,’ Brian Smith gives the literal translation as ‘of the pond.’ ‘Plas’ is indeed the Dutch for pond, so this is probably correct, but it should be noted that it is also used for any body of water from a puddle upwards. For instance, the Dutch for ‘to pee’ is ‘een plas doen,’ spilt water would be described as ‘plas’ on the floor, and even the ocean is sometimes referred to as ‘de grote plas’ (the great). However, there is a further possibility that should not be dismissed: in a family name it could very well be a corruption of a similar-sounding word with an entirely different meaning...

Finally, the pronunciation. Many people in English-speaking countries wrongly assume that the final 's' is silent, pronouncing the name as "Vanden Plah". The correct pronunciation (both in Flemish and in plain Dutch) has a rather sharp 's' at the end, as in the English word "kiss". Both 'a' vowels in the name are pronounced the same way, as in the English colloquialism "yah", so phonetically we should say something like "Vahnden Plahs". However, Flemish will in this case put a slight stress on the first syllable of ‘Vanden,’ whereas plain Dutch would stress only the ‘Plas’ quite heavily.

Many thanks to Hendrik-Jan Thomassen, Bert Vijn and Erik Nooij for their contributions on this topic.” (Below, Roderick Jefferson’s 1987 XJ V12 Vanden Plas)





**UNLIKE
FELINE JAGUARS,
JAGUAR ENTHUSIASTS
ARE SOCIAL ANIMALS**

Pictures: Shelley & Ron Gordon, Will Humiston, Peter Downing, John Blackburn, Michael Antonia, Mike Watts, Sharon Case, Kate Vafaezadeh, Steve Averill, and Kurt Jacobson. Story: Kurt Jacobson

The August 3rd Jaguars on the Green Concours at Swinomish Lodge & Casino near Anacortes was an example of the truism that, “We come for the cars and stay for the people.” About 70 Jaguar enthusiasts from Washington and British Columbia spent up to three days chatting, checking out each other’s cars, eating and driving Whatcom County’s backroads. Approximately 21 judged and a similar number of non-judged cars made it to the display field. *(Above from left are Seattle club members Alan Donald & Cynthia First, British Columbia club members Ron & Shelley Gordon, Carole Borgens, Ian & Doreen Newby, and Ken Grahame & Marina Bailey.)*



The Swinomish Lodge & Casino just west of Anacortes is, only 12 minutes from I-5 and 55 minutes from the Blaine border, making it easy for British Columbia Lower Mainland residents to attend. But there were many Canadians from Vancouver Island as well. Carole Borgens is somewhat their spiritual leader, being a member of the Jaguar Car Club of Victoria and the mainland Canadian XK Jaguar Register (CXKJR), as well as a regional director of Jaguar Clubs of North America and Jaguars on the Island (Victoria) Concours Chair.

In response to a request for feedback from our Jaguars on the Green Concours Chair Brian Case and his “Nuclear Bunny” wife Sharon, Carole wrote, “I would like the members that made it happen to know their efforts were recognized and appreciated. I can't help you with recommendations for better as I have heard none. JOTG surpassed itself this year in terms of user friendliness. Tents on the Saturday morning field with coffee and snacks was the best - fabulous - and the overall friendliness of SJC member volunteers is also over the top. I will think further but it was all fabulous.” *(Above, on the patio at the Swinomish Lodge & Casino with the display field are from left: Curt Kyle from Seattle Jaguar Club, Lynne & Gary O’Keefe from the Canadian XK Jaguar Register, Danny Lisa with back to camera from the Seattle club and Carole Borgens.)*

The Concours on the Green Mutual Admiration Society also included the Swinomish staff who were hospitable, capable and seemed to enjoy helping us, including bartender Nancy (top left) who has volunteered to serve our event for the last three years. The staff at the front desk also said they enjoy hosting our concours and were happy to explain why they are avid car people as well.



A final paragraph of props, thank-yous, or “ta,” in British slang: At the Saturday evening awards banquet Brian Case called on all of the volunteers he could remember to stand one at a time and be recognized. The high percentage of people who helped make the concours weekend a success was surprising. Some included fill-in judge David Jensen from the CXKJR club, new Chief Judge Bill Holmes, supported by Vickie Kollmar & former Chief Judge, her husband Zane Ware (middle). And

in turn, supporting them were many volunteers who helped with setup, concours scorekeeping, parking, registration and much more. (Bottom left, Sue Kingston with Vickie Kollmar. Bottom right, Sharon Case handing People’s Choice award to James Bateman and Chief Judge Bill Holmes.)





Not all was rainbows and unicorns. Covid sidelined at least three entrants including Judge Ray Papineau. Returning home via the Coupeville-Port Townsend ferry, Will Humiston's Series II E-Type ran progressively worse until it would not start again in the ferry line. A friend with a trailer came to rescue him (*left*).

Returning home to Redmond, John Conrard's XK8 hit a plastic pallet in the road that did no damage other than making the engine refuse to start. And Roderick Jefferson's XJ Series III V12 munched a hard-to-replace alternator belt right before the show.

As social animals, all of us Jaguar enthusiasts enjoy making new and old connections. After losing her husband Dave last year, Jan Clarke decided to venture back into club activities, driving up from West Beach on Whidbey Island. At the Swinomish she was introduced to her neighbors from two doors away. They were Alan Donald's daughter Kate Vafaezadeh and her husband Abdi who happened to be at the Swinomish. The sets of neighbors had not met before. (*Below, Kate's photo of the Swinomish concourse field, Swinomish Channel, Skagit Flats, Cascade foothills and Mt. Baker.*)



(Right, Randy Pickett & Suzanne Nelson, Brian Case. Cheryl Jacobson & Trish Blackburn)



The Friday reception on the Swinomish patio steps away from the cars parked on the show field is a chance to enjoy hors d'oeuvres that might as well be a full tapas meal. Brian Case explained the weekend's events and passed the microphone around for people to introduce themselves and what car they brought.

Concurrent with our concours is the Anacortes Art Festival weekend. Several of us popped over to the event that takes up seven downtown streets. It includes plus a juried fine arts show in the historic Great Northern railroad depot. Two couples who attended it wondered if future concours could include transportation for those who want to pop over while their non-judged cars remain on the field.



(Left, plating up with heavy hors d'oeuvres were Eric & Elle Aasness, Randy Pickett & Will Humiston)



At 6:30 a.m. the next morning Trish & John Blackburn and many other volunteers set up tents, registration, a scoring area, coffee, pastries, iced drinks and heavy swag bags with a couple-years' supply of pens. At 10:30 a.m. someone called, "Rags down," An archaic term for "stop cleaning your judged car." That was followed by a judges meeting and the 11:10 a.m. start of judging. After a lunch break, judging continued until about 3:00 p.m.

This year's judges included Linda Roberts, Kurt Jacobson, George Lefler, Steve Averill, Brian Case, John Wiley, Alan Donald, Tim Weber, Zane Ware, John Holmes, John Blackburn, Cathy Holmes, Will Humiston, David Jensen, Danny Lisa, Bill Buegel, Paul Petach and Randy Pickett. Jaguar enthusiasts are generally non-judgmental when it comes to people, but extremely so when it comes to cars. With final scores dependent on them finding whatever deductions from originality, condition and cleanliness in just 15 minutes, they can generally spot a few deductions.

I lost the email, but I believe Carole Borgens wrote, "Congratulations to you, Bill, [Holmes] for not only conducting a well planned and executed Concours, but for earning the praise of JCNA Concours Chair Jim Sambold for making his review process 'easier and faster, all on your first time out of the gate. I commend you and really appreciate the effort to organize the results entries as it makes the review process much easier and faster. Congratulations on having another successful event.'" *(Clockwise from top left: Brigitte & Phil Nielsen before "rags down." Chief Judge Bill Holmes. Judges Brian Case, Steve Averill and Tim Weber.)*



Later we gathered for refreshments followed by the awards banquet (*below*).



Mike Watts (*right*) took pictures of every car which were projected through the evening (*top, his money morning shot*).



Receiving JCNA-sanctioned concours awards (provisional at time of writing):

(*CXKJR = Canadian XK Jaguar Register; JCCV = Jaguar Club of Victoria; SJC = Seattle Jaguar Club*)

Mike McChesney, 2nd place,
D6/XJ, XJ6, *CXKJR*

Lynne & Gary O'Keefe, 1st
place, D6/XJ, V12 VDP, *CXKJR*



Diane & Keith Mullen, 1st place, D10/K8, XKR 100 Series, *CXKJR*

Sue Kingston & Paul Petach, 2nd place, D11/XK, XKR, *SJC*

Alan Donald 3rd place, D11/XK, XKR, *SJC*

Brigitte & Phil Nielsen, 1st place, D11/XK, XK8, *JCCV*

Bill Holmes, 1st place, D14/FJ, XF Sport Brake, *SJC*

Mary & Bill Buegel, 1st place, D15/F, F-Type, *SJC*

Darlene & Jim Bateman, 1st place, S2/MOD, XK140, *JCCV*

Peter Downing, 1st place, C4/150, XK150, *SJC*

Debra & David Jensen, 1st place, C5/E1, E-Type, *CXKJR*

Trish & John Blackburn, 1st place, C6/E2, E-Type, *SJC*

McLean & Jim Thompson, 1st place, C7/E3, E-Type, *SJC*

Danny Lisa, 1st place, C9/K\XJ, VDP, *SJC*

Shelley & Ron Gordon, 2nd place, C12/JS, XJS, *CXKJR*

Carole Borgens, 1st place, C12/JS, XJS, *JCCV*

Charyse & Jeff Seidel, 1st place, C13/JS, XJS, *CXKJR*

Suzanne Nelson & Randy Pickett, 1st place, C14/K8, XK8, *SJC*

Mike Watts, 1st place, C15/XK, XK, *SJC*

Doreen & Ian Newby, 1st place, C18/PN, XJ40(XJ6), *CXKJR*

Loretta & George Lefler, 1st place, C20/F, F-Type, *SJC*



(Clockwise from upper left, receiving concours awards from Past President Paul Petach are John Blackburn, Bill Holmes, James Bateman, Alan Donald and Carole Borgens.)





Clockwise from top left, Paul Petach presents concourse awards to Doreen Newby, Charyse & Jeff Seidel, David Jensen, Danny Lisa and Keith Mullen.





Clockwise from top left, Paul Petach presents concourse awards to Danny Lisa, Randy Pickett, and Ron Gordon. Danny Lisa picks up the Best XK120-140-150 Award r Steve Walls. The “Spent the Most Money on Gas to Get Here” award that went Jensens. And Brian Case presents the “Most Elegant car on the Field” award to Gary & Lynne O’Keefe.





Jaguars on the Island Concours Chair Carole Borgens surprised Cheryl and Kurt Jacobson with a metal goose inscribed with Jaguars on the Island “People’s Choice 2024” (left, above), commemorating the Jacobson’s arrival on the show field with an XK convertible encrusted with what was likely goose poop.

Sharon Case came with a great variety of contributed raffle and silent auction items with its \$882 proceeds going to Northwest Harvest.

Clockwise from top left, Sue Kingston & Paul Petach get an award for Sue’s XKR; Mike Watts for his XK, raffle items with Sharon Case, Mike Watts and John Conrard; Curt Kyle on the left and Del Molenkamp scan the silent auction items; Cheryl & Kurt Jacobson, Carole Borgens and the 2024 Jaguars on the Island (Victoria) “People’s Choice” award.



Sunday morning Sharon & Brian Case headed up a string of Jaguars threading their way through the fertile & productive Skagit and Samish Flats farmlands toward the Cascade foothills (*below*).





Few of our group have probably explored all of them. We hopscotched back and forth over old Highway 99, skirted Lake Samish adjacent to I-5, and eventually intersected with Chuckanut Drive. From there we headed south where the opposing lanes of traffic squeeze between a rock wall on the left and stone and concrete barriers on the right. The view of Samish Bay must have been nice if you weren't driving.

We enjoyed final car photo ops, lunch and goodbyes at Chuckanut Manor before heading back to the Sunday slowdowns on Interstate 5, the border crossing, and at ferry terminals. (Top: Chuckanut Drive. Middle: Jaguar parking with a view. Bottom, Mike Watts, John Conrard and Carole Borgens.)





Attending and not yet mentioned were veteran members Vicki & Randy Niman (*above*) and La Verne & Dann Gadbois (*right*). Also Bud Anderson, Kathy Weber, Elle & Eric Aasness, Steve Bruce, Bonnie & Tom Brunton, Greg Corcoran, Dean, Kenneth Decoursey, Marina Bailey & Ken Grahame, Harvey Sherman, Cathy & John Holmes, Carole & Doug Jackson, Sheila & Roy Pringle, Curt Kyle, and John Lumbach.



Many vendors contributed to the successful event: Jaguar Bellevue displayed an F-Type (*below right*) and Jaguar of Tacoma was also a sponsor. Both dealers gave us items for goody bags (*below left*) or the silent auction and raffle. Others contributing cash, gift certificates or other items:



BritSport of Seattle, RW Auto Classics, Moss Classic Jaguar, *Sportscar Market*, Hagerty, Welsh Enterprises, SNG Barratt, and Griot's Garage.

Regarding the event, Diane & Keith Mullen from the CXKJR said, “We really had a great time, the venue was perfect, the people extremely friendly (special thank you to Linda and Ray) AND the weather cooperated, it doesn’t get any better! We will definitely attend next year probably with other Jaguar enthusiasts from our Canadian XK Jaguar Car Club.”



From Shelley & Ron Gordon (*topt*), “Shelley and I want to thank you and your club for putting on such an amazing event. Your hospitality was above and beyond. We certainly will book ourselves to your next concours event. We met wonderful people, and enjoyed great stories of their cars. We look forward to staying in touch with you both on future opportunities to get together. Big

thanks for sending the score sheets ahead of the next judging event at Heritage. We share your passion with Jaguars.”



(Above, Elle & Erick Aasness with their white XJ6C
Vickie Kollmar & Zane Ware’s red version.)



Peter Downing ferried over from Orcas Island with his XK150 FHC with the “JAGNFLY” plate (*above left*). He was introduced to fellow Islander Michael Antonia, another Islander who, with his daughter, dropped into our event with his perfectly unrestored 1941 Continental cabriolet (*above right*). Michael wanted to try on an XK120 for size and Steve Walls told him to get in his XK120 (*below*).



Michael emailed, “Thanks again for the warm reception today at the con-
course show. Car shows can go many
ways and this one couldn’t have been
scripted better. You all rolled out the
red carpet for me and it was a treat to
be there and see all your gorgeous
cars. I went with one thing on my
agenda today, which was to sit in a
120 to see if I fit.” (*Continued*)



“And before I even got the chance to awkwardly ask anybody Steve [Walls] just offered it right up! ... he seems like a wealth of knowledge and parts! I've been eyeing a couple cars that are currently for sale that need some love and after seeing how beautiful his car is maybe I'm feeling a little more ballsy than I should. Haha.”

A week later he sent another email, “Just wanted to let you know I made a deal on a 120 - It is a car I have been watching for a while and made an offer that works great for me and just like that, we are in business! Definitely wasn't expecting this to happen so quickly but it was the right car at the right price. It was Bruce Cunningham's car who you might know/know of from the forums but if not, he seemed like a genuine character with a long love affair with this car dating back to the early 90s. It is mostly original but no rust or accidents and it is said to be in fantastic mechanical order which sounds about right based on Bruce's long history on Jag-Lovers forum so I think it is the right car to enjoy while improving and it is a lot like my Lincoln in that it is a survivor car that can be driven without stressing about a paint chip or a dirt road ... Hoping to have it out here and be on the road early next month. Here are some photos and details on the car <http://xkdata.com/cars/detail/?car=673099>. “

“Will definitely be joining the Seattle club and excited to get to attend more events with all you lovely people. Will update you when the car arrives. Thanks again for your help and enthusiasm.” We will see you again soon, Michael.”

*“Will definitely be joining the Seattle club
and excited to get to attend more events
with all you lovely people”*

Concurrent with our concours is the Anacortes Art Festival weekend. Several of us popped over to the event that takes up seven downtown streets. It includes plus a juried fine arts show in the historic Great Northern railroad depot. Two couples who attended it wondered if future concours could include transportation for those who want to pop over while their non-judged cars remain on the field.



*Reflecting on
Will Humiston's E-Type at sunset*

*John Holmes' XK150
and Alan Donald's XKR*



*The Gordons' XJS
and the Aasness' XJ6C*





PAST PERFECT, THE SS1—PART 4

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

One of the most exciting parts of the restoration up until this point, with the exception of running the rebuilt engine, was getting the skins and wings back onto the ash wood coachwork. With every panel completed the full extent of the car's size and lovely proportionality start to again come into focus. You start to better imagine what the finished car is going to look like.

We tried to keep as much original metal as possible, the louvered hood and door panels being completely original metal, but other panels needed areas of metal replacement. The level of detail required to get the fit correct, the contours matched, and just achieving that fully integrated look from every angle, was intense. *(Above, this is the point where the fit will be locked in, so it requires many rounds of assembly, disassembly, reworking, and refitting to get it finalized.)*

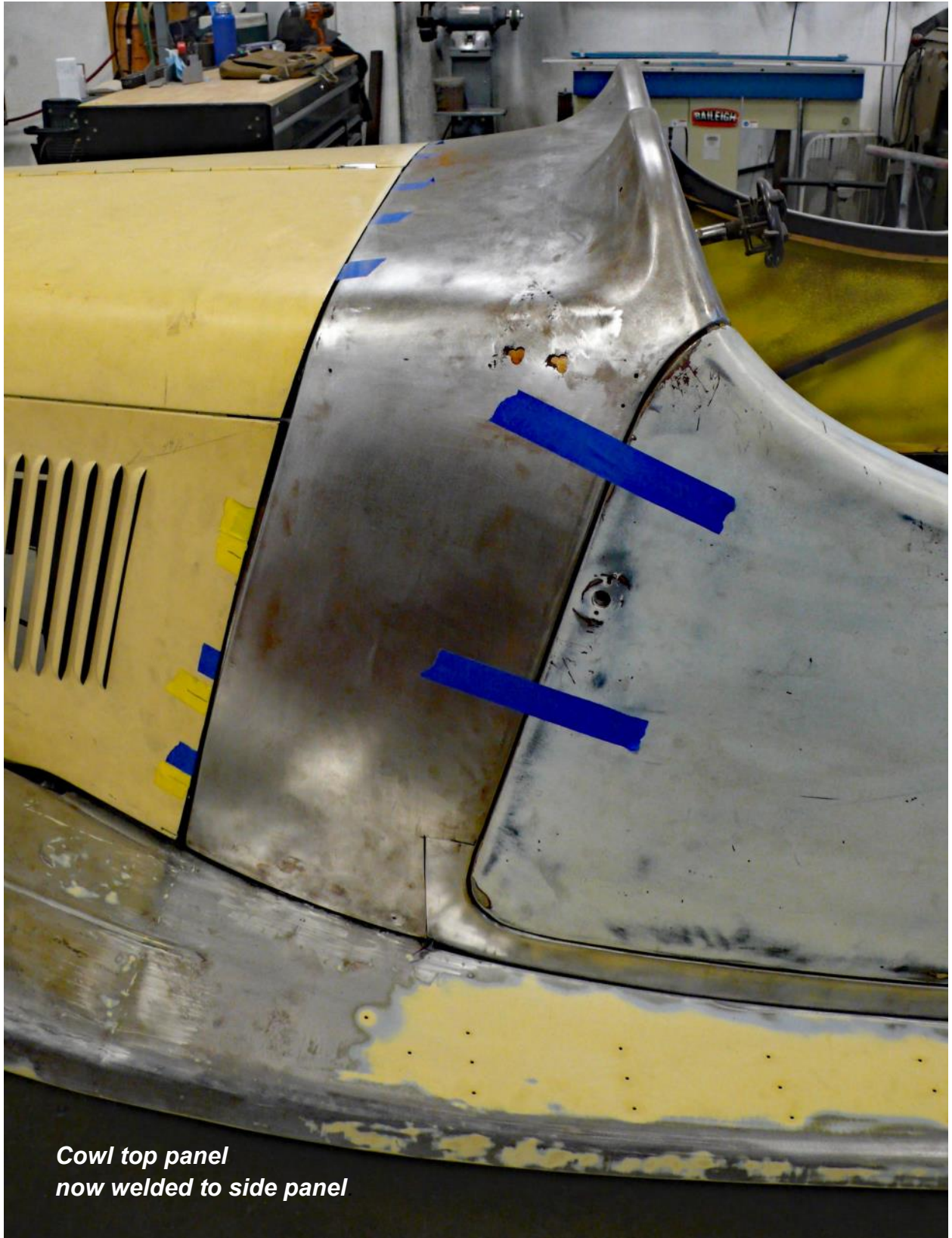


The “English wheel” was critical, along with the eye of its operator.



The front wings (*above*) that had been rebuilt prior to the straightening of the frame required significant rework to relieve tension as various mounting positions had changed slightly. Fortunately, the area above the dashboard where the bodywork has multiple compound contours was in good shape and new metal could be welded to it as the sheet metal continued down the side of the car (*below and next page*).





*Cowl top panel
now welded to side panel*

*Top, using a bead roller on the cowl side panel.
Bottom, fitting the doors.*



2024 VOLUNTEER LEADERSHIP



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Rare C-Type top hose for sale Very hard-to-find new Kevlar top hose. Correct 8-convolution design. \$60 + shipping. Godfrey Miller, artrageus@shaw.ca Aug 2024



XK120 12-rivet brake shoes wanted Looking for a full set (8), or any part thereof, with TWELVE rivets holding the linings to the shoe. There are a number of different shoes supplied over the production run, but only one which has twelve rivets securing the lining to the shoe. Contact Godfrey Miller, artrageus@shaw.ca Jun 2024

Free Jaguar parts Four nice 14" Mark 10 solid wheels (hard to find) with unworn, but 20 year old tires, ok for shop use. Also several Mk10 wheels that are somewhat rusty, plus one that's damaged, but probably repairable. Some 14" beauty rings included. One 5" solid Mk 2 wheel in good condition. Mk 2/3.8s bonnet in good condition. Ron Smith 360-259-3789 or Smitty9729@gmail.com Jul 2024

(Right, Roy Pringle sent this picture of Marisa & Art Foley's white E-Type on the cover of an international Jaguar Enthusiast magazine.

