




# JagMag

November 2024



Seattle  
Jaguar Club  
Vol 68 Issue 11  
Wheels to Wine  
OysterFest  
Crown Hill Tech



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

**Date: December 15, 2024**

**Time: 10:30am – 3:00pm**

**Location: Seattle Yacht Club**

**1807 E Hamlin St, Seattle, WA 98112**

**Dress is Festive Holiday/Business Casual.  
Cost of the Lunch Buffet is \$50.**

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

**Register at**

**<https://www.seattlejagclub.org/events/2024-holiday-party>**

# 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)

## 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 (*left*), [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 (*right*) bounded by Port Orchard, Dewatto, Tahuya, 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](mailto:KurtGJacobson@gmail.com).



**Sun Nov 24** 11:30a Roving Lunch, Lombardi's, 1620 W Marine View Dr, Everett. Menu: [EVT Lunch Menu.pdf](#) Register: [Lunch at Lombardi's Italian Restaurant in Everett | Seattle Jaguar Club](#) Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126

## DECEMBER 2024

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

**Sun Dec 15** 10:30 am Holiday Party at Seattle Yacht Club. Contact Brian Case. <https://www.seattlejagclub.org/events/2024-holiday-party>

# 2025 CALENDAR

## JANUARY 2025

**Wed Jan 8** 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

**Sat Jan 11** Drive. Details to come. Contact Brian Case.

**Sat Jan 18** 10am - 2 pm, Annual General Meeting at Griot's Garage (*right*), 3333 S 38<sup>th</sup> St, Tacoma WA 98409. Contact Brian Case sbcase253@hotmail.com 253.329.9126.



**Sun Jan 26** Roving Dinner. Details to come. Contact Brian Case sbcase253@hotmail.com 253.329.9126

## FEBRUARY 2025

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

**Sat Feb 8** Tech session, location TBD. Contact Randy Pickett.

**Sat Feb 15** Sweetheart drive, location TBD. Contact Wendy & Craig Duckering.

## MARCH 2025

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

**Sun Mar 9** Roving Dinner. Location TBD. Contact Sharon & Brian Case.

**Sat Mar 15** Drive. Location TBD. Contact Brian Case.

**Sat Mar 22** Tech session. Location TBD. Contact Randy Pickett.

## APRIL 2025

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

**Sat Apr 5** Drive. Destination TBD. Contact Brian Case.

**Sat Apr 12** Tech Session, location TBD. Contact Randy Pickett.

**Thurs Apr 24** 7 pm judges training via teleconferencing. Contact Bill Holmes.

**Fri-Sun Apr 25-27** Jaguar Clubs of North America Annual General Meeting. Contact Brian Case.

## MAY 2025

**Sat May 3** 9 am, As a group, watch Windermere Cup rowing races and boat/yacht parade (*photo right, courtesy of Seattle's Child*). Pay for parking at University of Washington Lot E12. Bring a picnic for lunch overlooking the Montlake Cut. Contact Randy Pickett, [randypickett@hotmail.com](mailto:randypickett@hotmail.com) 253.258.6418.



**Wed May 7** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sun May 10** Spring Thing Drive. Location TBD. Contact Bob Book.

**Sat May 17** All British Field Meet, VanDusen Botanical Gardens, Vancouver BC. TBD.

**Sun May 18** Roving Dinner, venue TBD. Contact Sharon & Brian Case.

**Thu May 29** 7 pm. Judges training via videoconference. Contact Bill Holmes.

## JUNE 2025

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

**Sat Jun 7** Tech session, location TBD. Contact Randy Pickett.

**Sat Jun 14** Show & shine, location TBD. Contact Tamera & Michael Bramble.

**Sat Jun 21** Show & shine, BACKUP date for up for June 14 in case of rain on that. Location TBD. Contact Tamera & Michael Bramble.

**Sat in June**, date TBD, Greenwood Car Show. Contact Glen Read.

**Fri-Sun Jun 28-30** PNW Historics Vintage Races and Jaguar participation in Car Corral. Contact Sharon Case.

## JULY 2025

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



**Sat Jul 12** Western Washington All British Field Meet, St. Edward Park, Kenmore (*left*). Volunteers needed.

**Fri-Sun Jul 18-20** Jaguars on the Island JCNA-sanctioned concours and related events, Windsor Park (*right*), Oak Bay (Victoria). Host Hotel is Ocean Pointe Resort. Details to come. Contact Brian Case.



**Sun Jul 27** Roving dinner, location TBD. Contact Sharon & Brian Case.

## AUGUST 2025

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



**Wed Aug 6** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sat Aug 16** Arlington SkyFest, Seattle Jaguar Club group attendance. TBD.

**Fri-Sun Aug 22-24** Heritage Classic JCNA Concours, Langley BC.

**Fri-Sat Aug 30-31**, Jaguar Owners Club of Oregon Concours at the PDX All British Field Meet, Portland International Raceway. Saturday is the concours.

## SEPTEMBER 2025

**Wed Sep 3** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sun Sep 7** Edmonds Classic Car Show, Seattle Jaguar Club group. TBD. Contact Brian Case

**Sat Sep 13** Exotics@RedmondTownCenter, British Car Day. TBD. Contact Brian Case

**Sat Sep 20** Tech session, location TBD. Contact Randy Pickett.

**Sun Sep 21** Roving dinner. Location TBD. Contact Sharon & Brian Case.

**Fri-Mon Sep 26-29** International Jaguar Festival, Cartersville GA. Contact Brian Case

**Sat Sep 27** Drive. Location TBD. Contact Brian Case.

## OCTOBER 2025

**Wed Oct 1** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sat-Sun Oct 4-5** Winery Tour. Contact Kent Wiken.

**Sat Oct 18** Fall Colors Tour. Contact Wendy & Craig Duckering.

**Sat Oct 25** Tech session. Location TBD. Contact Randy Pickett

## NOVEMBER 2025

**Sun Nov 2** Roving Dinner. Contact Sharon & Brian Case.

**Wed Nov 5** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sat Nov 8** Tech session. Location TBD. Contact Randy Pickett

**Sat Nov 15** Drive. Contact Brian Case.

## DECEMBER 2025

**Wed Dec 3** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman.

**Sun Dec 14** Holiday Party, tentatively at Seattle Yacht Club:

# JUDGES CORNER

## Year in review and looking ahead

It was about a year ago that I accepted the position of Chief Concours Judge after Zane Ware retired from the position after many successful years. While exciting, it was definitely an intimidating proposition seeing how well our events have gone in the past. *(Right, Chief Judge Bill Holmes in red hat with past Chief Judge Zane Ware in black hat)*

Looking back on the past year, I'm still so impressed with our events and all the work that goes into them.

For concours judging we started in the spring with a review of the rulebook and an intro on how to judge. We'll do the same thing again this year towards the end of March. A change mandated by JCNA this year is that everyone will need to take the judge's test. It was formerly required once every three years but now it's every year. However, it's not a difficult test as we take it together as a group and answer it in real-time. *(Continued next page)*



We'll also be hosting at least one in-person training session. This year we had another great time at the Read's house in Edmonds. All of the rules and guidelines for judging seems like a lot when you just review it in a book but makes much more sense when doing it in person.

Before our Jaguars on the Green Concours in August, I attended the Victoria Jaguars on the Island Concours as both a participant and a judge. I highly recommend attending another club's event. There are many opportunities to do so throughout the Northwest. Not only do you meet a new group of Jaguar enthusiasts, but chances are you'll learn something about your car or Jaguar in general that you didn't know before.

I'd also like to say that our Club is well ahead of the curve when it comes to parking and event logistics!

Our flagship event of course was the August Jaguars on the Green Concours at the Swinomish Casino & Lodge. We had exceptional vehicles from our club along with beautiful entries from the Canadian clubs. I'll be helping to promote this event throughout the year and hope to see you all there.

2024 was a very successful year and I'm energized to see even more of you next year.

Cheers,

Bill Holmes

Chief Concours Judge

*(Right, Bill Holmes  
doing Chief Judge things  
at the August, 2024  
Jaguars on the Green  
Concours)*





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C25083	\$109.99	WATER PUMP PULLEY	7E.1404	1
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## WHO'S NEW

**Doug and Audrey Newell join a growing number of members living on the west side of Puget Sound.** He tells us, “Audrey and I are well settled in Poulsbo, Doug says. “Our journeys took us around the world, both via my 28-year career in the Navy and Audrey’s earlier explorations (she has lived in five countries in addition to the U.S.). Ten years ago, we re-landed in Poulsbo. Audrey is a realtor; and I am now a member of the Poulsbo City Council.”

“Audrey and I met in grad school at the University of Kansas where we both earned our MBAs. Our daughter Geneva is a civil engineer interested in helping improve access to clean water in the developing world.” She recently returned from Rwanda.

They own a “1993 Jaguar XJS Convertible in Mica Green (*below*). Our Jag is our new weekend and sunshine car, our only classic and our first jag.” He adds, “Earlier in my life, I did have a 1969 Buick Skylark GS convertible. My passion for cars started at birth. I was born in Flint Michigan, as my father spent his professional career working for Buick.”

*(Continued next page)*



“We spend a lot of time on the water, as we have a Tollycraft 48’ motor yacht. We are active members of the Poulsbo Yacht Club and spend our summers in the islands and waters of British Columbia.” And Doug adds, “We are close friends of David and Pat O’Morchoe. David has V12 XJS coupe and also just joined the club.”

Doug’s “hope is to learn more about our cars, participating in tech sessions and attending events/tours. I’ve attached my only picture of our Jag. Unfortunately, she is already in the shop (my warning lights are not functioning, brake light etc.). The rest of her appears solid and we did get a clean bill of health from our local mechanic.”



**Michael Antonia in his own words** “I grew up on Cape Cod as a kid in the 70s & 80s and have been in and out of the Northwest since the early 90s. I spent the early part of my career as a touring DJ and now operate a half dozen businesses (mostly based in Los Angeles in the event, film & hospitality world).

My wife and I have 2 girls 12 & 16 years old (*right*). We moved to Orcas around 4 years ago from LA to be closer to our family on Whidbey and get our girls some time in the woods before it was too late! (*Michael’s newly acquired XK120, above.*)

*(Continued next page)*



Obsessing over cars started early: first through my dad's eyes, later through magazines (and much later the internet). After many car shows and many years of owning classic cars I finally stumbled onto this niche of vintage Jaguars that was always in my peripheral but never directly in my line of sight. I know from other parts of my life (mostly music related) that sometimes a song just appears when you are ready to hear it... This latest chapter has really felt like one of those times.

**Welcoming Ellen & Richard Mills** The couple lives in Silverdale and own a 2020 XE R-Dynamic. Regarding his interest in Jaguars, Richard says, "I have known about Jaguar for most of my life. I have always driven frugal cars, VW, Nissan, Toyota and Mazda. One day I realized that I am getting older and if I ever want to have something special, I needed to get it now. One day as I drove past the dealer I stopped to look. They had the Firenze Red XE R-dynamic on the floor. I had to have it. However, you will note I bought the small Jaguar. Old habits are hard to break, I guess. My kids said it was my midlife crisis car. I told them I'm too old to have midlife crisis." He adds, "... my second car, was a fluorescent yellow green VW Beetle."

The Mills are joining a growing cluster of Seattle Jaguar Club members on the western side of Puget Sound, saying, "We lived in Newberg, Oregon for several decades. I retired in 2022."

The Mills have two boys. "One is a Senior System Administrator for a Seattle company that provides off site servers and data storage. He is married to a veterinarian who works for the Kitsap Humane Society. He has a boy and a girl." *(Right, he Washington contingent of the Mills family on their October pumpkin hunt. From left to right, son Daniel, granddaughter Aurora, Ellen and Richard with their corgi-mix Lila, daughter in law Jennifer and in back grandson Baird.)*



*(Continued next page)*

“The second boy is in Space Force and is currently stationed at Space Force Base Schriever outside Colorado Springs. He has two boys and two girls. So, we visit Colorado a lot. We moved to the Silverdale area to be closer to our eldest son, his wife and two children. So, we are enjoying being grandparents. He lives outside Port Orchard. In late June we found a place we liked just outside Silverdale. We live in the strip of land between the sub base and Hood Canal. We moved in on August 9. Still unpacking and spending a lot of time wondering which box has whatever item we might be looking for. Also frequently opening a box and wondering why we packed some things.”

Richard is “a retired attorney. I was in private practice for 15 years. After that I spent about 28 years working for the Oregon Department of Human Services as a policy analyst for their Office of Payment Accuracy and Recovery involving a highly specialized area of law.”

“Ellen was a stay at home mother. She was very active in the Boy Scouts. She also made capotes for the Scouts in the Order of the Arrow. A capote is sort of a mountain man coat made from heavy wool blankets, very practical for the Northwest. Mostly made from very colorful Pendleton blankets, and look sort like a big bathrobe. She stopped shortly before we moved.”

“Now that I am retired, we are planning to do more traveling. We have taken several trips to Europe. We are thinking about seeing more of the US. Unbelievably we have purchased a large RV Trailer. Sigh. So I guess that makes us trailer trash.” He adds, “I have done a good deal of photography, on and off, over the years.”

### **Self intro by Lakewood residents Nora Hennecken and her**

**husband Mark** “Hello new Jaguar club friends. Here's the Cliff Notes on



our car obsession: Our first Jaguar is a 2013 XF with AWD in British Racing Green, (*left*) which is Mark's daily driver. We became members of the Rocky Mountain Jaguar Club in Denver, and really enjoyed the people and the events.” (*Continued next page*)

“We then added a 1994 Flamenco Red XJS convertible (*top photo, below*), which was so pretty and fun, but also pretty much required a full-time mechanic, as something went wrong every time it was driven. That one got sold prior to our move in Washington in 2017. We came up to be closer to family.

Our first car show since moving to Washington was with the 1990 IROC-Z28 Camaro (*middle left*). We bought it with less than 32k original miles. The next toy was a 2004 40th Anniversary Mustang Convertible in Screaming Yellow that we call the "BEE-Stang" (*below left*) and take to the



Pierce County Mustang Club events and regional shows. Our latest addition is the 2000 Jaguar Vanden Plas in Topaz (*below*). It was a long search to find one of those in good condition! We love the cushy ride.”



“My daily driver is a 2015 Subaru Forester, "GATOR-roo" with a custom alligator design airbrush on the hood (right) and back hatch that represents my alma matter, the University of Florida Gators.

Mark is replacing” his daily driver with a 2020 Maserati Quattroporte Grand Lusso, Ermenegildo Zegna edition. It has a Ferrari twin turbo V6, leather with silk trim edition. It is being shipped from the East coast and hasn't arrived yet.

Mark and I are empty-nesters. His oldest son, Matt, lives in Rapid City S.D., working as a photojournalist. His younger son, Greg, lives nearby in Steilacoom, and works at Amazon. My daughter, Tory, lives in Seattle and is an urban designer.

Mark is on his second career. His first was as an electrical engineer. His current career is working as a R.N. His full-time job is at Madigan in the Pediatric Specialty Clinics, and his PRN job is at Telecare, caring for the mentally ill. His hobbies, other than maintenance and detailing cars, include tinkering with electronics and travel.



I am a nurse at Western State Hospital, and plan to retire next year. My hobbies are car detailing, acrylic painting , arts and crafts and travel.” (Nora, left at Ron Smith’s tech session)



## WHAT'S NEW

**Cover** Lee & Terry Nelson in their new F-Pace convertible and Virginia & Roger Susick in their F-Pace coupe on Hwy 410 at Greenwater. Couples who returned from the Wine Country on this route were stopped by a bad accident miles ahead. Sharon Case took this photo.

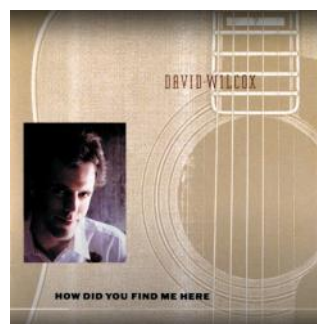
**A poignant song with the line, "She's polishing the Jaguar again."** Cleve, a friend of Roy Pringle sent the link to him. It's by singer David Wilcox. There were several 1960s songs mentioning Jaguars, but this is new to your editor. Listen to hear it here: <https://tinyurl.com/mwunts6h> "So you never see her drive it, She won't risk it any more."

**Northwest Region JCNA-sanctioned concours schedule firming up** Region Director Carole Borgens, who is also chair of Victoria's Jaguar on the Island, reported on the probable 2024 schedule:

- Jaguars on the Island, Jaguar Car Club of Victoria (BC), July 18-20
- Jaguars on the Green at Swinomish Casino & Lodge, Anacortes, Seattle Jaguar Club August 1-3
- Heritage Classic, Vancouver BC, Canadian XK Jaguar Register, August 22-24
- Jaguar Owners Club of Oregon, Portland, September 5-7

The clubs' concours events are generally the clubs' major events of the year, combining a judged competition with awards plus what is essentially a cars & coffee/show & shine casual gathering and capped by group drives and fun social events.

Each club trains judges for that portion of the concours events, and many of our judges and other members travel to several of the regions' events. Save these dates on your calendar and prepare for summer fun.



**Sue Kingston's Holiday silent auction buy saves the day** Sue explained, "What makes it relevant to our club is he used a 'tool' that I bid on and won at the Club's Seattle Yacht Club Christmas buffet last year. I gave it to him as a 'gag gift' for Christmas. Turns out it came in handy."

*Rejuvenating a Long-Stored E-Type*, by Bruce Piper, Roseburg, Oregon



My decade of free heated storage for my 1965 Series 1 4.2OTS E-Type had come to an end. The dreaded phone call came the week of Father's Day. Mobile Tune, a local family owned auto repair shop had been sold. The new owner wanted my 1965 Series 1 4.2OTS

E-Type out of the showroom. With the clutch hydraulics flat I had her flat-bedded home (*above*).

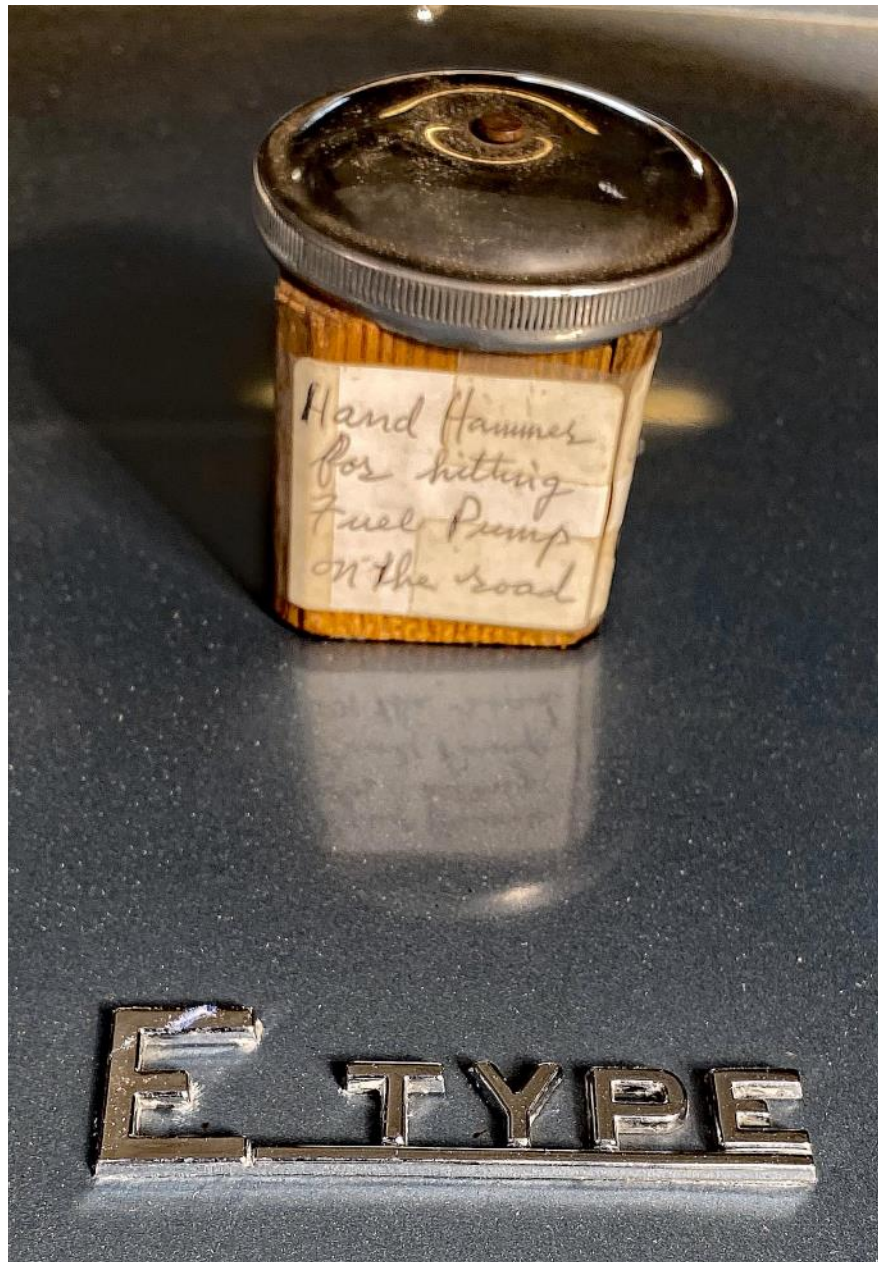
First up was changing the oil and filter, which was accomplished without much drama. Next up was the coolant, which was surprisingly clean. Checked all the hoses and they looked good. The gas gauge showed several gallons of 7-year old gas. Hmmm. Wasn't looking forward to the possibility of gas in my mouth -- just like forgetting to put the plug in your boat, you only need to get a mouth full of gas once in your life!

Reached out to YouTube for consultation. Watched a guy drain gas out of a tank by simply wrapping a rag around a compressed air hose bib and carefully pressurizing the tank, forcing the gas out the siphon hose. What a treat—didn't spill a drop! Disconnected the fuel line at the sediment bowl, added a half gallon of fresh gas to the tank, and, after installing a new battery turned the key and ....nothing. No sound from the fuel pump.

Removed the pump to bench test it ...

Then I remembered my Christmas present! Lucas special tool #LUC123, procured by my cousin Sue Kingston for \$1 at the Christmas brunch silent auction of the Seattle Jaguar Club. A 3" square block of wood with a gas cap glued to it, the accompanying materials called it a "Hand Hammer" for "whacking SU fuel pumps back into service when they quit on the road!"

Would it work? I hooked the pump up to a spare battery and proceeded to start beating on it. Four times I whacked it when-- Yes!-- suddenly it sputtered to life and started clicking furiously. (*Continued*)



*Then I remembered my Christmas present!  
Lucas special tool #LUC123,  
procured by my cousin Sue Kingston for \$1  
at the Christmas brunch silent auction of the  
Seattle Jaguar Club.*

I reinstalled the pump, put a new filter in the sediment bowl, and then cleaned out the fuel bowls and checked the floats in all three SU's. Before adding gas I thought I would replace the screen filter on the pick-up tube in the tank and clean out the brass sump. Put a "swede" (three foot steel pipe) over my breaker bar and reefed on it as hard as I dared-- it wouldn't break free. Decided to leave it rather than risk damaging the tank. I removed/replaced an E-Type tank once-- never again!

After replacing the fiber banjo washers on the fuel rail, I added 2 or 3 gallons of non-ethanol premium and turned the key. I listened as the fuel pump clicked away and could hear the fuel bowls fill up. On the strength of the new battery I cranked her over. To my surprise she didn't fire. Not once. Hmmm. She ran perfectly when parked all those years ago. Checked to see if I was getting spark from the coil wire. No luck. Pulled the wire and found the coil end of it was full of white powder/corruption. Replaced with a spare that was nice and clean. Still no fire. Pulled the distributor cap, checked the points and gap. Looked OK. Replaced the rotor with a new one. Cranked again and it fired up instantly to life. Sure wonderful to hear that sound after many years. Attended to the fiber washers weeping and then proceeded to focus on the hydraulics.

I had ordered from Welsh Jaguar new clutch master, slave, brake master, servo, and remote bleeders. Now I faced the joy of installing all of the above. I found the slave impossible to remove until I bought a bent wrench from Harbor Freight. Likewise I found-- after 8 attempts on my back with my face looking up at the pedal box--it was impossible to get the split pins out to free the clutch and brake masters. Compounding the fun was my glasses kept fogging up so I couldn't see by the time I got into "position." No way could I see what I was doing without them! Am I having fun yet?

After another YouTube consultation and research of online posts from Jag-Lovers, I ended up taking the pedal box out to replace the master cylinders. This was a PITA, but it worked. I was unable to install the remote bleeders without dropping the rear end, which I was hoping to NOT do. So I used the remove-the-front-shock method to access the original bleeders. I replaced the 3/16" ball bearings, which were corroded. Since I couldn't find Castrol GMLA fluid anywhere I called Vintage Underground and asked them what they use. ATE 200 is what they told me, so I bought three cans of it from Amazon. Employing my beloved spousal unit to work the pedals, we succeeded in getting an operational clutch and brakes. *(Continued)*

At about this juncture, daughter Julie, her husband Chad, and their three little girls arrived for their week-long summer visit. Whenever I do this much work on a car I don't trust it for a while ... until the "fettling" takes place. I did a few laps around the subdivision, jamming the brakes multiple times, and let it come up to temperature while idling. Rechecked fluid levels, rechecked for fuel leaks, and decided it was time to take my son-in-law for a short spin. We headed out on our local roads and decided to go up a very steep hill where the car suddenly started sputtering and died. It was clearly fuel starvation. The gauge showed plenty of gas, but there was frothing at the sediment bowl and the pump ran continuously.

I surmised that the pump was starved of gas either by virtue of the pick-up tube screen being clogged or the internal filter in the pump being clogged, probably by rust flakes. Wanting to prevent such an occurrence is why I had tried to remove the tank sump. It looked like that decision had come back to haunt me. I called Roseburg Towing and was back home about 2 hours later and \$218 poorer. No, I didn't opt for roadside assistance with my Hagerty policy, so I'm out over \$400 for towing the last couple months.

That night I lay awake running diagnostic sequences in my head. Clog at the pick-up screen? Clog in the fuel pump filter? Clog in the fuel line or rail? What if by sitting for over seven years in the same position the float and articulating arm of the sending unit was frozen in place, giving a very optimistic reading? If so....had I simply run out of gas? The next morning I added a gallon of gas and turned the key. The pump went to work. The sediment bowl filled up, as did the SU float bowls. pressing the starter button, the car fired right up. I had run out of gas. How embarrassing!

Yesterday I pulled the encrusted, frozen sending unit out of the tank, freed it up, cleaned it up, re-

installed it, and now it works. Nice to have the old girl back where she belongs. Every time we go out to the garage we exclaim "what a beautiful car!" (*Sue's cousin Kary, right*)



**Newsie bits about the future of Jaguar dealer service** President Mike Brossard of the Jaguar Car Club of Victoria wrote in their *Island Prowler* newsletter: “At a recent JCNA committee meeting I listened to a JLR representative, from that home office, speak about the soon to be released luxury Jaguar model, all electric, yes, and how the future looks for luxury only models in the lineup, including an SUV. This was interesting as it showed JLR has strategy and budget in place.

Also of interest was this JLR representative's answer to the question of Jaguar dealer unwillingness, or complete refusal, to service Jaguars over 10 years of age or source parts for those older cars. He advised us that JLR dealers are contractually obligated to service all Jaguars for 10 years after opting out of their Jaguar franchises. He also clarified that if that shop remains only a Land Rover dealer, their JLR system still allows access to Jaguar parts, meaning they can provide for a customer.

The question remains whether a dealer shop has technicians knowledgeable enough and willing to repair older Jaguars. Some do and will, but it's a personal interest of that technician who may have an old XJ6 in his home garage and happily services old Jaguars for the dealer customers. I have found this situation personally at my local dealer. The shop rate is excruciating but the work is good and technicians truly are interested in the well-being of my old cars.”



*Ah, summer! Alan Donald's XKR with XJs in the background  
at the 2024 Jaguars on the Green Concours*



**Former professional photographer and instructor Kurt Miyatake** led a couple car photography sessions for our club and for the Canadian Prairies Jaguar Club. This is his recent photo of his F-Type.

# WHEELS TO WINE



*Pictures: Andrew Phillips, Lisa Wiken, Sharon Case, Alan Donald  
Cheryl & Kurt Jacobson. Story: Kurt Jacobson*



The Seattle Jaguar Club's fourth, now-annual wine tour was the same melody with a different verse. The last three were book-ended by Rattlesnake Ridge near Union Gap, WA and the Red Mountain AVA and Tri-Cities. On the weekend of October 12-

13, we extended our range to Walla Walla, 242 miles from the starting point at Charlie's Café in Enumclaw. Cynthia First left home near Bellingham the day before. *(Top, Mt Rainier from Chinook Pass.*

*Above, lining up at Charlie's at 0715.)*





This year we enjoyed the new members who have joined since the last tour, and two new Aston Martin club guests. Lee & Terry Nelson arrived at Charlie's in a new F-Type (*above, left*), the end of the line for Jaguar's exceptional sports cars. Mac & Andrew Phillips drove an XKR, as did Virginia & Roger Susick. Linda & Steve Caudle were Aston Martin club guests, arriving in their convertible with the "SKYFALL" license plate, referencing the Aston Martin-driving James Bond in the film of that name.

The rest of the Jaguar club members were wine tour veterans: Kathy & Tim Weber, Trish & John Blackburn, organizers Sharon & Brian Case, Carol & Doug Jackson, Cynthia First (*her "CATBIRD" license plate above*) & Alan Donald, Sue Kingston & Paul Petach, Lisa & Kent Wiken, Alison & Jerry Lamb, and Cheryl & Kurt Jacobson. (*Top, wagonmaster Brian Case briefs the navigators and drivers.*)



The sunrise drive over Chinook Pass on a clear Saturday morning gives tantalizing peeks at sidelit Mt. Rainier. But we did not have time to stop to take pictures on the Yakima side (*above*). After a pit stop in Naches, it was on to lunch at Bob's Burgers & Brews in Kennewick (*below, Brian Case, Terry & Lee Nelson*).

With the 335-mile Priest River trip and this one, the club has extended the length of its drives with little falloff of participation. Unfortunately on the Sunday drive back over Chinook Pass on Hwy 410, a fatal accident close to Enumclaw closed the highway and backed up traffic past Greenwater for more than five hours. This held up those who took this route an extra half hour or more.

Saturday, after a contorted Google detour out of the Tri Cit-ies, we crossed the Columbia and Snake rivers and arrived at our two destination wineries (*above*) at the Walla Walla Regional Airport.



Aviation was a theme of this destination as we passed Aeronca, Beech, and Boeing avenues to Dunham Cellars and CAVU Cellars (CAVU=Ceiling and Visibility Unlimited). At CAVU Owner/Winemaker Joel Waite assisted by his co-owner mother Karen poured and described his wines (*below left*). Their other co-owner and Joel's father Jim was a US Army aviator. A continually rotating show of local artists covered the walls at CAVU (<http://www.cavucellars.com/>).

At Dunham, dogs are a major theme. Their Three Legged Red refers to a three-legged rescue dog. More dogs are in the family photos around the tasting room (<http://www.dunhamcellars.com/>). (*Below right, Linda & Steve Caudle of the Aston Martin club. Bottom, Dunham Cellars tasting room and our oenophiles.*)





Rather than follow the trip chronologically and geographically, we will jump ahead to our final winery, Treveri Cellars <http://www.trevericellars.com/>, between Wapato and Union Gap. Those websites tell compelling backstories of the wineries and families who founded and operate them. Treveri has been a favorite final stop, with its excellent sparkling wines, good food (*top row with Andrew & Mac Phillips offering a toast*), comfortable outdoor seating areas, and views from its perch on a hillside surrounded by vines (*below*).



Back to the chronology. After the Dunham and CAVU wineries, we drove back to the Best Western Plus Walla Walla Suites Inn, then across the street to the El Sombrero Mexican Restaurant where we took over a long table and adjoining booths (*below, with Doug and Carol Jackson in a booth*). The place was bright and clean and the food and service were good.



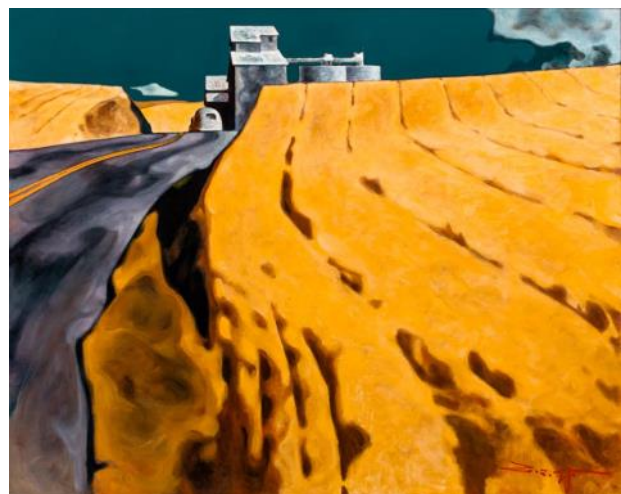
If you haven't had the opportunity to sit down to a meal with Seattle Jaguar Club members and guests, you should make plans. You don't get to spend time with gracious and interesting people like this everyday. For instance Linda Caudle was sharing pictures of hers and Steve's trip to Mongolia to watch an eagle competition, not cover bands for the old "Hotel California" band, but the magnificent raptors. It was like looking over the shoulder of a *National Geographic* photographer. And if you were close to Terry Nelson, you got to hear what it's like to be a U-2 reconnaissance plane pilot.



*(This image)* Sunday morning we left the hotel and headed north past the Washington State Penitentiary on Hwy 125 and snaked through the unique hills of wind-borne loess (rhymes with “nurse”), part of the 18,100-square-mile wheat-growing region that makes Washington the fourth-largest wheat-producing state.



The hills are an ocular magnet for sightseers, photographers and artists, particularly painter Z.Z. Wei whose work Cheryl & Kurt Jacobson love, own, and follow. Take a look at his interpretations of the Palouse (*such as his image, right*) at <https://zzweiart.com/artwork>.



Several wine country tour participants praised the weekend:

“Thanks again for inviting us; we had a great time and enjoyed meeting you all!!! Hopefully I can get a few more Astons to join us next time!”—Linda & Steve Caudle, Aston Martin Club

“I would like to thank you both [Sharon & Brian Case] for planning a great weekend. We had a great time and look forward to the next one. The driving routes were beautiful. The wineries and restaurants were great. At Treveri, we enjoyed excellent eats in a beautiful environment supplemented by wonderful sparkling wines and friendly staff.”—Andrew Phillips

“It was a pleasure for Lee and I to tour with you and club members this weekend. Your well-planned tour is highly appreciated and we look forward to more in the future. Thanks for all of the hard work and effort in keeping us together and on schedule, too. We enjoyed meeting and socializing (drinking) with all of the club members....a good crowd. Nice cars, too. Looking forward to more Jaguar Club events.”—Terry Nelson:

Lisa Wiken: “What a fun weekend spending time together at the wineries. Sharon, great job on organizing the trip, thanks!”—Lisa Wiken

*(Below, clockwise from left: John Blackburn, Jerry Lamb, Steve & Linda Caudle, Mac Phillips and Trish Blackburn. CAVU Cellars.)*





## **PAST PERFECT, THE SS1—PART 5**

*Story by Al Fenstermaker. Photos by Al Fenstermaker and Byers Custom and Restoration*

Paint is always one of the most critical steps in any car's restoration, the colors, finish quality, and fit will make or break the car. From the very beginning there were only a few shops I considered and soon concluded Byers Custom and Restoration in Auburn was the right choice. Jon Byer worked closely with Craig Wick's shop, Wicked Fabrication. As each piece of sheet metal was ready to attach, Byers applied protective black primer.

Once the whole car was assembled, including adding the original top and side curtains (*above*), the car was moved to Byers' shop. This way Jon knew how all the final interfacing pieces would go together and interact with the final painted surfaces.



# COLOUR SCHEMES

A carefully selected range of artistic colour schemes is available—finished in highly polished cellulose as follows:

## S.S.I AND S.S.II COUPÉ AND SALOON

BODY	UPHOLSTERY	*WHEELS	WINGS	HEAD	TRUNK
Black	Brown or Black and Silver	Black	Black	Black	Black
Apple Green	Green	Apple Green	Black	Black	Black
Carnation Red	Red	Carnation Red	Black	Black	Black
Carnation Red	Red	Black	Carnation Red	Black	Black
New Birch Grey	Blue	New Birch Grey	Black or Birch Grey	Black or Birch Grey	Black or Birch Grey
Primrose	Brown or Beige	Primrose	Black	Black	Black
Lavender Grey	Blue or Red	Lavender Grey	Black or Lavender Grey	Black or Lavender Grey	Black or Lavender Grey
Dark Swallow Blue	Blue	Dark Swallow Blue	Dark Swallow Blue	Birch Grey	Birch Grey
Ivory	Green, Red, Brown or Beige	Ivory	Black or Ivory	Black or Ivory	Black or Ivory
Cream	Green, Red, Brown or Beige	Cream	Black or Cream	Black or Cream	Black or Cream
Nile Blue	Blue	Nile Blue	Black	Black	Black
Crimson Lake	Red	Crimson Lake	Black or Crimson Lake	Black or Crimson Lake	Black or Crimson Lake
Swallow Grey	Blue or Red	Swallow Grey	Black	Black	Black
Apple Green	Green	Apple Green	Olive Green	Olive Green	Olive Green
Buff	Brown or Beige	Buff	Chocolate	Chocolate	Chocolate
Carnation Red	Red	Carnation Red	Crimson Lake	Crimson Lake	Crimson Lake
Crimson Lake	Red	Crimson Lake	Crimson Lake	Crimson Lake	Crimson Lake
Beige	Beige or Red	Beige or Red	Beige	Beige	Beige
Silver	Blue	Silver	Blue	Blue	Blue (extra charge £5)

\*All wheels have chromium plated edges.

Any deviation from standard order of cellulose, fabric or upholstery colour scheme, £2. 10. 0. extra each.

## S.S.I OPEN FOUR-SEATER

- All Black, Green upholstery and wheels, with Chromium Plated edges.
- All Black, Brown upholstery, Black wheels, with Chromium Plated edges.
- All Black, Red upholstery and wheels, with Chromium Plated edges.
- All Cream, Green upholstery and wheels, with Chromium Plated edges.
- All Carnation Red, Red upholstery and wheels, with Chromium Plated edges.
- All Beige, Brown or Red upholstery and wheels, with Chromium Plated edges.
- All Nile Blue, Blue upholstery and wheels, with Chromium Plated edges.
- All Lake, Red upholstery and wheels, with Chromium Plated edges.
- All Olive Green, Green upholstery and wheels, with Chromium Plated edges.
- All Lavender Grey, Blue or Red upholstery and wheels, with Chromium Plated edges.
- All Buff, Brown upholstery and wheels, with Chromium Plated edges.
- All Apple Green, Green upholstery and wheels, with Chromium Plated edges.

Any deviation from standard order of cellulose or upholstery colour schemes, £2. 10. 0. extra each.

My car came from the factory as a black car with a green interior, but one of the more innovative offerings SS Cars Ltd had in the 1930s was the large selection of color choices for both paint and interior (*above*). I thought about several combinations of original colors, at one point a silver body with light blue wings was compelling as I thought it would look very nice next to our Pastel Blue XK-120 Drophead Coupe. My plan had been to use the same light blue as our XK, but trying to get a good color match to cover the trunk would have been a major challenge. Although this was a color combination delivered in 1933 and 1934, I thought after all this work it seemed something that stood out from our other cars made more sense.



The SS1 Tourer changes dramatically in its perceived length depending on the paint. The darker colors tend to visually “shorten” the car and in two-tone combinations the trunk/boot is covered in the fender color. The contrast between the body color and the trunk also visually shortens the car as the eye focuses on the sharp line between the colors. The proportions of the design are most enhanced by a single light color for the entire car, giving the car an elegant long length appearance. You may think I’m over thinking this, but I can assure you that it’s not the case having viewed so many of these cars.

In the end we settled on an all-silver body, a color offered as a special order color option at an additional cost of 2 Pounds for the Tourer. We looked for a silver that had that 1930s look, without the “bling” of metal flakes so many modern silvers exhibit. We selected a PPG silver that they called “Glacial Silver”, which was fitting as one of the awards in the 1930s Alpine Trial rally was the “Glacier Cup”. A future challenge would be to find a trunk material in a color with a reasonably good match.

During the fitting and paint process I'm not sure how many times the car's body panels were disassembled, tweaked, and reassembled, but there were iterations. Then each panel was hung separately in the paint booth and sprayed. Jon's process involved a spray of primer, then a long wait for all the shrinkage to take place before the final sand and the color applied. *(Below, rear fenders in the paint booth, or maybe an art installation).*



The color coat would then be allowed to sit for a couple months to shrink before the color coat was sanded and buffed to its final finish. *(Door, right)*



Each individual painted piece that was returned to Craig's shop for re-assembly. After seeing the fully assembled car a number of times earlier as the car was getting ready for paint, it was hard to again see my car in pieces, but beautiful pieces. *(Right, painted front wings ready for final assembly. Below, main body in paint booth.)*





# OVERHEAD VALVES AND BIVALVES: FALL COLORS TOUR TO OYSTERFEST

*Pictures: Mike Bramble, Lynne & Rick Peters, Marisa Foley, Roy Pringle, Sharon Case & Kurt Jacobson. Story: Kurt Jacobson*

Seventeen Jaguars and 28 participants drove all or part of the route starting in Belfair, skirting Hood Canal and looping through forestlands southwest of Shelton (*above*) before pulling into Sanderson Field for OysterFest. This was definitely a drive and not a social event because we mostly dispersed throughout the many



food vendor tents (*Rick & Lynne Peters, left*). Most of the wide variety of foods, including a oysters prepared a variety of ways, were offered and staffed by non-profit organizations. The event is sponsored by Shelton's Skookum Rotary. In addition to food, there was wine and beer.



Most drivers gathered at the Belfair Safeway and Starbuck's parking lot, of course (*above*) then we headed southwest along Hood Canal. (*Below, Ken DeCoursey in his F-Type R in Union.*)

At Alderbrook, Kathy & Tim Weber in their primrose yellow E-Type OTS and their older son, Joe, and his partner, Valarie in Kathy & Tim's F-type (*right at OysterFest*) were waiting on the side of the road to join



the rest of the group. About 20 minutes into the drive, the low overcast and fog along Hood Canal dissipated and the hazy sunshine warmed us. (*Top, gathering in Belfair; Roy Pringle taking pictures*)





From Hunters Farm south of Union, we veered onto the Purdy Cutoff Road along a meander of the Skokomish River to Hwy 101 that runs up the Pacific Coast from Los Angeles, up around the Olympic Peninsula and terminating in Tumwater.

Turning southwest, we drove through the communities of Dayton and Matlock, past Shafer State Park on the east fork of Satsop River (*left*). From there it was the mostly curvy and narrow Satsop-Cloquallum and Highland roads (*below*). Although the colors were muted, there were enough fallen leaves on the road



(*top*) to fulfill the implied promise of the Fall Colors Tour.



Arriving at Sanderson Field and OysterFest, the parking marshals were expecting us, directed us to our own parking row, *(above)* and thanked us for coming and letting them see our Jaguars. And it would be nice to believe that the Skydive Kapowsin jumpers landing nearby *(left)* were part of a welcoming ceremony for us. *(Below, oyster shuckers.)*







*(Clockwise from top left: One of many food booths; the popular cider booth; kids drawing a scallop; long-time members Rosemarie Young and Roy Pringle; booth featuring local wines.)*



Old Timers including the *JagMag* editor, will remember the Sports Car Club of America (SCCA) races held on the airport in the 1950s and 1960s <https://tinyurl.com/yw8tekjc>. In 1966 the former Naval Air Station Shelton was renamed for Marine Major General Lawson H. M. "Sandy" Sanderson, a local man who, after he entered service at the end of World One, became instrumental in the tactic of dive bombing.

After visiting OysterFest, Tanya & Bob Willits and Sharon & Brian Case accepted Rosemarie Young's offer to join her for coffee at her new home nearby in Shelton.

What did participants think about the Fall Colors Tour to OysterFest?

"It took me through a part of Washington state I had never seen before," Roy Pringle commented. "The starting point was ideal; there was a nice contingent of beautiful Jaguars ready to head out. I was happy to see a Starbucks store nearby; good rest stop and good coffee & pastry. The OysterFest was quite interesting. I was surprised at so many cars in the parking lot and so many more people wandering the grounds I enjoyed strolling through the fair. I'm not an oyster fan but managed to find the strawberry shortcake booth."

Tim Weber, who lives near the route, added, "That route is one that I have enjoyed through the years using various modes of transportation. It was a nice drive and destination."

"It's always nice to have sunshine and lots of Jaguars together," said Art Foley. "Marisa and I really enjoyed the drive. We both had oysters at the OysterFest and they were terrific. A great adventure and a fun time was had by all."

Regarding oysters, Alison Lamb commented in Seattle Jaguar Club Facebook post <https://tinyurl.com/28722sc6> "It was beautiful drive! We got to see a whole new side of Mason County. And the barbecued oysters with garlic butter were to die for!" To which Ken DeCoursey added, "It was a great drive. I fell for bacon wrapped."

Participants not yet mentioned were Tamera & Mike Bramble, Dean, Cathy & Gary Harris, Patty McKerney & Kurt Hrubant, Jerry Lamb, Sue Kingston & Paul Petach, Lynne & Rick Peters, and Roy Pringle's guest, Gary Proctor.

# “CAN-DO: CROWN HILL AUTOMOTIVE

*Pictures:& story by Kurt Jacobson*

When Seattle Jaguar Club members asked Crown Hill Automotive Group owner Jerry Barkley if his shop can replace glass, reprogram key fobs, create exhaust systems—no matter what the need, his answer was generally, “Yes.”

Randy Pickett, our VP Technical, arranged the October 26<sup>th</sup> session at the complex of buildings north of Ballard where NW 15<sup>th</sup> meets Holman Rd. <https://crownhillautomotive.com/> The second-generation business has cared for many of our members’ Jaguars since it was founded in 1996.

Jerry says that he focuses on maintenance and repair, rather than restoration. He tends to specialize in British cars, but the repair bays held a wide variety of automobiles, even a vintage pickup. Crown Hill features ASE-certified mechanics. *(Jerry’s unrestored XK140 being mechanically redone.)*



While Barkley was answering member questions, Sharon Case asked him if he remembered his long-ago good friend Dave Cornwall. When Jerry said yes, Sharon had Dave emerge from the crowd to reconnect after many years. Sharon knew this because when people register for events, they are asked if there is anything she should know. Dave mentioned the tie with Jerry, which led to this surprising encounter (*Jerry Barkley left, Dave Cornwall, right*).



Attending and not yet mentioned were Tom Brunton, Ken DeCoursey, Steve Bell, Chip Kochel, Timothy Osborne, Stan Galyean, Alan Donald, George Lefler, Jay Glenn, Nick Kappes, Doug Jackson, Mike Hunsley, Jim Sanders, Glen Read, Brian Case, Bob Alness, and Kurt Jacobson.



*(Right, top: Jerry with a nice Triumph TR2 (3?).  
Right, bottom a Mini for the Mongol Rally).*



# 2024 VOLUNTEER LEADERSHIP



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Sign up as a new member or renew your current membership for the Seattle Jaguar Club. Membership is \$85 and is based on the calendar year. If you are already a member of another JCNA but would like to also have membership with Seattle Jaguar Club just follow the instructions on website [www.seattlejagclub.org](http://www.seattlejagclub.org) and your total will be reduced by \$50. Any questions about membership should be sent to [membership@seattlejagclub.org](mailto:membership@seattlejagclub.org).

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**2007 XKR coupe for sale** RWD 4.2L supercharged V8, 6-speed automatic with manual shift option. Exterior in good condition, some minor scratches. New Michelin Sport A/S Tires on all 4 wheels. Mechanically excellent shape, engine smooth & consistently maintained by professional mechanics (adaptive headlight warning lights the only known issue). I've owned it 3 years, served me well and been a joy to drive. Replacing it with an AWD car. Excellent sports car handling and acceleration; eats up the miles as a grand tourer. I am happy to meet anywhere in Seattle for a test drive. Located Capitol Hill. KBB value



\$15,411, open to negotiation—looking to sell to someone who loves the car and will maintain it well. Contact Matthew Thomas, [M.W.Thomas@outlook.com](mailto:M.W.Thomas@outlook.com) Nov 2024



**1992 XJ-6 Sovereign for sale** Original owner, 39,759 miles, stored indoors. Interior and exterior excellent. Dayton wire wheels on the car with a spare in the trunk. Five factory wheels included. Relevant documents and paperwork also available. Phone Tom Johnson 253-307-5479. Nov 2024



**40-year collection of XK140 parts for sale**

New splined rear hubs, complete drum brake set-up, front and rear. Front splined hubs, exhaust manifolds, down pipes, radiator, steering rack, flywheel, original front shocks, good rear bumpers, flex fan conversion, generator, and starter. shipping crate for cylinder head. Many other bits and pieces, nuts and bolts etc. Randy Niman, 509-682-2116, email [niman2@frontier.com](mailto:niman2@frontier.com) Nov 2024



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3.4L, 4 speed manual, C-Type head for 20 more hp than standard.



Photos of all stampings. Current owner since 1982, receipts since 1977 restoration, letter confirming colors. Odo: 4,632. A few of new/rebuilt systems/parts:

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**1991 XJS Convertible for sale** 70k original miles, brand new rebuilt original V12 engine. Most everything under the hood has been replaced. New convertible top and liner currently being installed (expected completion Dec 2024). Recovered seats in

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**Jaguar XK 150 original tool kit and Thor knockoff hammer for sale 95 percent complete. \$1200.00 O B O. Please contact Joseph Walsh, 206 300 5833, [joewphoto@yahoo.com](mailto:joewphoto@yahoo.com).**

*The Leaping Jaguar logo was introduced a hood ornament in 1945*

