



JagMag

January 2025

Seattle
Jaguar Club
Vol 69 Issue 1
Holiday Party
SS1 Resto #6
2025 Events



RAPTOR VIEWING DRIVE, SUNDAY, JANUARY 12TH


January is absolutely the best time to see native raptors in Skagit County. Join this drive on Sunday, January 12th. We will start at Arlington Safeway parking lot on the corner of Highway 9 and NE 204th Street (20500 Olympic Pl, Arlington, WA). Be ready for the driver's meeting at 10:00 am. Gas station, Starbucks, the usual to start your own engines on this (what is expected to be) cold morning.

We will stop at the Skagit River Interpretive Center at Howard Miller Steelhead Park, 52809 Rockport Park Road, Rockport, WA 98283 to talk with staff and understand the eagles, then continue on Highway 20 to see these magnificent birds along the way. We will also travel to Bow/Edison, where many, many eagles congregate this time of year, ending up at Il Granaio Restaurant in Mount Vernon, 100 W Montgomery St #110, Mount Vernon, WA 98273 at 2:00pm for a sumptuous Italian lunch—they are fabulous!

RSVP deadline: Tuesday, January 7th.

Register, [Raptor Viewing Drive | Seattle Jaguar Club](#)

Contact Cynthia First, cynthia.first@outlook.com, 425.343.6120



**YOUR PRESENCE
IS REQUESTED AT THE
SEATTLE JAGUAR CLUB
ANNUAL GENERAL MEETING,
SATURDAY, JANUARY 18TH**

11:30am – 4:00pm

Griot's Garage Flagship Store

3333 S 38th St, Tacoma, WA

Deadlines: RSVP by Jan 12th

Catered lunch provided by Warthog Barbeque.

2025 Officers will be introduced.

**Cost per person \$15.00. The club is picking up
half the cost to encourage attendance.**

More details to follow.

Register:

seattlejagclub.org/events/annual-general-meeting-2025.org/events

2025 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)

JANUARY 2025

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

Sat Jan 12 4 Raptor viewing drive. 10 am drivers meeting at Arlington Safeway, Hwy 9 & NE 204th St (20500 Olympic Pl, Arlington, WA). Stop at Skagit River Interpretive Center in Rockport. Then Hwy 20 and Bow/Edison to view eagles. Lunch at 2 pm at Il Granaio Restaurant in 100 W Montgomery St #110, Mount Vernon. Register: [Raptor Viewing Drive | Seattle Jaguar Club](#) Contact cynthia.first@outlook.com, 425.343.6120. See ad on prior page.



Sat Jan 18 10am - 2 pm, Annual General Meeting at Griot's Garage (*right*), 3333 S 38th St, Tacoma. Register: <https://tinyurl.com/rb5m5vfr> Contact Brian Case. See ad on preceding page.



Sat Jan 25, 10am Tech Session, BritSport of Seattle (*left*), 4214 24th Ave W, Seattle, lower level. Owner Mark Jones is a club member and carbureted Jaguar expert. Register: <https://www.seattlejagclub.org/events/tour-the-shop-at-britsport-of-seattle-2> Contact: randypickett@hotmail.com, 253.258.6418.

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

FEBRUARY 2025

Wed Feb 5 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 Up-Down-Around-Snohomish Drive. Explore the dippy backroads from Snohomish to Granite Falls and back to the cute shops & eateries in Snohomish. Contact Kurt Jacobson.



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

APRIL 2025

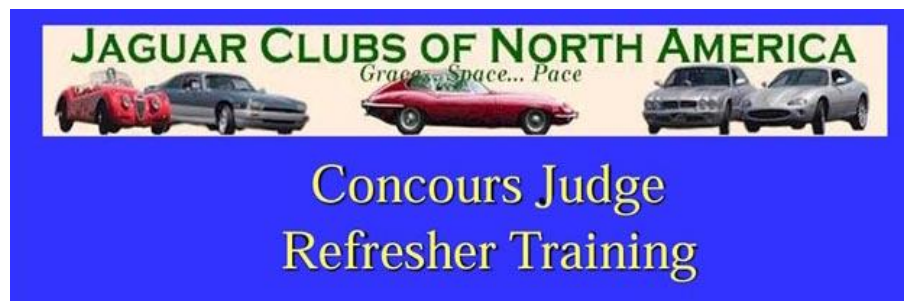
Wed Apr 2 6:30 pm Board meeting via videoconferencing. All members welcome. Contact Secretary Chris Eseman.

Sat Apr 5 Drive. Destination TBD, probably Whidbey Island. Contact Vickie Kollmar & Zane Ware.

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

Thurs Apr 24 7 pm judges training (*right*) via teleconference. Contact Bill Holmes.

Fri-Sun Apr 24-27 Jaguar Clubs of North America Annual General Meeting, Valley Forge PA (*right*). <https://www.jcna.com/annual-general-meetings/2025-jcna-annual-general-meeting>
Contact JCNA Northwest Region Director 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 253.258.6418.



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

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.

Sat May 31 Spring Thing Drive, Kitsap Peninsula. Contact Bob Book.

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*). May 1 Online registration opens. 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 9 All Roads Lead to the Northwest Carriage Museum in Raymond WA (*right*). New routes to and from this unexpected peek into the past of wheeled transportation. <http://nwcarragemuseum.org>. This will be a shared experience with Jaguar Owners Club of Oregon. Details to come. Contact Kurt Jacobson.



Sat & Sun Sep 16 & 17 Gettin' Down in the Gorge. Treveri Cellars, St John the Forerunner Monastery, Maryhill Museum, Goldendale Observatory, Western Antique Aeroplane & Automobile Museum, lunch at Columbia Gorge Hotel, Ape Caves. Contact Bob Willits bob.willits@comcast.net 206.619.2045

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

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

SEPTEMBER 2025

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

Fri-Sat Sep 5-7, Jaguar Owners Club of Oregon Concours at the PDX All British Field Meet, Portland International Raceway. Saturday is the concours.

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, Savoy Automobile Museum (*right*), Cartersville GA. IJF Concours, rally, slalom, receptions. Special Jaguar Racecar exhibit. Contact Brian Case



Sat Sep 27 Drive. Location TBD. Contact Danny Lisa.

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 Tim Weber.

DECEMBER 2025

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

Sun Dec 14 Holiday Party at the Seattle Yacht Club, Fireside Lounge.



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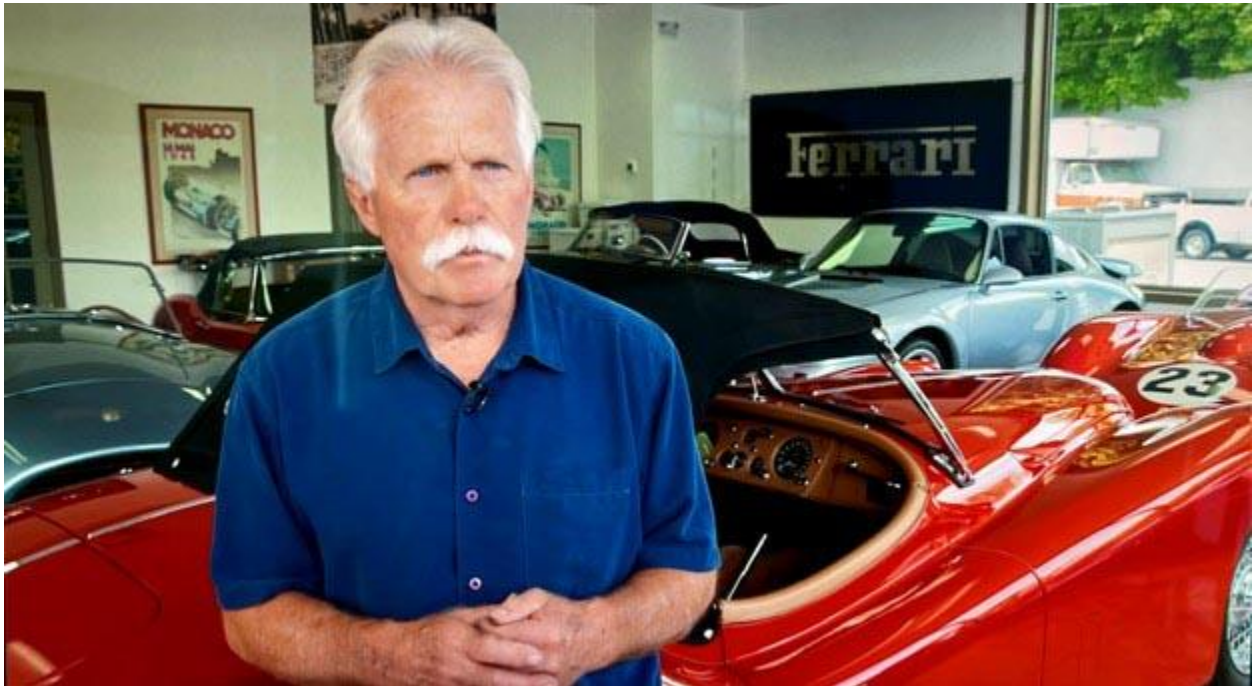


WHAT'S NEW

Cover, Jaguar TCS ABBA FIA Formula E race car After the team won the 2023/24 World Championship, they leaped into the lead of the 2024/25 season with a win at the December 7 São Paulo E-Prix. Winner Mitch Evans (*right*) started at the rear of the grid and picked up 10 places in the first lap.



Erik Schumy spots his XK140 on Chasing Classic Cars He posted on the Seattle Jaguar Club Facebook page, “I was recently watching past episodes of Chasing Classic Cars, and during one, I had to “rewind” when I saw something familiar. Wayne Carini was standing in front of my car in his shop! *(Below)*



I looked at the date of the episode because I had Carini’s F-40 Motor-sports receipt of my car being sold to the person he sold it to. Unfortunately, that person passed away within a year and his brother inherited it, whom I purchased it from. The paper trail I fortunately have goes back to 1973 when the purchaser bought it in Santa Monica from the original owner and eventually finished his restoration in 2011. The car was then sold at Bonham’s Auction in Monterey in 2015. Carini bought it from the Bonham’s purchaser.

Unfortunately, I don’t have any information on the original owner. I tried previously to track down the original owner of another vintage car I had from California, but learned their DMV records don’t go back that far. But it’s nice to have the records I do have for my 1955 JaGUar. Wondering if any club members have all the records of their car?”

Sharon Case sent this report about a drive to Lake Crescent with another Seattle Jaguar Club member, Harvey Sherman

“Harvey (*below on “Root 101,” the Cape Flattery Trail*) was planning a drive with Aston Martin folks and invited the Seattle Jaguar Club to join in the fun. At one point we thought there would be 10



people on the drive but as the time drew closer most had to cancel for one reason or another.

It turned out that only Harvey and Sharon and Brian Case (*above at Kalaloch Lodge*) could make the trip. Since it was only going to be three of us, we went in Brian’s Suburban. We set out early on Friday, December 21st. Caught the 10:20 ferry from Edmonds to Kingston.

(Photos by Harvey Sherman and Sharon Case)

We were able to meet Seattle Jaguar Club members Stuart and Catherine Kiehl, who live near Port Angeles, for lunch at the Downriggers restaurant on the waterfront at Port Angeles. That was a nice start to our adventures. It was good to meet Stuart and Catherine (*At top, below: From left: Harvey Sherman, Stuart & Catherine Kiehl, Brian Case*).

We left the Kiehls and finished our drive to the Lake Crescent Lodge (*middle right*) where we stayed for two nights. It is a lovely area! We enjoyed dinner there and had good conversations.

Saturday included driving to the Hoh Rainforest, but we were disappointed to find the road there was closed due to flooding. There were interesting spots along the Hoh River where they were reinforcing the embankment (*bottom right*), probably to keep the river from eroding the bank and destroying the road into the Hoh Rainforest. After much searching on the internet it turns out what we were seeing is called concrete dolosse.



We stopped at Kalaloch Lodge and wandered around the property, taking pictures of the ocean. We continued our drive down to see Lake Quinault Lodge. These are such wonderful old structures.

Harvey added, “The rain gauge on the totem at Lake Quinault Lodge displayed a record of 15 *feet*—for an entire year I suppose. It was no surprise that it rained over the weekend! The temperatures were a warm 50F during the day and above 40F at night making it comfortable walking around weather for December. We veterans of the Pacific Northwest are immune to rain. Sun is nice when you can get it. We didn't see much of it. I appreciated that the roads and parking lots were not covered in snow or ice and did not appear to be salted.

The locations we visited and slept in were as peaceful as it gets. The scenery is beautiful everywhere and the views of the water and beaches are appealing. The ferry lines are short enough this time of year to get right on when the boats arrive. The roads were pretty good for most of this drive except for the washout in the Hoh Rain Forest. The roads west of Port Angeles need maintenance. There are bumps, dips and potholes to navigate, but nothing that can't be managed at posted speed limits.

We were surprised that we didn't see much wildlife. That was a good thing for night driving. One stray deer paused in our headlights before scampering into the bush on the drive back to the Kingston Ferry. A dog had to be chased off the road with the horn. I want to return to drive up to Hurricane Ridge and comb the Pacific beaches in 2025.”

Sharon continues, “We made a couple of stops along Route 101 to see views of the ocean. Well-known Ruby Beach was a great place to get photos of the ocean and the driftwood. The timing there was such that we got nice shots of the setting sun (*right, over Destruction Island*).”



We wandered around Kalaloch Lodge taking pictures of the ocean then continued to Lake Quinault Lodge. These are such wonderful old structures.

At the designated Beach #1 so much driftwood was piled up that you could not get to get to the beach to walk on it. But there was an interesting section of trees there that had huge burls (*right*). It was like a whole forest of trees with huge burls. What an interesting phenomenon!

Sunday saw us driving to Neah Bay where we stopped at the Makah Cultural & Research Center. It was interesting. They can trace their heritage back 4000 years! There were interesting exhibits from an excavation that was done from 1970-1981. It is believed that a great landslide about 500 years ago buried six longhouses with all their contents. A storm in 1970 had uncovered part of it. The excavation produced over 55,000 artifacts. It was worth a stop to see the exhibits.





We continued our drive to Cape Flattery where we made the 1.2-mile trek through the woods (*above*), down the hill to get to great viewpoints. Wonderful to see the ocean and watch the waves crashing in (*left*). Across the water you can see an island called Tatoosh, where the Cape Flattery Lighthouse is located (*left*). A word of warning to anyone wanting to make the drive, sections of the road are pretty rough. Might not want to do it in a classic Jaguar.

Leaving there, it was time to head for home. We stopped for dinner at the 48 Degrees Restaurant in Port Angeles before getting the ferry back to Edmonds and then on to home. It was a great weekend!”

COOLING YOUR CAT (V12)

Article by Seattle Jaguar Club VP Technical Randy Pickett

One thing that seems to continually plague Jaguars throughout the ages is overheating. Even when new, some Jags would overheat in hotter climates. Reading some original new car reviews about the new '71 E-Type V12, the reviewers stated that during a longer road test out of Nevada, they had to stop a number of times and let the car cool down before continuing. The XJS/XJ12 V12 configuration is also infamous for overheating issues which put many a car in the junkyard when the engine seized due to a dropped valve seat.

We know the cars are prone to overheating. So, what can we do about it? The good news is there is a sizeable list of things you can do to keep your car cool, including:

Regular cooling system maintenance

- Flush your cooling system every few years.
- Utilize coolant filters to catch any debris that might plug the radiator. Many of us utilize Tefba filters, but they may not be available now.
- Replace your thermostats every 5 years.
- Pressure wash the fins of your radiator. You would not believe what kind of debris builds up that you can't see! If you have never cleaned your radiator fins, do it now!
- Utilize additives such as Water Wetter to get a few extra degrees of cooling out of your system.
- When flushing your V12, it is imperative you get all the trapped air out. I recommend jacking the front of the car up as high as you can get it, then filling the system. This allows trapped engine air to escape.
- Ensure the insulation around your radiator is still there. It helps to ensure adequate air flow through the radiator. The foam insulation tends to degrade and fall out over time.

Replace your radiator with a higher flow version

- There are numerous radiators available on the aftermarket, especially for XJS/XJ12, but be careful! Many of the aluminum radiators on eBay don't have the alignment pins in the right spot and won't fit! You are better off paying extra to get one from one of the known Jag parts suppliers than purchasing a cheap knockoff.
- Also, the eBay ad will list 3 or 4 core, or 62 or 70mm. As someone who has installed an eBay purchased 70 mm radiator, it was a lot of work to get it to fit, so I don't recommend it. In addition to the misaligned pins, the automatic transmission cooling hookups are wrong more often than not.

Running lower temperature thermostats

- Some circles recommend running lower temperature thermostats which are available, the wisdom being more flow at lower temperatures which will increase overall cooling of the motors.
- The downside to this is that it has been reported that the car runs optimally closer to 200 degrees, which is fine when it stays below 200 degrees. But if there is little capacity left in your cooling system, you are likely to get hot on warmer days.
- Also, don't use thermostats without jiggle pins! You will not get the air out trapped in the block. There should be a small pin that jiggles on the outside edge of the thermostat. The jiggle pin should be positioned upward when installing.

Don't trust your dash gauges

- I highly recommend a set of aftermarket mechanical gauges, especially water temp gauges. But it can be very challenging to find a place to install the gauge sending unit. Be prepared to spend time at the hardware store finding brass fittings that will help you tap into the water jacket. *(Stock gauge, right)*
- If available buy a water temp gauge with a sending unit that has a thin wire attached to the sending unit. It can be slid into a hose and clamped down. Much easier.



Other modifications

- Aftermarket electric fans can move a lot more air than the original stock fans. Be prepared to upgrade your alternator as the fans are power hogs.
- Ceramic coat your exhaust manifolds. Ceramic coatings do not transfer heat and will help to keep your engine compartment a lot cooler. The downside is ceramic coating is expensive!
- Install louvers in your hood. I know that might not look good, and it is a modification, but it will decrease your under hood temperatures. It is also possible one might get away with adding some cooling holes in the inner fender wells, but it could compromise structural integrity, so I don't recommend it.
- Remove some of the hood seals. The seals on the front and back of the engine compartment, if cut up and spaces left without seals, might improve airflow in the engine compartment.
- If your car has a yellow fan, replace it with a black fan (right). The yellow fans are prone to cracking and will destroy your radiator if they fail.
- Evans waterless coolant has less cooling capacity than regular coolant, about ten degrees. Based on my own experience, it is also extremely difficult to get it to stop leaking out from every hose, it seems no matter how tight you have the clamps.



Finally, yes, it is possible to remove a radiator from a Jaguar XJS or XJ “without” removing the hood! You only need to remove all applicable items hooked to the radiator and the top crossmember. You can then lift it out. But be forewarned, it is heavy and awkward so if you have a friend on the other side to help, it comes out pretty easy.

Thanks for reading!

WALKING SIDEWAYS THROUGH THE HOLIDAY PARTY

Pictures: Marisa Foley, Sharon Case & Kurt Jacobson. Story: Kurt Jacobson.

It was a combination of a different room at the Seattle Yacht Club, a capacity crowd, big buffet array, long row of silent auction items, a desire to move around the room to talk to friends, and little space between the tables that had most of us wagging and walking sideways from conversation to conversation. Sunday, December 15th, around 10 am, 51 members headed toward into our traditional holiday party venue in Seattle's Montlake neighborhood. And once again construction blocked 520 access to and from the Eastside. (Below

left: Linda Roberts & Ray Papineau. Top right: Bill Holmes & Libby Calovich. Bottom right: Vickie Kollmar & Zane Ware.)





Chief Concours Judge Bill Holmes (*left*) did a professional job of MC'ing the meeting and stumping us with his intensely researched Jaguar trivia questions, such as:

Q: What model was shipped with a hidden key behind the dash? A: 1970 E-Type.

Q: At just over 17 feet long, what is the longest Jaguar ever made? A: 2008 XJ8L.

Q: Aside from independent ownership, how many companies have claimed ownership of Jaguar?
A: 4.

Q: How many times has Jaguar won the 24 Hours of Le Mans race? A: 7.

(Clockwise from top: MC Bill Holmes; Art Foley & Alan Donald; Are we witnessing cheating on Bill's quiz, checking Bring a Trailer or playing Candy Crush?; Marisa Foley, Cynthia First & Cheryl Jacobson; Doug & Carol Jackson.)





Bill introduced VP Activities Brian Case (*left*) who said that dates for 2025 club events are now on the website calendar: <https://www.seattlejagclub.org/events-calendar> Brian is one of our two Northwest Region Directors of Jaguar Clubs of North America and serves on the Executive Committee. He says that depending on the time of reporting, the Seattle Jaguar Club is currently the second largest club in JCNA.



President Craig Duckering (*right*) thanked the many volunteers who make our club tick and invited members to the club's Annual General Meeting at Griot's Garage <https://www.seattlejagclub.org/events/annual-general-meeting-2025>.

The auction items ranged from the affordable Jaguar books and keychains to unique and desirable items crafted by our members.

Trish & John Blackburn contributed three desirable Washington wines that were cradled in an articulated, dove-tailed wooden display case featuring the Jaguar Leaper created by avid woodworker Brian Case (*right*). It went home with Paul Petach.

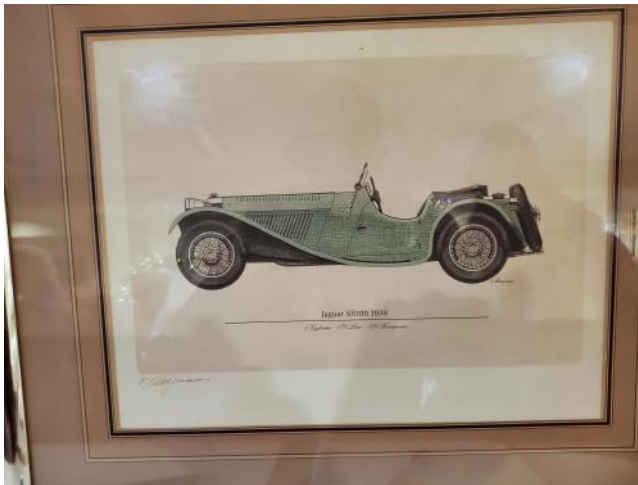
The silent auction raised \$1,591 for Northwest Harvest. The organization says it “distributes an average of two million meals each month to a broad partner network ... of 375 food banks, meal programs, and high-need schools throughout Washington.”





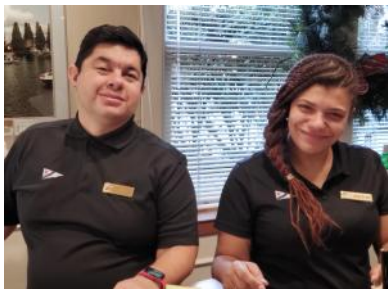
Helen Dean (above left, checking the Jaguar Racing jacket contributed by Erik Schumy) who is known for fun painted rocks, created a whimsical E-Type that was grabbing attention (above, right). Tanya Book created a couple of Jaguar F-Type-themed sweatshirts, that said, “Yes it’s fast ... No you can’t drive it!!!” And Trish & John Blackburn will create a *Bon Appétit*-worthy meal for Cynthia First and her guests.

(Below left, an SS100 print. Below right, a Swallow Side Car coupe. Bottom, Tanya’s graphic..)





In addition to those mentioned already who attended were: Bob Book, Tamera & Michael Bramble, Sharon Case, Dean, Harry Demarest & Tricia Olsen (*top right*), Alan Donald, Wendy Duckering, Kent Harbidge & Katie, Catherine & Gary Harris, Nora Hennecken, Libby Calovich, Catherine & John Holmes, Suzanne & Mike Hunsley, Cheryl & Kurt Jacobson, Nick Kappes, Linda Roberts & Ray Papineau, Mac & Andrew Phillips, Suzanne Nelson & Randy Pickett, Roy Pringle, Debbie & Glen Read, Virginia & Roger Susick (*lower right, above, with Cynthia First*), Tom Toth, Vickie Kollmar & Zane Ware, Lisa & Kent Wiken, Marisa & Art Foley and Carol & Doug Jackson. And our thanks to the staff (*left*), at least one of whom has served in the past. (*Tanya Book, top left*)





The Seattle Yacht Club is always worth a visit . According to HistoryLink.Org, after the Lake Washington Ship Canal and Hiram M Chittenden were completed in 1917, linking the lakes and Puget Sound, “On May 1, 1920, the new clubhouse was dedicated .. That same day, the Montlake Cut saw its first Opening Day parade and, with a few exceptions, it has been held there on the first Saturday of May every year since.” <https://www.historylink.org/File/10176>



The Seattle Jaguar Club will enjoy the 2025 opening day event, featuring the Windermere Cup, May 3rd, 2025 <https://www.seattlejagclub.org/events-calendar>. (Top, our room filled with yacht club photos, ship models and other collectables. Bottom, a Rolls Royce parked outside the yacht club. The Classic Car Club of America was meeting the same day.)



PAST PERFECT, THE SS1—PART 6, FINAL ASSEMBLY

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

At this point the “new”, 90 year old car, starts to emerge, but not without its challenges.

Final assembly of the fully finished body parts is a delicate task, (*above*) one small slip up and you have paint repairs to make. At this point all the chromed hardware is ready to go and there are endless little details to deal with (precise locations, fit, etc.). Just the windshield is a large number of small detail parts all needing sub-assembly before being put onto the body. The wiring, and particularly routing, is another major task to perform as the body goes back together.



When I bought the car, a few things were missing from the original car. Wiring was one of them. I had called Rhode Island Wiring at one point and they told me they did not have harnesses for SS cars.

One day going through all my old car files looking for some leads I came across something. It was an old Rhode Island Wiring catalog from 1978. In it they described five harnesses for the SS1 Coupe.

I called Rhode Island and gave them the harness numbers from the old catalog, they responded, "Those are our numbers, let me see if I can find the drawings."

A couple weeks later I got a call that the drawings had been found and they were making me a set of harnesses. They also thanked me for re-discovering their old product and said the next catalog update will again feature SS1 harnesses.

The major difference between the Coupe and the Tourer is the harness for the dash, but modifications are not complicated.

(Above: Installation of some of the Rhode Island Wiring harnesses.)

Another larger effort at this stage was the instruments, which I had my son Joe deliver to Palo Alto Speedometer to rebuild. He was going to be driving down the coast and I thought this would be safer than shipping them.



One instrument was incorrect for the Tourer, a combination water temperature/oil pressure gauge of the rolling type that was used in the coupe model.

In a conversation with a previous owner of an SS1 Tourer he told me that his car was long gone, but then he said I think I still have one of the instruments sitting around somewhere. I asked him which instrument it was. He did not recall, but about a week later he found the gauge (*left and restored*

below—Palo Algo Speedometer) and called me up to let me know it was the temperature gauge, what unbelievable luck!



The other issue was that the clock was just too worn out and not re-buildable. Now I needed more luck to find a way to repair or replace it. One option was to just use the face and put a modern digital clock behind it, but I really didn't like the thought of that approach. I was lamenting to Ed Nantes in Australia about my misfortune and a few weeks later he sent me a note that there was a small 1930 mantle clock on eBay UK that was made from a Smith car clock model that would fit in the housing for my car's clock (*above*).



There were a number of bids going back and forth, but in the end, I got the clock. When I wound it up, it worked, and when Palo Alto got it, they were pleased that it was in very good shape and fit perfectly in the original SS housing.

The instrument faces are normally glass, but my car had a plastic face on the clock, likely so the needle could be set while bouncing all over the place without breaking the glass. Here again I kept the intent of the original owner and put on a plastic replacement on the clock rather than the original glass. (*Right, restored speedometer and clock with the set needle. Photo by Palo Alto Speedometer*)





The speedometer and tachometer are combined in one gauge (*unrestored speedometer/tachometer above*). You read the tachometer based on the gear you are in, but you have to guess in first and second gear, an unusual arrangement unique to the Tourer.

Ed was always looking out for things he knew I'd needed. One morning I woke up and there was an email from Ed telling me to move fast on a large starter button that was on eBay UK. These don't come up very often, so I moved fast and was able to get this one. I've not seen another since. Without people like Ed in Australia helping out constantly, I don't know if I could have the progress I've made. The automobile restoration world is filled with wonderful people!

On another trip Joe was taking north, he brought the rebuilt instruments back. When I went down to see the completed dashboard at Wicked Fabrication I was surprised to see the car with an original style dashboard. I had asked Craig to build the dash in the same rally configuration the car had when I dropped it off, with the navigator light on the passenger side and the large Lucas switch on the driver's side.



Craig's response was the dash, as it came from the factory, made such a pleasing presentation, he just couldn't muck it up with lights and switches. "Besides, if you don't like it we can easily put the ugly light and switch back on later." After seeing the finished product (*in Wicked Fabrication above*) without the ugly navigator light or switch and with the large starter button from eBay UK in the center of the dash, I had to agree that he was right and I have photos showing the rally configuration. I also have the light and switch to show people what it looked like, and it did look ugly.



(Photo above illustrates points made below.)

At this point we also began mounting various tools. The SS1 has an interesting arrangement for tool storage, with some tools mounted above the firewall along with the battery box in the front of the car, and others mounted in the trunk. The idea was to have those tools required to change a wheel under the hood/bonnet on the bulkhead. Tools needed for more general maintenance were stored in the trunk/boot, including the tool roll and the tire pump. Many of these surfaces are painted and are at an angle, so it's very easy to scratch the paint unless installed with utmost care.

Tools in general are another interesting challenge for these restorations, with a number of people telling me you'll never be able to find these tools, or even reproductions. The Shelly Jack and it's wooden handle is one of the most difficult to find, but one year at the ABFM a fellow from the east coast I had met at the Lime Rock Historic Races several years earlier was there and he had brought a few rare tools to sell. One of those tools was a 1930s original Shelly Jack, wow!

In another conversation, a contact in California told me about an “old guy” that had spent years in his business traveling around the world, and for fun he would go to flea markets and look for old automotive tools. When I contacted him he said it was just a fun hobby and these things were small enough to easily carry home, then he said he had “a lot of stuff” laying around. I sent him a list of everything I was looking for and after a few days I got a note that he had most of the items on my list. My tool quest was coming together nicely.

Wheels were another exercise, finding the hubs was fairly easy, but finding new wheels or someone to make them was much more challenging. The SS1 wheels are very similar to the SS100, so everyone I consulted with recommended SS100 wheels, which are readily available. The problem is the original wheels on the SS1 are 4.5 inches wide, about an inch wider than the SS100, and although the 5.5 inch tires can fit on the SS100 wheels, they will protrude out from the wheel and look a bit odd.

After many calls to various people in England I came across a fellow, Phil Hallewell, who years ago had bought the equipment from an old Dunlop wheel factory. He said he could build the correct wheels. He followed up



with an email and a photograph of an original SS1 wheel, which demonstrated he knew what I was looking for. As he was working on them, he'd send me pictures of the wheels in progress (*photo above by Phil Hallewell*) and then the final product.

I intend to drive my car, so I went with chromed wheels (*photo right by Phil Hallewell*), rather than the easily-chipped painted wheels when the car was new. One car was delivered in 1934 with chrome wheels, a two seater “Special” built for SS co-founder William Walmsley.

You see the pattern here, parts that companies don’t make actually do sometimes make them, friends have parts from cars long gone, parts that are impossible to find somehow show up in somebody’s garage, or suitcase. Most of this is not advertised. Much of this is not actually for sale. It’s all word of mouth and networks of people



wanting to help. Even though the Internet age has been helpful, particularly eBay UK, many of the most challenging issues are not settled through the current Information Age. Critical part finds often come down to old school conversations and networking with friends of friends, although email is faster than letters.

Each part find is an adrenaline rush, and you’d better enjoy this part of the process or you’d lose your sanity. You meet people all over the world that encourage you to press on with the impossible, and they are willing to help, it’s fun and rewarding. And so, we press on!

(Left, the beautiful grill during final assembly)

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