

A close-up, front-quarter view of a dark grey Jaguar car, showing the hood, headlight, and front grille. The car is parked on a dark asphalt road that curves into the distance. The background features rolling hills under a cloudy sky.

JagMag

December 2025



Seattle Jaguar Club
Vol69 Issue 12

Awesome Organ Building

Awesome New Members

Driving Miss Kitty

2025 Events

Please check for the most up-to-date information at seattlejagclub.org/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 four JCNA-affiliated clubs covering Washington, Oregon, and British Columbia, and members in Idaho and Montana, you will find opportunities to share activities and expertise. Check their newsletters to discover what they are doing.

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

December 2025

Wed Dec 3 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Dec 6 9:45 am, Mercedes Benz Club of America-Seattle & Seattle Jaguar Club drive and lunch. 9:45 a.m. meet & greet in Redmond, at Peet's Coffee by Whole Foods, 17887 Redmond Way Ste 130, Redmond, WA 98052. Depart to 11:30 a.m. lunch at the Ixtapa Restaurant in Sultan via rural Snoqualmie and Skykomish Valley roads. MBCA-Seattle contact: James Bambury, 717.824.0703, jdbambury@gmail.com, Seattle Jaguar Club contact:

James Bambury, 717.824.0703, jdbambury@gmail.com, Seattle Jaguar Club contact: Kurt Jacobson, 253.229.6905, kurtgjacobson@gmail.com. Register by December 4th at [Joint Drive with the Mercedes Benz Club](#) |.



Sun Dec 14 10 am—2 pm, Holiday Party at the Seattle Yacht Club, Fireside Lounge, 1807 E Hamlin St, Seattle, WA 98112. Brunch starts at 11 a.m. \$50 for buffet includes water, coffee & tea; Pay by card for other beverages.

Festive holiday/business casual dress. Register and pay by Dec. 9th at <https://www.seattlejagclub.org/events/2025-holiday-party>. Dec. 9th is also the last day to cancel by contacting Sharon Case, 206.931.7795 or sbcase253@hotmail.com. Contact her with questions.



2026 Events

January 2026

Wed Jan 7 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sun Jan 11 Roving Lunch. Location TBD Contact Brian & Sharon Case sbcase253@hotmail.com.

Sat Jan 17 11:30 am—4 pm, Annual General Meeting at [Griot's Garage Flagship Store](#), 3333 S 38th St, Tacoma WA 98409. Enjoy a guest speaker, celebrate 2025, launch into 2026, meet your club leadership. Enjoy a catered meal for only \$16/person because the club is covering half the cost. Register by Jan. 9: <https://www.seattlejagclub.org/events/annual-general-meeting-2026> Contact Craig Duckering craigduckering@hotmail.com 206-679-7144.

February 2026 Wed Feb 4 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Feb 14 Valentine's Day Drive. Details to follow. Contact Brian Case sbcase253@hotmail.com.

March 2026 Wed Mar 4 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Mar 14 St Patrick's Day drive. Details to follow. Contact Brian Case sbcase253@hotmail.com.

April 2026 Wed Apr 1 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Thurs Apr 23 7:00pm Judges Training Session via Zoom. Contact Bill Holmes bholmes1588@gmail.com.

May 2026 Wed May 6 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Thurs May 28 7:00pm Judges Training Session via Zoom. Contact Bill Holmes bholmes1588@gmail.com.

Sat May 30 Spring Thing Drive. Details to follow. Contact Brian Case sbcase253@hotmail.com.

June 2026

Wed Jun3 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.



This month's cover

photo: Cover photo by Kurt Miyatake of his F-Type on his trip to the Telluride Autumn Classic "Clowder of Cats," Jaguar marque feature.

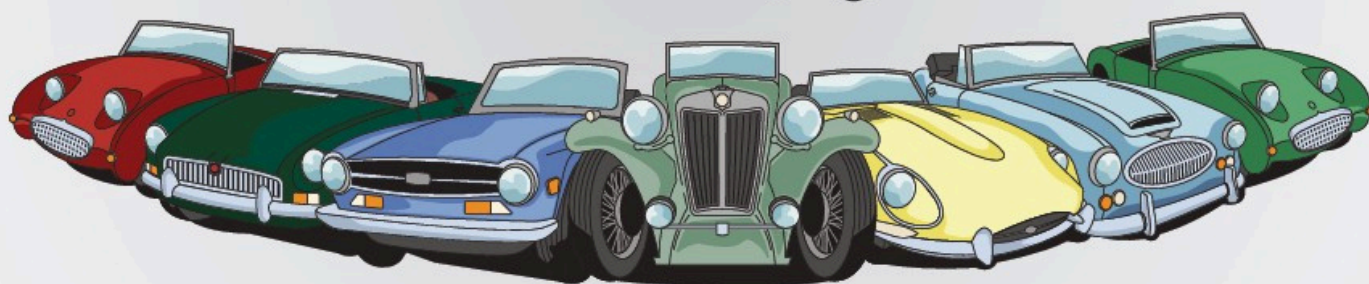
Photo by Kurt Myatake



Photo by Mike Watts



Classic British & Jaguar Parts



Shop Online at MossMotors.com

PARTS FOR CLASSIC & MODERN JAGUARS



WELSHENT.COM
+1-740-282-8649

At every stage of your next project, we're here with the essential Jaguar components and expertise you need to get back on the road with unparalleled confidence.

Galloping Gertie's Garage is fully tooled up to service your Jaguar. We have extensive experience with the classic inline 6 cylinders, the sometimes accursed older electronics (the Ford years of Jaguar), and of course the modern technologies supported by SDD.

We are pleased to be in the Gig Harbor market and the ideal choice for Jaguar service here. Call us at (253) 649-5984 and let us take good care of your Jag. Check out our website for more information:

<https://gertiesgarage.com/>

The image shows the interior of the Lemay - America's Car Museum. The space is a large, arched hall with a high wooden ceiling and many small, round pendant lights. Several classic cars are on display, including a red sports car and a white sports car with blue and red racing stripes and the number "1" and "SALEEN" on the side. The text "State Farm PRESENTS LEMAY AMERICA'S CAR MUSEUM" is visible at the top of the image.

LEMAY - AMERICA'S CAR MUSEUM
EXPERIENCE A CENTURY-WORTH OF AUTOMOTIVE HISTORY
THURSDAY - MONDAY | 10AM - 5PM | TACOMA, WA
AMERICASCARMUSEUM.ORG

WHAT'S NEW

Your 2026 volunteer leaders The newly elected officers and trustees will officially take over their positions at the January 17th Annual General Meeting, joining the continuing volunteers.

- President - Kent Wiken
- VP Activities - Brian Case
- VP Technical - Randy Pickett
- Secretary - Chris Eseman
- Treasurer - John Blackburn
- Trustees - Bob Book, Tami Mathisen, Bob Willits, Doug Jackson

October 25th Tech session at Auto Perfect in Kent Randy Pickett arranged a visit to the general-purpose shop that specializes in collision repair, but also handles repaints, convertible top replacement and more. They had an XK8 in for a complete repaint and new top.



Dean Cusano, who is a prolific E-Type restorer at Motorcars Incorporated and JCNA Vice President, sent an email reminding about the value of the Coventry Foundation.

“Imagine the experience of owning your Jaguar without a working engine. No fun, right? What if you had no one to ask for help? Our love for the Jaguar marque is more than a hobby and, as such, we need resources to fully enjoy ourselves. The Coventry Foundation does a lot for Jaguar owners. We can quickly go to the website to find a variety of options that elevate the joy of Jaguar ownership:

- Technical spec archive, including wiring diagrams, tips on interior trimming, exploded views of assemblies, and more!
- Database of over 20,000 vehicles, including owners and stats, searchable by car number.
- Parts for sale, including gauges, rare clamps, original manuals, and decals.
- Social media support to keep our community engaged.
- Historical references that bring our cars alive with stories of how they were made, raced, and enjoyed.
- Scholarship opportunities to engage students, keeping our cars relevant for the next generation.
- Specialty tool loan program to make Jaguar maintenance and repair much easier!”



"We love the image of a great drive: sunlight glinting off polished chrome as the car responds to sweeping curves in the road. A LOT happens to make that moment possible: pistons fire and brake fluid flows as we lose ourselves in the drive. We should always remember and appreciate that it takes a lot of work to be who we are: Jaguar enthusiasts. The Coventry Foundation does a lot of the heavy lifting for us."

New Members

Randolph d'Amore & Mica Zuniga and their 2005 XJR Randolph says, "On the car front, Mica is the voice of sanity and I... let's say I have a soft spot for unique European cars. In addition to the XJR (a longstanding dream car I finally found early this year, which is sadly in the shop until next week), we have a Land Rover, a few BMWs, an 80s Mercedes Wagon (soon to be a bare-frame restoration), and a handful of other things." Specifically, he lists a "BMW Alpina B7, BMW M4, BMW Z4, BMW 750il, Escalade, F150, Mercedes 300TD."

"Thank you so much for the warm welcome and letting us know about the upcoming events," he says. "I'm looking forward to spending some time going into more depth on the magazine and website. Mica and I went through the 'About us' and photo gallery and it looks like you guys have a ton of fun. I'm also a member of the PNW BMW club and though they're great, I'm looking forward to events with more variety than just the track. :)"

"To share a bit about us - we're based in Redmond, but spend as much time as we can at a property we bought last year on Whidbey Island. Happy to help plan a Whidbey drive or event if that's ever of interest. We're pretty busy with three teenagers in the house (and one just out), jobs, etc, but we both love a good road trip and excuses to get outdoors."

New member Kevin Connolly could be Mr. Jaguar Land Rover He has "owned Jags since the 1970, including an XJ12L, XJ6 Series 3, XJ-S coupe, XJ-R, XJ-S convertible. I have had the convertible since new in 1991. Because I like to ski, I started with Range Rovers in 2004 and my wife and I have had five of those. We still have the 2015 Range Rover Sport and 2024 Range Rover long wheelbase. He is planning on reconditioning his XJ-S in the near future."

Ron and Pamela Connolly have lived in Snoqualmie for eight years to be closer to family after practicing neurology in Olympia for 40 years, where knew and worked with fellow physicians and Seattle Jaguar Club members Frank Emmons and Art Foley.

Anita Woo is bringing her dad's Jag back to life. She shares this about the gray 1985 XJ6, and her family, "The XJ6 belonged to my father who passed away last year. He originally purchased it in the mid '80s and it was his pride and joy ever since. He loved the car but rarely drove it and just took it out on special occasions. For the past ten years, it has been sitting in his Olympia garage and recently when we inherited the car, we became curious about it and considered restoring it. Neither of us [Anita and her husband Jim Dever] are very knowledgeable about Jaguars and cars in general, but are interested in learning more."

Before my dad passed away, he told her about his Olympia neighbors who happen to be car collectors and also own a Jaguar. We tracked them down [Frank & Cali Emmons] and they referred us to Brian and Sharon Case of the Seattle Jaguar Club who, along with Randy Pickett have been very gracious with their time, introducing us to the club, its members and events. Brian and Randy even helped get the XJ6 up and running after it had been dormant in the garage for more than a decade! We know very little about our car, and look forward to learning more through the club, other members and its resources."

Anita and Jim have several cars and "recently purchased a Cadillac Lyric; our first EV. It's been a great car for us - cost effective for our many road trips and frequent drives to and from Seattle and Olympia."

They "both love to travel - abroad and throughout the Pacific Northwest. We enjoy the outdoors - Crystal Mountain and Whistler are our favorite ski destinations and the hiking options around here are endless. We also love all kinds of live music - this past year we caught Noah Reid at the Neptune, James McMurtry at the Tractor Tavern, and Oasis in Mexico City."



“We’re also avid TV and film buffs. We recently started watching Black Rabbit on Netflix. We’re only a couple episodes in, so too early to recommend; however, we’d definitely suggest it at least for the XJ6 which features prominently early on.”

Anita says that, “I was born and raised in Olympia; went to school on the east coast, and moved back to the Northwest, settling in Seattle more than thirty years ago. Jim is originally from Pennsylvania, but has also been a Seattleite for more than thirty years.”

“We own and operate a small boutique hotel in the Georgetown Inn in the Georgetown neighborhood of Seattle. Jim is also a former host and producer of the local television show Evening Magazine on KING-5. He recently launched a digital program called Upper Lefters which features entertaining stories and information about the Pacific Northwest. You can find it on YouTube, Instagram, TikTok and Facebook.”

“We have two children – daughter Reilly who is a pediatric resident at Seattle Children’s and son Eli who is working towards his Doctorate of Physical Therapy at Hawaii Pacific University. We also have a miniature labradoodle, Marvin who loves to go on all the road trips.”

New member **Del Billings** of Edmonds drives a British Racing Green 2018 F-Type Dynamic convertible. How did Del come to like Jaguars? “I had a friend that had a Jaguar and thought it was a great looking car. My first one was a 1964 XKE. Loved it. I have also had a 1979 Jaguar V12 sedan, a 1989 Jaguar V6 sedan ... and had a 1959 MGA and a TR7.” Del searched for Jaguar clubs and Sharon & Brian Case responded.



The craft of creating awe, architecture and music out of thin air.

Pictures: Andy Phillips, Deb Hall, Wendy Duckering, Sharon Case and Kurt Jacobson.

Story contributors: Ron Smith, Deb Hall, John Voigt, Paul Fritts, Lynne Hannah, Wendy Duckering, Andy Phillips, and Kurt Jacobson.

One of the most impressive and beautiful musical instruments in the Puget Sound area is the Gottfried and Mary Fuchs Organ in Lagerquist Concert Hall at Pacific Lutheran University. It was created only a mile away in Parkland at Paul Fritts & Co. Organ Builders.



Saturday, November 2nd the fall air was still as 32 Seattle Jaguar Club members rolled up to what appeared to be an expensive lodge, but is actually the site where the sound of organ music is created. Returning member Paul Fritts and one of his team members, Zane Boothby, greeted us and gathered us in front of the massive wooden poplar and white oak structure for an installation in the Holy Trinity Lutheran Church, New York City. They held our silent attention as they gave us an overview of pipe organs in general and details of the design and manufacturing of the instruments.

Ron Smith attended and shared this: “To say that I enjoyed the technical session with Paul Fritts just isn’t adequate. We stood in a cathedral-like space, witnessed the highest level of craftsmanship and art, were surrounded by fine workspaces and the highest quality tools. ‘Inspiring’ is a word closer to describing the visit.”



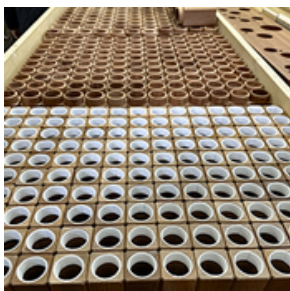
“And inspiration is what I heard from Paul and his protégé, Zane, as they expounded on their chosen work—I’m retired from a very successful professional career, but I found myself saying that if I were a young man, this could be a satisfying life’s work. I mean, what more could one ask for? It involves fine woodworking, fine metalworking, a love and understanding of music, application of engineering and physics, travelling the world and meeting interesting people in interesting places, plus the study of architecture and design. It’s something to fall in love with.”

“I’m glad to learn that, at least for now, the fine art and craft of creating a pipe organ have not been relegated to status of the Cremona violin, which is revered for its quality but rare because its essence was neglected and forgotten for an age. In the hands of master builder Fritts and his team, the artistry lives on.”



Ron’s wife, Deb Hall, had this to say: “The setting in itself is breath taking. The timber frame building is a work of art, designed by a famous architect. The pipe organ that was a work in progress had some incredibly beautiful woodwork.”

“Paul’s explanation of the process of building a complete, huge pipe organ in his shop then disassembling the whole thing into pieces small enough to fit through a normal doorway, loading it onto a truck and reassembling in the designated church or performing arts center was fascinating.”



“Other interesting facts: The organ currently being built will take 3 years to complete. This instrument will have 4,000 individually tuned pipes. The pipes are made of wood, lead and tin. The metal ones are soft and bend easily, so they must be handled carefully. The workshop does almost every aspect of the organ building, combining the arts of woodworking, metal fabricating, designing and musically perfecting the

sound of the instrument. Paul works with architects and acoustic specialists to create the optimal sound for the space.”

Our large group of members then explored the facility that included wood- and metal-working equipment, computer-generated drawing and laser cutting equipment. Paul and Zane continued to explain the process and answer questions.

A few of the observations include these from Wendy Duckering, “We didn't know what to expect when we arrived, so when we walked through the door of the shop and saw that towering framework of beautifully crafted wood, we were awestruck. We were so engrossed in learning about the process that the time just flew by. Craig was shocked by the sheer volume of pipes to be included in the organ on display. Four thousand is a staggering number, not only in volume, but also in the skill it requires to design, manufacture, install and tune.”

“Craig also said he was fascinated by the nuance it takes to account for modern climate control in buildings. We learned that air is a critical component. In addition to size, material, configuration of the openings and other factors, controlling the temperature, flow and volume of air are part of the basis for each pipes unique characteristics. We learned the phrase, ‘pulling out all of the stops,’ has its origins in organ creation as the ‘stops’ control the air flow through the pipes and ‘pulling them out’ maximizes the volume.”

“I was taken by the fact that creating organs, especially of this magnitude, requires a mastery of not just one, but many skills. As was pointed out in the presentation, almost everything is manufactured in-house. So, in addition to the design and woodworking skills, it requires being a master acoustician, working with the space the organ will occupy and those who will eventually play the instrument.”



“One other interesting point was made for those of us with little musical knowledge. The emphasis isn't on the sound at its creation point, but on the destination of the sound, the audience.”

“We had a wonderful experience. Paul is an engaging teacher and master craftsman and we were honored to be invited to peek into the world of organ creation.”

Andy Phillips said, “I had no idea that organs of this scale were made anywhere and here it is in our backyard.”

Your editor noted that, the visible pipes in front of the organ are bright, polished tin. Those that are hidden are lead. And instead of using ivory for the keys, Fritts uses a dense part of cow's leg.

Even Paul Fritts enjoyed the event, “It was great to see everyone and share our work. Good questions and conversation too.”

Paul's "opus" list includes fifty-plus works since 1979. Along the way his work and contributions to organ music have been extensively chronicled, as these links show:

<https://www.plu.edu/organ/gottfried-and-mary-fuchs-organ/>

<https://www.plu.edu/organ/endowed-chair/>

https://youtu.be/UP5EDwTPy2Q?list=PLjRr8YZiHEj_s1zPGoBc2SysMg7-lemBc

https://en.wikipedia.org/wiki/Paul_Fritts

Wikipedia links:

- [Making the New Basilica Organ \(YouTube\)](#)
- Fritts, Paul. [Historically-Informed Organbuilding in the United States](#). Vox Humana. March 25, 2018.
- [Pipe shade carvings for Fritts Organs Opus 5, 11 to 25, 27 and 28 were designed and carved by Jude Fritts.](#)
- [Fritts organ at the University of Notre Dame in South Bend, Indiana, dedicated 2004, Opus 24 Archived 2009-12-07 at the Wayback Machine](#)
- [Fritts organ at St. Joseph Cathedral in Columbus, Ohio, dedicated 2006, Opus 25](#)
- [Fritts organ at the Belle Skinner Recital Hall at Vassar College in Poughkeepsie, New York, dedicated 2002, Opus 23 Archived 2008-05-09 at the Wayback Machine](#)
- [Fritts organ at Grace Lutheran Church in Tacoma, Washington, dedicated 1992, Opus 13](#)

#####

Paul Fritts' involvement with Jaguars was covered in the November *JagMag*. We are happy he rejoined the Seattle Jaguar club, bringing with him his E-Type OTS and XK120 OTS ... and the opportunity to look into his awe-inspiring life's work.

Sharon & Brian Case arranged the event that included a lunch at the nearby El Toro restaurant. Other participants not yet mentioned were: Virginia & Roger Susick, Jim & Peggy Confer, Cheryl & Kurt Jacobson, Sondra Mangan, Tanya & Bob Book, Tamera & Michael Bramble, Lynne Hannah, Nora & Mark Henneken, Kathryn & Dave Lewis, Fred Ehret (who brought his E-Type,) Mac & Andy Phillips, John Voigt, Wendy & Craig Duckering, Andy Lyle & Mary Kennedy, Sue Kingston & Paul Petach, and Diane & Monte Powell.

John Voigt added these memories: "This was an event I was very much looking forward to, as I and my neighbor have attended the Pacific Lutheran University organ recitals where visiting organists play the Fritts organ—some playing their own compositions—on this beautiful instrument. Unfortunately, these recitals ended during Covid."

“I did not realize that Paul’s shop was in such close proximity to PLU. One drives through a residential area and is met with a beautiful lodge-like structure that can house what appears to be a forty-foot-tall organ. Paul gave us a wonderful tour and provided a detailed background of his organ builds.”

“During the tour, I learned that the shop also builds the cabinet structures that house the organs. At the entrance to their facility is a thirty-foot-high cabinet for an organ that will include four thousand pipes and will take two and a half years to build.”

“I became interested in organ music—and began attending organ concerts—when I was in college. One of the most memorable was a concert at St. Mark’s Cathedral in Seattle, where the organist performed the Saint Saëns Symphony #3, the Organ Symphony. As Paul explained, the lowest note in an organ is a low C (16 Hz), and Saint-Seans used this note in the symphony. The concert was remarkable! These were the years when my hearing was most acute. I not only heard the note, but I also felt it!”

“During my college years, I collected several E. Power Biggs records and a few of Virgil Fox’s organ recordings, mostly of Bach compositions.”

“While in France in 2019, my wife and I stumbled upon an organ recital in a beautiful Paris Cathedral. It was one of our most memorable experiences!”

“As technology changed—and as CDs replaced vinyl records—I disposed all of my LPs with three exceptions: Don McLean’s American Pie, the Goldberg Variations by Glenn Gould, and Six Double Concertos for Two Organs by E. Power Biggs and Daniel Pinkham. The records sit in a drawer in the garage three feet from my collector’s sports car. The car waits for spring weather, and the LPs wait for a turntable that’s, most likely, never coming.”

“Thank you, Paul Fritts and the Seattle Jaguar Club, for bringing back my fond memories of organ music.”

And Lynne Hannah shared a similar sentiment, “This is why I stay a member even though I do not own a Jaguar. This club gets access to incredible tours that would otherwise be non-accessible. Unbelievable facility and story!”



A laid-back drive to La Conner. Except for the wreck.

*Pictures: Danny Lisa, Cheryl Jacobson, Sharon Case & Kurt Jacobson.
Story: Kurt Jacobson.*

The first fall drive of 2025, September 27, took us from I-5 in Tulalip to forever funky La Conner. It was tops-down for the six convertible Jaguars following our leader Danny Lisa from Tulalip. He was driving his XJR VDP. Following him were Steve Walls, also from Tulalip, in his custom alloy-bodied XK120 roadster, then Michael Antonia from Orcas Island in his XK120 OTS, and Lisa & Jon Rogers from Bow in their personalized XK140 OTS, "Mabel."

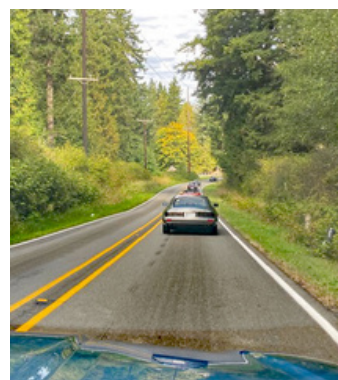


Steve Walls' hand-built alloy-bodied XK120



Organizer Danny Lisa leading drivers' meeting

Trailing behind were Bob Malecki from Kingston in his F-Type convertible, Sherron & Derek Tilley in their XJS coupe, Cheryl & Kurt Jacobson in their XK convertible and guests Jocelyn & Casey Clark in their F-Type convertible.



Sherron & Derek Tilley's XJS heading to La Conner



Waiting for back markers to catch up



Sherron & Derek Tilley



Guests Jocelyn & Casey Clark

Just after the Jaguars cleared a difficult intersection and right in front of the Mustang that Linda Roberts & Ray Papineau were driving and Sharon & Brian Case in their Suburban, two civilian cars had a heck of a wreck. Our four Jaguar club members stayed at the scene to help, then rejoined the rest of our members for lunch on the deck at La Conner Seafood & Prime Rib House.

After lunch we were on our own to explore town or head home and wash the bugs off our Jaguars.



The last warm waterside lunch of 2025

With 10,000 square feet, RW Auto Classics still has room to grow.

Pictures: Al Fenstermaker, Jon Rogers, Sharon Case and Kurt Jacobson.

Story contributions: Steve Bell, Dustin Frederick, Jon Rogers, Al Fenstermaker and Kurt Jacobson.

Making the trek to RW Auto Classics in Monroe has become an annual event. And every year they have added capabilities, from mostly offering used Jaguar and other British car parts and a few cars to fairly comprehensive repair, maintenance and some restoration services. During our November 8th visit, RW founder Jesse Rumens announced that that they have 13 technicians as continue to staff up. He said they continue to catalog their used parts inventory, are venturing into consignment services, and have added GM-trained tech who can expand their work with modern Jaguars. As usual, we were met with plentiful coffee, kilocalories of pastries and most of the RW crew.

In addition to the attendees already mentioned were John Chudy, Larry Becker and his guest Dustin Frederick who subsequently joined the club, new members Ken Skutt and Kevin Connelly, Steve Bell, Douglass Harroun, Linda Roberts, Al Fenstermaker, Stan Galyean, Bill Holmes, John Holmes, Greg Holt who will be moving to England, Kurt Jacobson, Mac and Andy Phillips, Jon Rogers and Ron Smith.



RW crew, back row from left: Jackson, John, Caleb, Jesse, John. Front row from left: Trow, Spenser, Chloe, Kody, David.

As with most of our visits, we see one or more of our member cars, this time Danny Lisa's XJS and Sharon & Brian Case's Series III 2+2. Ray Papineau said that RW completed rebuilding his E-Type's IRS after a hung-up parking brake roasted it.

RW Auto Classics is located in a massive one-time horse stable, with some off-site storage. It houses all the expected automotive tools and room for many cars in various stages of work. Dustin Frederick observed that, "the most impressive thing about is how spacious, organized and clean the shop is compared to other shops I've used or visited. It is like a hospital operating room."



Jon Rogers was impressed "by the quantity of parts availability. I must have seen four to six early XK engines among the myriad parts. I chatted with one of the mechanics about the SUN analyzer I saw there. It's just the tool to tune older spark ignition (non-computer) cars. They weren't too familiar with its working so I had a good 'training session' with their mechanic about its functioning."

Al Fenstermaker has firsthand knowledge of working with RW and sharing why he still has, and is restoring his Opel GT: “For many years I’ve used Vintage Racing Motors in Redmond to maintain my cars, but this year they got so busy with race cars that the lead time for other work just got too long. VRM had been doing some work on my 1969 Opel GT 1100. Midway through, they needed space and I looked for another shop. I talked to Jesse at RW and asked them to rebuild my carburetors, which they did and the engine ran so smoothly. Then they rebuilt the transmission and the car was feeling like it did when I was 20 years old and the car was relatively new.”

Then I brought in our white XK-120 DHC for a complete rebuild of the front end. Al Gerard had rebuilt it about 25 years ago, but at more than 40,000 miles, I had simply worn it out by having way too much fun! The front end was so nice and tight I had to be careful not to start driving the car the way I did when I was in my 40s, in other words it was a nice rebuild.”



“After that I decided RW was the right place to do a full restoration of the Opel GT and they have started that project. It will be fun to drive a car I’ve owned for 51 years and have it look and feel the way it did back then.”



The Opel GT at RW about a month ago.

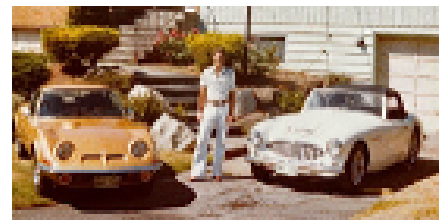
“I owned the Opel when I bought my first old car, a 1957 Austin Healey 100-6, which I ‘restored’ on my own, disassembling the car in my parents’ driveway and putting 20 coats of lacquer on it in the yard. That experience taught me a lot about car restoration and it convinced me I did not have the skills or equipment needed to perform a restoration at the level I wanted.”



The 1957 Austin Healey when I bought it..



I painted the car in the yard at my parents’ house, doing all my own bodywork and painting.



Here I am in the late 70s or early 80s with my fleet, the nice Opel GT and the now restored Austin Healey.



“When I went to graduate school in New York I drove the Opel there and back while Marilyn stayed at the University of Washington. When she visited me in New York we drove the car all over Upstate New York and Canada. We got engaged in the Opel and so there is a history with this car, as there is with all cars. Cars you can hand off to Jesse at RW to bring back to life as they were when new.”

The Opel GT was the car Marilyn and I dated in and she called it “cruiser car” as we cruised all over the Seattle area. Next year it will be 50 years since I picked Marilyn up for our first date in the Opel.

Judges Corner

Well, it's Rags Down and another year of Concours events is in the books! This year our club's Concours had a record turn out with twenty five judged entries and nearly three times that showing in the Enthusiast class. We also had an excellent pool of Concours judges and were able to get four members newly certified for next year's run of events.

All of that to say that I am consistently impressed with the dedication our members have to our show, which helps reinforce the Seattle Jaguar Club as one of the strongest clubs in North America.

If you missed the show this year or are a new member, ours is one of four formal Concours events in the greater Northwest area, with the other shows being Victoria, BC in mid-July, Langley, BC in late August, and Portland, OR in early September.

Highlights for this year's Concours included the return of Mark Dellplain's People's Choice Winner 1957 XK140 SE Roadster in Pearl Grey, Ian Newby's 1955 D-Type Reproduction (that he drove from Canada!) and the three Driven Division F-Type winners that were all separated by one tenth of a point!

Starting in the Spring I will be running training and refresher courses for new and returning Judges. Something new that we want to do next year is to host a training specifically on how to prep your Jaguar for a Concours. While I will always stress that you do not need a 100 point car to be a celebrated part of the show, there's a lot of low-effort updates you can make to ensure you have the best showing possible.

Preparations are already being made for next year's events and we hope that you join us as an entrant, judge, or volunteer.

Cheers,
Bill Holmes
Chief Concours Judge, NW41

Driving Miss Kitty

Story and pictures by Hilde Webber

“You have my absolute favorite car,” said the gentleman at the gas pump right behind us. I was filling our 2018 Jaguar XFS Sportbrake, which we fondly call Miss Kitty, for the start of the 2000-mile road trip my husband and I were taking from the beautiful Pacific Northwest to the deserts of the Southwest. The gentleman surprised me by his knowledge of our Jag – he knew that there are only about 200 of these sleek Sportbrakes in North America. After I told him that we get around 30 miles per gallon on the highway, he enviously suggested an even trade – his 2025 Land Rover for our 2018 Jag. Land Rovers hold a special spot in my heart, but we love our car and would never consider just giving her away. So, I quickly finished filling our car and bid him farewell before he had a chance to hand over the keys to his Landy.



Before reaching the Interstate, we stopped by Exotics at RTC for the British Car Day event. There was a vast array of exquisite British cars on display – from Aston Martins to Rolls Royce and of course Jaguars of all kinds. We did not put our car on display as she was packed to the gills with luggage, provisions and drinks – along with the camera

equipment we would need for our journey. While we parked our overloaded car nearby, we still enjoyed the show as spectators, and we caught up with many of our friends with British cars. My husband marveled at the incredible turnout on such a gorgeous sunny and warm late September morning. Slipping away from the event, we set off on the first leg of our journey.

Thinking that our first stop would be a reasonable seven-hour drive, we were shocked to find ourselves slowed by a combination of road work and accidents to an average of 20 miles per hour on the Interstate between Bellevue and



Olympia. The road cleared and our pace improved after that, however, we only reached our first stop after nightfall – about three hours later than we had anticipated. We stayed overnight in the lovely town of Grants Pass. Named during the Civil War for Ulysses S Grant, the town has undergone a makeover from a lumber town to a tourist destination. Strolling by the Rogue River we were pleasantly surprised by several art installations. Highlights of the town include the landmark Redwood Empire sign, a statue of Sasquatch and the Caveman Bridge.



After a pleasant evening and a hearty breakfast, we set off early the next morning for our next destination, Carmel-by-the-Sea. Driving down to California is always an interesting journey. Passing by Mt Shasta, the beauty of the area is mesmerizing. Almost immediately after Mt Shasta, the highway meanders up and down a steep pass and there are delights for the eye around almost every corner.

We reached Carmel a few hours before sunset. Checking into our hotel, which once was the house of a famous photographer, we found a safe parking spot for Miss Kitty. We then set off on foot to explore Carmel. It is a magical town with charming houses and stores that look like they came off the pages of a beautifully illustrated fairytale book. Clint Eastwood was once the mayor here and you can still feel his presence. We made our way down to the beach in time to enjoy a spectacular sunset with the famed Pebble Beach a mere stone's – or should I say pebble's - throw behind us.

Breakfast the next morning was served alfresco – a sleeping cat was nestled on the most comfortable chair by the blazing outdoor fire pit. We settled for lesser chairs; she looked so comfortable basking in her cozy spot! After a final stroll through the quaint streets, where we imagined what it would be like to live in one of the beautiful homes we passed, we set off again for the next leg of our destination, Palm Springs.



The route between Carmel and Palm Springs took us on busy highways filled with convoys of tractor trailers. We remarked that while in the late 1800s prairie schooners would have made their way out West, the highways today are clogged with convoys of large trucks bringing all the necessities to towns and cities. The road surface, under the weight of semis and increasingly heavy SUVs, pickup trucks and EVs, is suffering. The once pristine highways of our land are now pockmarked with potholes and littered with shredded truck tires. We had to dodge these road hazards regularly, and we witnessed several cars that had pulled over as a result of damage from them.

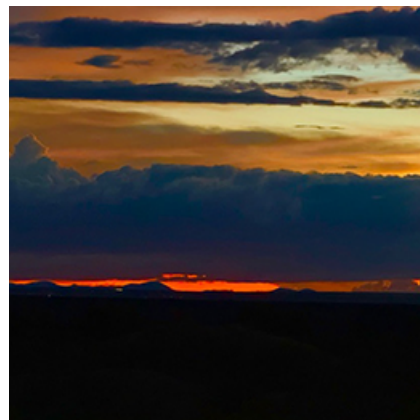
Finally making it to the outskirts of LA, our GPS took us on what we thought was a road less travelled. Unfortunately, it was a road more travelled - and with only one lane on each side. We experienced a heart-stopping moment when a speeding pickup truck overtook a row of cars approaching us. The driver seemed to be blind to the fact that he was on a collision course with our Jag and had no hope of passing in time. My husband maneuvered Miss Kitty to the far right of the road – which did not have a shoulder – and the pickup truck

swept by within mere inches of us. The Jaguar had responded with catlike reflexes; stable and sure-footed. Had we been in another vehicle, we wondered if we would have been able to so easily get out of the way of the oncoming truck. After that moment, which so easily could have been a tragic one, we were hyper-vigilant for the remainder of our journey to Palm Springs. As the Palm trees signaled the approach to our destination, the roads became wider and the other cars around us seemed to relax and behave. As the sun began to set, it was wonderful to breathe a sigh of relief and pull into the familiar driveway of one of our favorite resort hotels.

After a glorious two-night respite in Palm Springs and fortified by a date shake from Shields Date Garden, we set off for Tucson. Driving through the busy and ever-expanding metropolis of Phoenix, we marveled at beautiful overpasses, as well as commercial airplanes sweeping over the Interstate to land. Despite triple-digit heat, our Jaguar behaved incredibly well – she kept us comfortably cool inside and hummed smoothly with a loping relaxed gait for hours at a time. We reached Tucson shortly before sunset. Our idea was to stay in a casita resort, but somehow I had misread “casino” as casita when making the booking! We found ourselves on tribal property surrounded by tall Seguardo cactus and decided to make the best of things. The casino offered a parking spot for Miss Kitty in view of our room. We braved the heat and walked past slot machines and gaming tables. Once past the flashing lights and ringing bells, we were pleased to find a good selection of restaurants. The sous chef even met with us to select the best offerings from the menu, and we had a great meal.

After refueling Miss Kitty the next morning, we set off on the final leg of our journey. Passing the impressive Dragoon mountains, we saw a sign for Cochise Stronghold. I looked up the story of Cochise and read it out loud. This charismatic Chiricahua Apache leader made his final stand in this mountain range. As the road continued, the mountains gave way to flatter drier terrain. We were happy to see an almost endless train carrying shipping containers as it meant less semis on the road.

We reached our final destination of Las Cruces, NM at sunset. As we approached the city, we saw a giant metal sculpture of a Road Runner, just off Interstate 10. We drove into the driveway of the Adobe home belonging to our family and settled in for our stay. Las Cruces with its backdrop of the Organ Mountains, is home to a large variety of bird life – including Road Runners. But Miss Kitty, the only Jaguar XFS Sportbrake for miles around, proved to be the best runner on the roads.



Who would take their Jaguar out in the rain to drive around Mason County in November?

Pictures: Stick Holmes, Kurt Miyatake, Sharon Case & Kurt Jacobson.

Story: Kurt Jacobson.

Well, 12 Jaguar drivers, joined by another six in normiemobiles did just that. Add in the passengers and you now have 32 people who spent the middle part of their November 15th Saturday touring the Mason County roads where organizer Tim Weber exercises his Jaguars and motorcycle.

We gathered at a park and ride on US 101 near Shelton, then drove through the generally forested and sparsely-populated areas around Mason Lake and Lake Limerick to the east shore of the hook of Hood Canal. From there we pitted at Twanoh State Park, then drove along the shoreline past Alderbrook Resort & Spa, the town of Union, then back to US 101 across the recently restored Skokomish River estuary. That area was once diked as part of the Nalley Farm, owned by the founder of Tacoma's Nalley Foods.



From left, Rockey Nutt, Curt Kyle, Ken DeCoursey and Kurt Miyatake at the Shelton Matlock Park & Ride.

What do you get when you when blend Salvadoran and Italian food? And beer? We then headed south on US 101 to Shelton for lunch at Railroad Tap Station, a homey little restaurant offering Italian and traditional Salvadoran foods with a twist. For instance, their pupusas are a Salvadorian staple, but the restaurant



Drive organizer Tim Weber explains the route.

‘elevated them with a unique twist that perfectly complements the rustic charm of our menu.’

Across Railroad Avenue, Shelton's main street, was a Shay locomotive, named, "Tollie." After being retired by Simpson Timber Company in 1958, it was donated to the city. It was originally named "The Ted Elliot," renamed "Tollie" in honor of Sol Simpson's wife. representing the railroad's heritage. The Simpson Lumber Company, founded in 1900, was once Washington State's second largest timber holder. Simpson split into two separate units

in 2006, and Green Diamond Resource Company continues to operate from its downtown Shelton offices, the only incorporated city in Mason County.

Stick Holmes' railroad ties Stick grew up in Shelton and returned after a career in aviation and living in San Diego where he did about everything for the San Diego Jaguar Club. He returned to his hometown and renovated one of the town's many historic buildings, only a



A pit stop at the Twanoh State Park boat ramp

few blocks from Railroad Tap Room. Stick sent along several photos of his father Rudy and some of the rolling stock he was responsible for as a dispatcher for Simpson's railroad system. Stick said his mother Dorothy, "was a premier domestic engineer."



"Tollie" the Shay locomotive across Railroad Avenue street from Rosemarie Young's Jaguar XE.



"Here's a photo of dad on Simpson's '9 Spot.' He's the one standing."



"This is where we had lunch Saturday. Notice the '9 Spot' is taking on water. We all parked on the left where the second white building is. We ate across the street (Railroad Ave) in the white building on the right."



"This is dad plowing snow so the trains had access to the logging camps. He's the one on the left."

From near and far Joining the rest of the group for lunch were local Sheltonite Rosemarie Young and Olympians Marisa & Art Foley. On the drive were other Sheltonites, Stick Holmes' guest and childhood friend Skip Symes, Rocky Nutt who lives "just outside of town," and Kathy and Tim Weber, who live "way outside of town." Kurt Miyatake came from neighboring Thurston Company, as did Curt Kyle who met us at the starting point then continued to a meeting in Seattle. Coming from Kitsap, Pierce, King and Snohomish counties were Virginia

& Roger Susick, Bob Book, Tanya & Bob Willits, Lee & Terry Nelson, Linda & Richard Desimone, Diane & Monte Powell, Cheryl & Kurt Jacobson, Trish & John Blackburn, Lynne Hannah, Sharon & Brian Case, Wendy & Craig Duckering, and Debbie Woods & Ken DeCoursey.

How many original alloy XK120 have you spent an hour with? After lunch, six true Jaguar believers drove up just past Hoodspoint to Holiday Beach to see two alloy XK120s. At the home of Mike May, the founder of XKs Unlimited, Debbie Woods & Ken DeCoursey, Cheryl & Kurt Jacobson, Tim Weber and Rocky Nutt saw a beautifully restored car and another partially restored car in bare aluminum. Rocky purchased an XK120 project and connected with Mike who has been a source of restoration skills, specific XK120 knowledge, rare parts, and friendship.



Not one, but two rare alloy XK120s.

For the three of us who own XK120s, the differences between the first 242 cars in alloy were not instantly apparent. But looking closer, aided by Mike's immense XK120 knowledge, we saw significant differences from the later 12,000+ steel bodied cars. For instance, on the first cars, built between 1948 and early 1950, the alloy body was hand-built over an ash frame while the later cars were stamped steel over a steel substructure. The front fenders (wings) of the alloy cars were screwed on, while the subsequent steel cars were welded on. For a vicarious visit with Mike and his rare cars, check out <https://tinyurl.com/mr3xpdbm>. And more about Mike and alloy cars:

<http://www.xkdata.com/cars/detail/?car=670110&datahistory=yes>.

Route directions go digital Sharon Case encouraged participants to try out the free version of the Rallista GPS app. She preloaded the route that guides you like other GPS nav programs. Lynne Hannah and the Duckerings tried it and said it worked well. But most drivers used the printed route instructions. It may be just the thing for tech adept solo drivers and participants who want to save the time and expense of couples therapy.

2025 Clowder of Cats in Telluride!

Story and pictures by Kurt Miyatake

The 10th annual Telluride Autumn Classic (September 25-27) featured a "Clowder of Cats" organized by the Rocky Mountain Jaguar Club. I drove my F-Type to Telluride in 2024 for the Autumn Classic weekend event. That 2,500-mile round trip was incredible and the Cat performed flawlessly. With the Clowder being a part of the Saturday Concours in '25, it was a no brainer to do the road trip again.

It was a 2.5 day trip from Olympia to Telluride, navigating through eastern Oregon, Idaho, and Utah before making the last leg to Telluride. As in '24, the F-Type performed great, as I averaged 70 mph with fuel economy hovering around 24.5 mpg. (Thankfully fuel prices for premium outside of WA State were reasonable!)

Thursday evening there was a great welcome reception in the huge "Hanger 30" at the Telluride Airport. One of the highlights was to see Dave Kindig ([Kindig-it Designs](#)) proudly exhibiting a wonderful Corvette-based "Corvair" Restomod. I also met up with fellow SJC member Harvey Sherman who had driven his Aston Martin to the event.

On Friday morning, there was a Poker Run from Ouray to Silverton via the famous Million Dollar Highway. I highly encourage people to check out this wonderful road; especially in the fall when the golden leaves of the Aspen trees make for breathtaking views as you wind through the turns of the MDH.



After returning from Silverton, it was time to wipe down the Cat and prepare for Friday evening's "Cars on Colorado," a free-to-the-public street show of a wide range of wonderful automobiles and trucks.

Saturday morning came way too early after a fun-filled evening in Telluride along with a visit to Mountain Village (next door, accessed via the country's only free gondola system). It was time to shine up the F-Type and drive over to the Mountain Village golf course for the staging of cars for the concours. A large number of Jags were in attendance; many



traveling a long distance to be on the grass. After the Concours, it was again time to sample the many eating and drinking establishments and enjoy the beauty of the box canyon that surrounds Telluride.



Leaving Telluride for the return to WA State, I elected to detour slightly and drive Hwy 141 to Gateway, CO which is another amazing road with scenic twisty roads. Gateway trivia: no stop lights! (Yes, it is that small...)

I also took a detour to Oregon Hwy 74 (Heppner Hwy) which IMO is one of the best twisty roads in eastern Oregon. If you visit the quaint town of Heppner, be sure to stop in at Murray's for a nice latte.

All the wonderful scenic roads and awesome time in Telluride aside, it was great to put some serious miles on the Jag, which will never be mistaken for a grand touring car. That said, after this, my fourth long multi-day road trip in the Cat, I would have no qualms about taking it back out on the road for more adventures. Maybe I'll see some SJC club members in Telluride for Autumn Classic '26!



Photo credit: Steve Parker



President - Craig Duckering
Past President - Paul Petach
Vice President, Activities - Brian Case
Vice President, Technical - Randy Pickett
Treasurer - John Blackburn
Secretary - Chris Eseman
Trustee - Bob Book
Trustee - Tami Mathisen
Trustee - Doug Jackson
Trustee - Bob Willits
Membership Chair - Craig Duckering
membership@seattlejagclub.org
Concours Chair - Brian Case
Chief Judge - Billy Holmes
Slalom Chair - Mike Watts
JagMag Editor - Kurt Jacobson
jagmag@seattlejagclub.org
Web Manager - Mike Watts
Sunshine - Art Foley with Tami Mathisen
WWABFM Liaison - Kurt Miyatake

Seattle Jaguar Club

PO Box 241
Enumclaw WA 98022
info@seattlejagclub.org

*Affiliated with Jaguar
Clubs of North America*



© Copyright 2024 Seattle Jaguar Club. All rights reserved. The contributors to JagMag, amateur or professional, having limited specific knowledge, offer information or suggestions on a variety of subjects including, but not limited to, auto values, event locations (dates & times), and technical subjects. This information comes from a variety of sources and has not necessarily been tested by its contributors, the JagMag editors and its staff, or officers and members of the Seattle Jaguar Club, who take no responsibility for the results, obtained using such information and disclaim any liability for any injury or damages. Furthermore, the club makes no warranties, expressed or implied, on any published information for any purpose whatsoever. Readers are advised that use of this information is done at user's sole responsibility and discretion. Seattle Jaguar Club is an affiliate of Jaguar Clubs of North America.



[Click here to join or renew](#)

JOIN US JUST FOR THE FUN OF IT. AND:

...sharing expert Jaguar knowledge and experiences,

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

Monthly events, such as technical sessions, drives, gimmick rallies and roving dinners. Often with our neighboring Jaguar Clubs of North America (JCNA) members.

Connect with other members in 60 JCNA clubs from Mexico, USA and Canada. Find other fellow enthusiasts on your travels.

More good reasonson the next page

JOIN US JUST FOR THE FUN OF IT. AND ...

Local, Northwest Region and international volunteer opportunities to share your talents, make new friends and have fun.

Stay in the Jaguar loop thanks to timely email notifications, multiple-award-winning Seattle Jaguar Club *JagMag* monthly digital magazine, and frequent social media posts. Enjoy your copy of the entertaining, informative and helpful *Jaguar Journal* six times a year in print or electronic form.

...friendly competition,

our own “Jaguars on the Green” and three other Northwest Region JCNA-sanctioned regional Concours d’Elegance Jaguar car shows to show off your car or compete in one of many classes and judging levels and for chances to win awards at the local level, regional and North America levels. Learn the details of Jaguar models and become a certified judge.

...saving money,

such as a 5% discount on Hagerty Insurance and others on Griot’s car products and other local and national services and products.

...and borrowing “unobtainium” Jaguar tools and access to experts,

through JCNA’s support of the Coventry Foundation’s Tool Loan program, you can borrow specialized Jaguar tools and access documentation not readily available elsewhere. The JCNA Tech Line connects you to a Jaguar technical expert. Our Seattle Jaguar Club’s website has an extensive list of resources and our Vice President —Technical can guide you to club experts.

Sign up as a new member or renew your annual dues for the Seattle Jaguar Club. Membership is \$95 and is based on the calendar year. If you are already a member of another JCNA club but would like to also have membership with Seattle Jaguar Club just follow the instructions on website www.seattlejagclub.org and your total will be reduced by \$55. Any questions about membership should be sent to membership@seattlejagclub.org.

Questions? Contact membership@seattlejagclub.org.

Click here to join or renew

CLASSIFIED ADS ARE ALWAYS FREE FOR MEMBERS!

Advertise your Jaguar parts and vehicles here in JagMag. Ads are free for members and only \$10 for 3 months for private non-members (not commercial). Clean out your garage and place your ad now! Contact Kurt Jacobson. Classified ads must be Jaguar-related.

Commercial Advertising Rates

Advertising requests must be received by the 20th of the month preceding publication. Payment should be sent to Attention: Advertising, Seattle Jaguar Club, P.O. Box 241, Enumclaw, WA 98022 and email ad to jagmag@seattlejagclub.org.

	Yrly, 12x		Yrly, 12x
Full Page	\$825	Quarter Page	\$225
Half Page	\$425	Business Card	\$125



Full repair, service, restoration and
prepurchase inspections of British
motorcars by appointment only.
Contact Mark Jones weekdays
1130a—830p: 206-283-3578
info@britsportofseattle.com

4214 - 2 4th Ave W, Lower Level
Seattle, WA 98199



Do you or some company you know want to support the Seattle Jaguar Club? Doug Jackson and Sharon Case are looking for companies to advertise in JagMag, sponsor other aspects of our club and support activities. If you are interested in helping or know of a company who would like to do that, let Doug or Sharon know. We are also interested in items for swag and experiences to raffle to members or to give out at events. Do you know of a reliable vendor to add to our resources pages on our website?

(<https://www.seattlejagclub.org/resources>)

If so contact sbcase253@hotmail.com

Classifieds

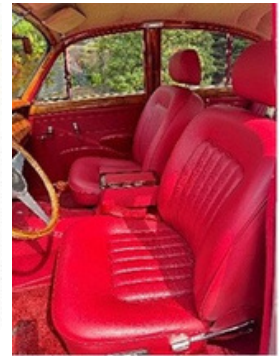
1988 Series 3 XJ12 Vanden Plas for sale Canadian import. Silver Birch over Buckskin. All major servicing recently performed: injector hoses, belts, plugs/wires, rotor and coil. New exhaust. Nice interior, including wood veneers. Everything works, including AC. 83,000 miles. Asking \$8000. Steve Bruce, Bellingham, kingbee10@comcast.net 360-393-0744.

Sep 2025



1962 Mark 2 sedan for sale.

Silver over red leather. Paint & interior excellent. Functional improvements: rack & pinion steering, negative-ground alternator, Wilwood front disc brakes, 5 spd, Harvey-Bailey handling kit with firmer front springs, anti-roll bars front and rear, Koni Classic shocks. Rear coil spring conversion. Multi-adjustable front seats from Series 3 XJ, in original Mark 2 pleat style. Leather & wood center console box. asking \$30,000. Keeps up with modern traffic. Steve Bruce. Bellingham. kingbee10@comcast.net 360-393-0744 Sep 2025



Oct 2025

Free 1995 XJ6 and newer axles and hubs Free to a go home. I believe these are usable or rebuildable. Located in Seattle or Kirkland. Call 425-457-1242.

Oct 2025



1996 XJ Vanden Plas for sale Second owner, 43,401 miles; 18,401 since purchased from 1st owner in 2001. Most years garaged and covered. Babied. All scheduled maintenance per factory recommendations. Original except tires and wiper blades. When stereo stopped working, new Bluetooth capable unit installed. Original Bose speakers still sound great. Deserves a good home. \$9500, negotiable. Scott Dabbs, Maple Valley WA, Cell 425-890-9523

Oct 2025



Rebuilt 5.3-liter V12 for sale Rebuilt by British Motor Cars in Eugene. Unfortunately, would not mate to my ZF transaxle. In crate, ready to ship. \$9,000, Jim Lunz, Jimmlunz@gmail.com

Oct 2025



1970 XJ-6 for sale 4.2L rebuilt engine. 3 SU carburetors. Borg Warner 3-spd replaced with a General Motors T700 4 speed transmission with overdrive. Factory fog lights, rebuilt rear differential and drive train, BOGE front shocks Koni rear shocks, new battery. Regency Red with tan leather interior. Walnut facia and trim professionally refinished, original Phillips AM-FM-SW radio. London delivery with original owner's manual, all delivery paperwork, etc. Maintained and cared for by a professional factory trained MB technician. New owner also gets spare parts including complete Stainless Steel exhaust system, custom fit car cover, etc. Asking \$9000, willing to negotiate. Contact William Chappell, Bellevue, WA, *Oct 2025*
willnells3@gmail.com



1997 Jaguar XK-8 for sale, 97k miles, professionally serviced/maintained, new parts and maintenance records for engine and driveline, new plugs, valve cover gaskets, coil packs, throttle body, mass flow sensor @ rubber air inlet duct. Complete front suspension rebuild, including shocks, struts, wheel bearings, upper & lower ball joints. New catalytic mufflers & exhaust system, Top works perfectly. New tires, brakes, leather seats, driveline rubber donut & rear transmission mount replaced by Performance Auto, Lynnwood, new chain tensioners and chains at 70k miles at Park Place, Bellevue since 2011. Great driver, especially with top down. \$8.000 negotiable. Includes many spare parts. Larry Becker, cell (205) 818- 4305, email Larry.Becker1@frontier.com

Oct 2025



2004 Vanden Plas XJ8 for sale Merlot with lovely ivory interior with no damage to walnut burl or instrument panel. Less than 90,000 miles on original engine, 2nd owner. Sunroof with privacy shade, touchscreen nav with installation of CD, Excellent AC, Alpine CD, air compression system replaced within the year at Park Place in Bellevue, and it was just fully inspected and serviced in July at Firestone. recent wiper blades, rear disappearing sunshades, programmable seats, Only issue is a tiny hose leak that mechanic literally said a piece of electrical tape can fix and is not critical. Asking \$10,500 (negotiable for quick sale, Seattle. (206) 549-1664, judyabolafya@gmail.com

Oct 2025



1973 Jaguar XJ6 Series 1 for sale Sable (brown) with tan leather interior, 73,911 miles, one owner, all original, engine runs smooth, drivers-side fuel pump is not working but passenger-side tank and fuel pump work. All offers considered. Contact Kent Wiken kwiken50@gmail.com.

Nov 2025



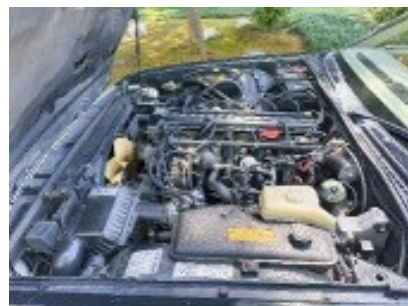
1971 Modified Jaguar XJ6 Series 1 for sale White, tan leather. Modified with Chevy 350 engine and turbo 400 transmission. One owner. Replacement front fenders included. All offers considered. Contact Kent Wiken kwiken50@gmail.com.

Nov 2025



1991 Jaguar XJ6 Vanden Plas for sale Purchased in 2000 with 55k miles, now 125k. Great car. No major problems except a recent rough idle. I no longer have the time or space to work on her and want to find her a new home with someone who'll keep her on the road. In pretty good condition for age and mileage, doesn't need much. More pics and info. Text Josh @ 425-523-7201. Open to all offers.

Nov 2025



Jaguar Mark VII for sale As-is, repainted dark blue, reupholstered, rechromed, rewired, 12V, new harness. Door rust rebuilt, electric radiator fan, 350 Chev V8, 350 Hydramatic automatic, open tube driveshaft, Pontiac rear end, 7x15 chromed Buick wheels, good tires, interior woodwork refinished, seat belts, garaged. Needed: reinstall trunk handles, three interior window cranks, install a few wood pieces. One dash instrument needs repair. Asking \$10,000, or best offer. In North Seattle. Contact William Baker, 206.399.4060.

Nov 2025

