



JagMag

September 2025



Seattle
Jaguar Club
Vol 69 Issue 9
Jaguars on the Green
NW Carriage Museum
Down in the Gorge



2025 EVENTS

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/>

Please check for the most up-to-date information at seattlejagclub.org/calendar

SEPTEMBER 2025

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

Fri-Sun Sep 5-7, Jaguar Owners Club of Oregon Concours and slalom in conjunction with the All British Field Meet, Portland International Raceway. Saturday is the concours and on Sunday there is a JCNA sanctioned slalom. Registration forms have been emailed to all club members. Register for the ABFM at www.abfm-pdx.com. Register for the JOCO Concours & Slalom at <https://joco.org/concours-delegance-slalom-registration/>.

Sun Sep 7 Downtown Edmonds Classic Car Show, Seattle Jaguar Club group meet 5:45 am at Starbucks, 9801 Edmonds Way, 250+ vehicles. Must be 30 years old or over to participate. Preregister for \$35 by Sep 1st 2025 Edmonds Classic Car Show Vehicle Registration. Contact Brian Case sbcase253@hotmail.com.



Sat Sep 13 10 a.m. visit Flying Heritage & Combat Armor Museum, Paine Field, 3407 109th St SW, Everett, WA. Lunch nearby afterward. Register: <https://www.seattlejagclub.org/events/flying-heritage-and-combat-armor-museum>. Download, print, fill out waiver and bring with ID: Flying Heritage & Combat Armor Museum | Flying Heritage & Combat Armor Museum. Contact: randypickett@hotmail.com.

Sat Sep 20 Exotics at Redmond Town Center, British Car Day. Weather dependent. Recommend placing your car by 7 a.m. E@RTC To drive in with other club members, meet by 6:45 a.m. at Petco, 7215 170th Ave NE, Redmond. Contact Brian Case sbcase253@hotmail.com.



Sun Sep 21 Roving dinner. Location TBD. Contact Sharon & Brian Case sbcase253@hotmail.com.

Wed-Sun Sep 25-28 "Clowder of Cats in the Mountains," Jaguars at the Telluride Autumn Classic. tellurideautumnclassic.com Contact harveysherman@frontier.com

Thu-Mon Sep 25-29 International Jaguar Festival, Savoy Automobile Museum, Cartersville GA. Concours, rally, slalom, receptions. Special Jaguar Racecar exhibit. International Jaguar Festival Contact Brian Case sbcase253@hotmail.com.



Sat Sep 27 10:30 am meet in the northeast corner of the Seattle Premium Outlets mall in Tulalip, then drive backroads to lunch at La Conner Seafood & Prime Rib House. Spend your afternoon exploring La Conner on your own. Contact Danny Lisa dlisa@aol.com.

OCTOBER 2025

Wed Oct 1 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Fri-Sun Oct 3-5 Winery Tour. Friday, meet 2:45 p.m. at Monroe WA, Grocery Outlet lot at the smokestack, 405 Butler Ave, then Octoberfest dinner in Leavenworth and overnight in Wenatchee. Saturday, some may drive directly to hotel Saturday morning. After hotel breakfast Saturday, visit Ohme Gardens then gather at Wenatchee hotel (reserve early) and depart 10:45 am for lunch at Chelan Ridge Winery, visit more wineries and return to Wenatchee and Faire Le Port for dinner, within walking distance of the hotel. Sunday, explore area on your own and return home. Register: Winery Tour 2025| Seattle Jaguar Club. Contact Kent Wiken kwiken50@gmail.com.



Sat Oct 18 Jaguar Jaunt: Colors and Curves, fall colors tour in northeast King and South Snohomish counties. Details to come. Contact: craigduckering@hotmail.com.

Sat Oct 25 Tech session. Location TBD. Contact Randy Pickett randypickett@hotmail.com.

NOVEMBER 2025

Sun Nov 2 Roving Dinner. Location TBD. Contact Sharon & Brian Case.

Wed Nov 5 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

Sat Nov 8 Tech session. Location TBD. Contact randypickett@hotmail.com.

Sat Nov 15 Drive. Contact Tim Weber toadhall87@msn.com.

DECEMBER 2025

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

Sun Dec 14 Holiday Party at the Seattle Yacht Club, Fireside Lounge. Contact Sharon Case sbcase253@hotmail.com.



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 Annual General Meeting at Griot's Garage. Contact Brian Case sbcase253@hotmail.com.

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

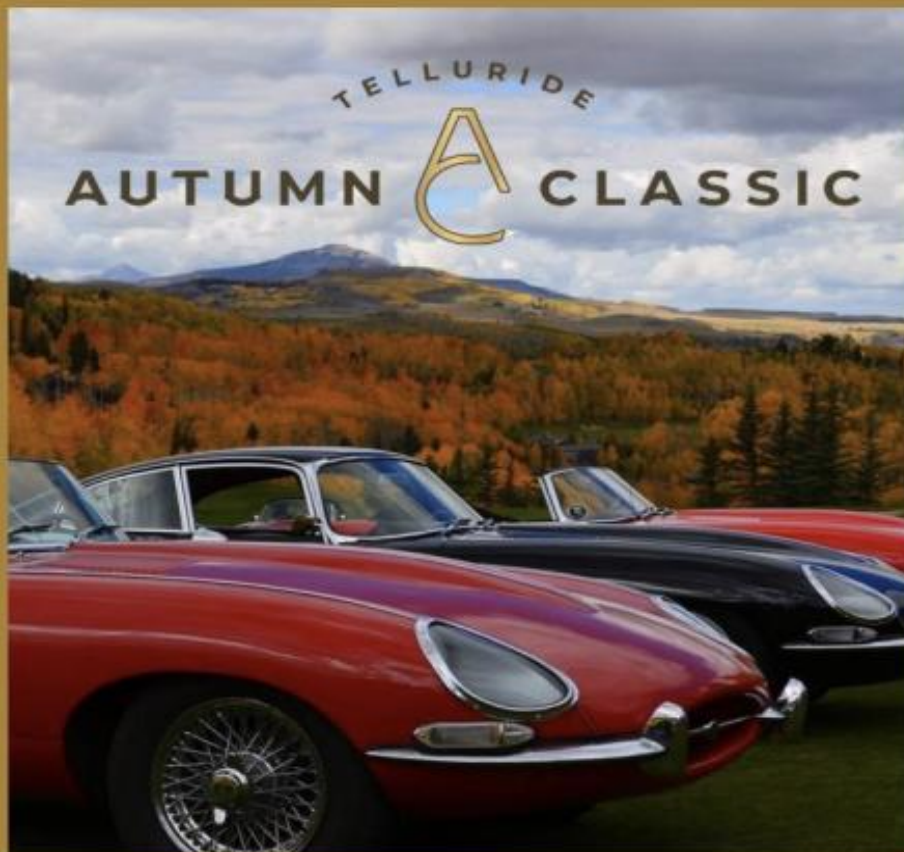
Wed May 6 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at secretary@seattlejagclub.org.

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.



Clowder of Cats in the Mountains Descending on the Telluride Autumn Classic

September 25-27, 2025

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WHAT'S NEW



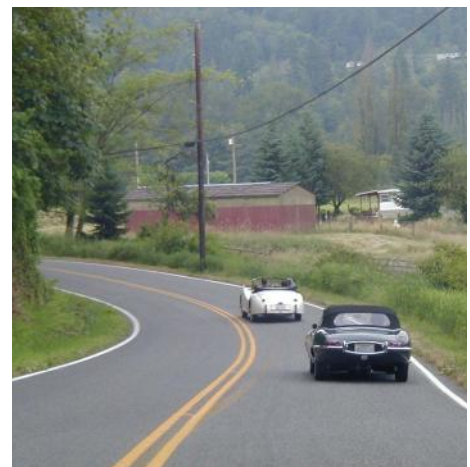
This photo by Ken McLean of Art Foley and his D-Type Lynx at Jaguars on the Island Concours in Victoria won first place in a photo contest sponsored by a local camera store.

Cover The sun peeked through the marine layer and over the North Cascades and onto the dew on Ron Smith's XK120 coupe on the morning of the Jaguars on the Green Concours in Anacortes.

In this issue, Ron describes how to add better looking and function side view mirrors to XK120 coupes.

Steve Averill more snapshots of the past with this email to Al Fenstermaker:

“Hi Al, good to see you again. First - white XK120 on July 2000 Mount Rainier Tour (*photo missing*). 2nd & 3rd - white XK120 on July 2000 Jalopy Jaunt to Snohomish - includes Joe in both with his back to the camera. In the one with the VW, Bill Ludwig is in the white polo shirt and Burt Curtis is behind the VW. In the other one, Steve Christensen is holding his granddaughter and Nancy Averill is talking to Ludwig. 4th - Al with the blue XK120 at the 2014 concours. 5th - Al and Joe drive off on the Jalopy Jaunt with the E type of Burt Curtis following.” (*Some photos cropped*)



WHO'S NEW



Lawrence Drewry has two Jaguars And he joins the growing list of Aston Martin owners in the club. He and his wife Kathleen have a 2018 Jaguar XE S and a 2018 F Type R (*above*). Lawrence says, “The F Type immediately became a dream car of mine when I first saw the concept for it. It is a perfect modern classic, with the ideal sports car silhouette. But I may be preaching to the choir with that statement!

I've been [a car enthusiast] as long as I can remember! Cars have always been the driving interest in my life (pun intended). I do a lot of my own work and modifications on several of our cars, and spend a lot of time at the track, mostly Pacific Raceways.” (*Continued*)



In addition to the two Jaguars, they have a 2015 Aston Martin V12 Vantage S, 2024 Alfa Romeo Giulia Quadrifoglio Super Sport, 2007 BMW Z4M, 2019 Fiat 500 Abarth, and 2023 Rivian R1S.

Lawrence & Kathleen “are both very outdoorsy people, and spend most of our free time running, hiking, kayaking, etc. We moved to Bellevue three years ago. We are originally from the Midwest (Wisconsin). We’ve always wanted to live close to the mountains, and after visiting here it felt like a natural fit for us. No kids, just a dog named Emerald. She is a Silken Windhound. We both went to college in the University of Wisconsin system, and I am a corporate attorney and Kathleen is a renewals manager for a tech company.” *(From the top, the F-Type in track shoes., XE, Aston Martin, BMW, Alfa Romeo.)*





Steve Hiester shares this about himself and his XKE

"I first saw an XKE in 1974 and decided it was the car for me. I almost bought a 1967 pale primrose coupe but I

was putting myself through college and just could not afford it (mostly it was the insurance back then). In 1984 I almost bought a 1968 red roadster but had just bought a house and could not justify the expense. In 2025 I finally bought a 1968 pale primrose roadster. It is the car I always wanted to own and drive (*Above at the 2025 Jaguars on the Green Concours*).



Other cars that may be of interest that I currently own are a 1973 Triumph TR6 (*above*) and a 1987 Pontiac Fiero GT (*above right*). Other cars that I own that may become interest cars: 1971 Chevrolet C20 pickup, 2002 Chevrolet Blazer ZR2. Daily driver is a 2010 Cadillac CTS (Yes I do own 6 vehicles). I previously owned a Datsun 1600 Roadster, a 1968 Camaro, and a 1971 Triumph TR6. As you probably can tell I like sports cars, particularly British.

Other interests: golf, fishing, woodworking. I am active in the community and am Chairman of the Greater Maple Valley Unincorporated Area Council.

I was born in Shelton WA, and moved to Bellevue when I was in second grade. I attended Interlake High School and then the University of Washington. I earned a degree in Civil Engineering and had a 35-year career in the field. I retired in April of this year. I also earned a MBA from City University in the early 90's. I currently live in Maple Valley."

JAGUARS ON THE GREEN
CREATES GOLDEN MEMORIES



Pictures: Will Humiston, Andy Phillips, Steve Averill, Sharon Case, Bill Holmes, & Kurt Jacobson. Story: Kurt Jacobson



Border-leaping Jaguars, #2 Anacortes Jaguar Car Club of Victoria's Jaguars on the Island mid-July concours was featured in last month's *Jag-Mag*. Two weeks later, many of the same Jaguars and enthusiast owners hopped right back across the border to our Jaguars on the Green concours near Anacortes. Just as several of our members attended the Victoria event and ours, many of the Canadians attended both events.

Long-time concours campaigners with their first-place-pewter-packing V12 Vanden Plas, Lynne & Gary O'Keefe from Abbotsford switched things up by bringing their just-finished 1970 Series II E-Type OTS (*above; Gary in jacket assisted by Wil Humiston*), picking up 1st place in C6/E2 with a score of 98.200. Knowing the Lynne and Gary's quest for perfection, expect that score to keep climbing to near 100.000.



Another new restoration was the pearl gray XK140 SE OTS (left), completed days before our concours. Its first outing held onto 99.920 of the possible 100.000 points to grab a 1st-place trophy. Not only were the picky JCNA-certified judges impressed with the authenticity, condition and

cleanliness, but so were the “ladies” who gave it their Ladies Choice award, and all the participants who voted it the Most Elegant car.

Owner/restorer Mark Dellplain was a member of the precursor Jaguar Restorers Club back before that club merged with the Jaguar Drivers Club to form the Jaguar Drivers & Restorers Club of Northwest America. He re-joined our club last year. At the concours he was able to reconnect with long-time members Dann & La Verne Gadbois and Steve Averill. A multi-talented professional designer, including unique award-winning modern wood and metal furniture Mark created a wooden tool box and picnic set, including folding wood stools with red leather from the new interior (*below*).





Surprising everyone was Dean's (*he goes by one name*) classic XK Autotune Aristocrat replica, entering on the field under its own power. In this case a fuel-injected 4.2L from a 1983 XJ6 donor car. Dean says it uses the donor's axles (subframes) and engine, but has a shorter prop shaft and steering column.

The kit manufacturer states that it is a "replica 'within the spirit' of the famous Jaguar XK Series of Sports Cars. It features a steel spaceframe chassis which is fully bracketed to accept all the major Jaguar mechanical components. The XJ series suspension axles are used un-modified which results in the car being five inches wider than the XK120 or XK140, but only one inch wider than the XK150."

Although there were a few no-shows, this year 27 cars were entered in the judged Champion, Driven and Special classes. Fourteen of those were in Champion where the engine compartment and "boot" (trunk) were judged. An additional 21 cars were entered on the field in the Enthusiast category.

Normally we try to list all the participants, but so many entered cars and attended all events, while others drove up for the day of the concours, either as entrants or just to observe, that it was difficult to keep



track. (*Right, Greg Smith from Grants Pass details his way to a 9.999 score in Driven.*)

Most attendees would probably agree that the venue is pleasant, convenient and works well for our event. It is an easy drive from the Seattle, Lower Mainland BC and even Victoria.

It was perhaps more of a stretch for Joy & Greg Smith who came up from Grants Pass. They are of Jaguar Owners Club of Oregon and associate members of the Seattle Jaguar Club They squeezed a First Place Driven plate under the hatch for their 9.999-point F-Type R.

Other long-haulers included Vickie & Randy Niman who drove from Chelan in their XK140 OTS.

Ron Redpath
(right) & Bev
Toulson drove
up from Vero
Beach FL in
Ron's F-Type to
score 9.998 for
2nd place in his
Driven class. In
Victoria it won
first with an
identical 9.998
score. Ron is a
member of the
very active Jag-
uar Club of Flor-
ida. He also
lived in Renton
during his ca-
reer, and he
and Bev attend-
ed our Roving
Dinner in New-
castle.





Of the many notable cars, Doreen & Ian Newby's D-Type

stood out *(above, the wind the night before the wind creatively lifted theirs and many other car covers).* It

was raced extensively throughout Western Canada and the Northwest United States. It was substantially damaged in a couple

legendary accidents and once modified and lengthened to swallow a 427 ci Ford. Ian drove it down to Anacortes from Aldergrove, BC, which is only about 60 mi/97km from Anacortes. It took 2nd with 9.947 in the Special class. Doreen drove the Newby's F-Type that received 2nd in Champion with 99.950 points.

Next to the D-Type was the D-Type derivative, the **XKSS replica** (*right*) owned by Ray Papineau. It took 1st in the Special class with 99.974 points.

Temporarily dressed in gray primer was Linda & Richard Desimone's **XJ13 replica**. Although many of us saw it completely as-

sembled and painted, Richard wanted to bring up the condition of the paint and expected it to be finished by the August 1-3 Jaguars on

the Green weekend. Brian Case used his trailer to bring it to the show where the gentle hands of many volunteers unloaded the car and reloaded it, giving Trish Blackburn her first opportunity to pilot an XJ13. (*Below, the XJ13 and Richard Desimone in the red shirt.*)



Rob Westcott's Mk1 saloon is the lead photo for this article. We don't see many Mk1 saloons, so it was fun that LeMay — America's Car Museum released it from long-term display (and free storage), in time for Rob to re-condition and bring the car.

Jaguars on the Green volunteers arrived early Friday to set up and mark the field and prepare for the following day's events. Many more answered the call of Sharon & Brian Case to help set up tents and more before 7 am Saturday, the day of the concours (*above*).

Other attendees arrived Friday at the chip seal capital of the world, the Skagit Flats for the big Anacortes Arts Festival or toured nearby La Conner and indulged in the huckleberry ice cream at O'Neil's Confectionery and Soda Fountain.



(*This page*) **Friday evening we were out on the shady patio lining up at Mary's bar, made a full dinner from the**

plentiful appetizers, and found new friends. (*Above from left, Gary & Lynne O'Keefe, Ian & Doreen Newby and Carole Borgens from British Columbia.*) Brian Case (*right*) acknowledged the event sponsors and the attentive lodge staff, all the event volunteers, and started the mic circulating for self introductions.





Although Jaguars on the Green is our judged car show, food, drink and socializing is at least as important. *(Above from left, Kurt Hrubant, Patty McKerney, Michael & Tamera Bramble, Carol Jackson and John Conrard))*



Well before 7 a.m., there was platoon of volunteers at work or asking multitasker Sharon Case what to do *(above)*. It may be true of most local Jaguar Clubs of North America clubs that there is an abundance of enthusiastic, capable volunteers to do the work, but we certainly are blessed with so many, both for the immediate task as well as ongoing activities and leadership. One example is the number of concours judges. Although we always had enough judges to do the job, getting enough every year took work. This year we had complete teams of three, fully trained, tested and certified, plus four apprentices who will be qualified to judge going forward. Another example is the people who prepared all the silent auction items and helped elsewhere at the Saturday night awards banquet.



One spectator was Mary (above), who has tended bar for us for four years, has another day job managing a medical practice, yet loves our concours. She came before her shift, just to look at our Jaguars. We have heard that several of the Swinomish Casino & Lodge staff look forward to working during our weekend. (On the concours field, clockwise from top left: Kurt Hrubant's F-Type, Bob Malecki's F-Type, Randy Niman's XK140, Sharon Case presents the Ladies Choice and Most Elegant car awards to Mark Dellplain for his XK140, Nancy, and Al Fenstermaker's XK120.)



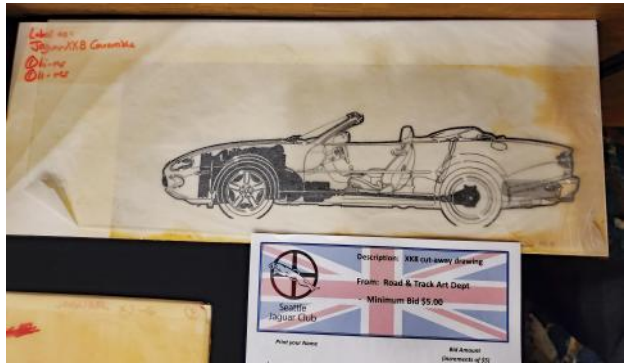
(Clockwise from top left: Del & Jane Molenkamp who won a door prize; Vickie Kollmar and former Chief Judge Zane Ware; Steve & Denise Bruce; Randy Pickett & Susanne Nelson; Andy & Mac Phillips; and Nancy Bull who provided the party favors at the tables)





With Mary busy at the bar and Dave Lewis getting the projector to display images that he took of all the cars on the show field (above right in blue shirt with Kat Lewis), and the bid sheets capturing names and ever-increasing bids for contributed merch (middle row), participants continued to wander into the banquet room with its dramatic canoe-shaped lighting fixtures (top left).

The table of Canadians was at the front of the grid. One-by-one the other tables fell in line for the first lap past the good and plentiful food prepared and served by the excellent staff (right).



During the ceremonies, additional special awards were presented: □ Al Fenstermaker's XK140 DHC (Drop Head Coupe) was the "Finest XK on the Field, XK120-140-150." □ Tamera & Michael Bramble received "Rookie of the Year" for their first concours. □ Arlayne & Chris Eseman's Opalescent Silver Gray Series I E-Type OTS (Open Two Seat) was the "Car You Would Most Like to Drive Home," and □ Ken DeCoursey's Ultra Blue F-Type R was "Best of Show From the 21st Century." □ Two couples, Doreen & Ian Newby and Kurt Hrubant & Patty McKerney, were recognized for entering two cars each.

Doreen and Ian Newby, founders and frequent gracious hosts at their estate with the Canadian XK Jaguar Register/Canadian Classic MG Club, thanked Concours Chair Brian and the omnipotent Sharon Case for all they do for the concours Sharon received a coffee mug that says, "Someone in Canada loves me," and Brian got a trivet with a picture of a Mounty.



(Clockwise from top left with Sharon Case: Tamera & Michael Bramble; Chris Eseman; Kurt Hrubant & Patty McKerney; the Newbys and Cases; DeCoursey's F-Type.)



Before we get to all the JCNA concours and award winners not yet mentioned, let's jump ahead to the Sunday drive with maybe a dozen and a half Jaguars.

Jon Rogers usually attends with his XK140, Mabel. He and Lisa live in nearby Bow. As a local, Jon knows the roads in the Skagit

area. He laid out a drive that snaked from the Skagit Flats through the hills and valleys along roads with names such as Long John, Farm to Market, F & S Grade, and Edward R Murrow. The convoy finished the drive and the weekend at Lorenzo's Mexican Restaurant in Sedro-Wooley (above).



Now, on to the JCNA-sanctioned concours winners, which are provisional at time of this writing:

□ CXKJR: Canadian XK Jaguar Register □ JCCV: Jaguar Club of Victoria
JCOF: Jaguar Club of Florida □ JOCO: Jaguar Owners Club of Oregon
□ SJC: Seattle Jaguar Club)

Randy Niman, 1st place, D1/PRE, XK140 OTS, SJC

Steve Gutzmer, 1st place, D2/E1, E-Type coupe, SJC

George Lefler, 1st place, D4/E3, E-Type Series III OTS, SJC

Randy Pickett, 1st place, D8/XJS, XJS SJC

Bill Holmes, 1st place, D14/F, SF S Sportbrake, SJC

Ken Grahame, 3rd place, D15/F, F-Type S convert., CXKJR

Ron Redpath, 2nd place, D15/F, F-Type R-Dynamic, JOCF

Gregory Smith, 1st place, D15/F, F-Type R, JOCO

Ian & Doreen Newby, 2nd place, S3/REP, D-Type Prdn. short nose, CXKJR
Ray Papineau, 1st place, S3/REP, XKSS, SJC
Jeral Godfrey, 2nd place, C2/120, XK120 roadster, SJC
Al Fenstermaker, 1st place, C2/120, XK120 drop head coupe, SJC
Mark Dellplain, 1st place, C3/140, XK140 SE roadster, SJC
Peter Stalker Downing, 1st place, C4/150, XK150 sunroof, SJC
Paul Miller, 1st place, C5/E1, E-Type coupe, SJC
Gary & Lynne O'Keefe, 1st place, C6/E2, E-Type OTS, CXKJR
Robert Westcott, 1st place, C8/SLS, Mk1 saloon, SJC
Danny Lisa, 1st place, C9/XJ, XJ6 VDP, SJC
Michael Brangle, 1st place, C11/J8, SJC
Carole Borgens, 1st place, XJ-S convertible, JCCV
Kurt Hrubant, C14/K8, 1st place, XK8 Victory Edition, SJC
Dave Lewis, C15/XK, 1st place, XKR-S coupe, SJC
Kurt Hrubant, 3rd place, F-Type R coupe, SJC
Ian & Doreen Newby, 2nd place, F-Type coupe, CXKJR
William Buegel, 1st place, F-Type S coupe, SJC

The following photos are of people not already shown in this article:



(Past President Paul Petach presenting awards to, from left, Randy Pickett, Bill Holmes, Carole Borgens, and George Lefler)



(Past President Paul Petach presenting awards to, from left, top row: Greg Smith, Danny Lisa, Marina Bailey & Ken Grahame, and right, Lynne & Gary O'Keefe.

Bottom from left, Rob Westcott, Randy Niman, Ray Papineau, and Paul & Brenda Miller .)



Under the direction of Chief Judge Bill Holmes, the judges were:

Ray Papineau

John Holmes

Danny Lisa

Bill Buegel

Zane Ware

Steve Averill

Randy Pickett

George Lefler

Catherine Holmes

Brian Case

Linda Roberts

Kurt Jacobson

John Blackburn

John Wiley

Paul Petach



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Concours CLUB



JUDGES CORNER

I'm writing this a week after the 2025 Jaguars on the Green Concours and I'm still so impressed with how the show went!

Most likely there will be a recap on the concours itself in this issue, so to reiterate it was an excellent show!

To this chief judge the most encouraging aspect of the show was the fact that we had fifteen certified judges and five apprentices who earned their certification at the show. Having a new class of judges along with an excellent team of existing ones allows our concours and the Seattle Jaguar Club at large to continue to flourish.

Awards were granted during the lovely concours dinner on Saturday night, but if you want to shoot for a regional or national award you will need to enter two or three shows within a year.

After a concours, the chief judge submits all scores to Jaguar Clubs of North America (JCNA). At the end of the year, JCNA will total all scores across all concours and will reach out directly to entrants if they have earned a regional or national award. This is also a great opportunity to score another award for your wall, and JCNA will even engrave your name on it!

Two more northwest concours occur after our August 2nd event. The Heritage Classic in Langley, BC was August 22-24 and the second will be September 6 and 7 at Portland International Raceway, under the auspices of Jaguar Owners Club of Oregon (JOCO). It will include a slalom event on the North Paddock. Register for the ABFM at www.abfm-pdx.com. Register for the JOCO Concours & Slalom at <https://joco.org/concours-delegance-slalom-registration/>.

By the time you're reading this it will be too late to register for the Langley event but the JOCO event registration is open until 8/29.

Concours events are a true celebration of the Jaguar marque. If you have not been to one before or are looking to attend additional events I highly encourage it.

Bill Holmes, Chief Judge

RANDY PICKETT'S

TECH TALK

By Randy Pickett, Vice President, Technical

Interesting Failures Recently a member's series 3 XJ6 wouldn't start. I stopped by to help diagnose the issue and it was immediately apparent that the fuel pump was not engaging. Upon checking the circuit to the relays and ultimately under the dash, I found that the electrical contact portion of the ignition switch had separated, and contact was not being made to some circuits causing the fuel pump to not engage. This is the second time I have run across the problem in the last year.

So, if you are not getting power to some circuits, you should not forget to check the ignition switch. As an added note, some replacement switches are getting hard to find. In order to get the car running again, some strong duct tape was used to shore up the separating switch until a new switch can be located.

Poor Engine Performance Rust can play havoc with fuel injectors on older Jags. Difficulty starting, poor performance and misfires are a common sign your fuel injectors may be compromised. How the problem starts: The fuel doors on many older Jags are in a position that lends themselves to water getting into the tanks. If the drain tube is plugged, water can pool in the fuel door recess. After 30 or 40 years, the rubber seal on the fuel door is usually cracked and not sealing well. Water ultimately gets into the tank(s) and rusting things. The rust travels from the tank, through the pump and will get by a fuel filter, especially one that has not been changed in forever. Once the rust arrives at the injectors, there is a tiny mesh basket at the injector inlet. The basket clogs up with debris and starves the injector of fuel creating poor engine operation. Fuel injectors are not cheap, but they can be cleaned and tested. Due to the epidemic of clogged injectors I have run across, I recently purchased an ultrasonic cleaner and injector tester. So far, the results have been very good. With new or refurbished injectors installed, in most cases the engine will run like a Swiss watch!. *(Continued)*

Being Prepared A member recently experienced a breakdown a long way from home which is a great reminder to always pack spares! Especially if your car is a classic. What are the minimums? You need air, compression, fuel & spark to articulate down the road so it makes sense the most important spares to bring should be related to ignition and combustion (if you don't have any air around you, everything else is moot!). For older XJS, XJ6, XJ12's etc., electrical bits like a spare ignition amplifier and coil could save you a long walk. Always carry a spare fuel pump, fuel hose and enough electrical wire, fuses, and tape to be able to fix an issue or create a makeshift circuit from the battery to either end of the car. As far as tools are concerned, a basic set of hand tools and an electrical test light are sufficient. And finally, always keep a fire extinguisher in your trunk!

That sounds like a lot but in most cases, everything should fit into a small duffel bag or toolbox leaving enough room for other gear.

Tips & Tricks If you have ever experienced an electrical fire, it can spread fast and destroy a car. In many cases, the fastest way to stop an electrical fire from spreading is to disconnect the battery. This can be tricky if you are dealing with a fire and smoke and must use a wrench to loosen the terminals (not recommended). You can, however, purchase a remote-controlled battery isolator for about \$40 on Amazon. You can keep the on/off switch on your keychain and immediately cut off the battery if a problem crops up. It is also good for stopping parasitic drain while a vehicle is in storage.





“COME GET CARRIED AWAY.” WE DID AND WE WERE.

*Pictures: Carl Foleen, Glen Enright, Michael Bramble,
Hannah Stanley, and Kurt Jacobson: Story: Kurt Jacobson.*

Most of the 16 members of the Seattle Jaguar Club and Jaguar Owners Club of Oregon (*above*) who drove the curvy, rural backroads to the North-west Carriage Museum would agree that our tour director, Curator Jerry Bowman, delivered on the museum's theme, “Come get carried away.” We got carried back in time.

When we arrived, the museum had reserved a spot for our Jaguars. Doug Bosworth had arrived early and helped us remove the yellow caution tape.

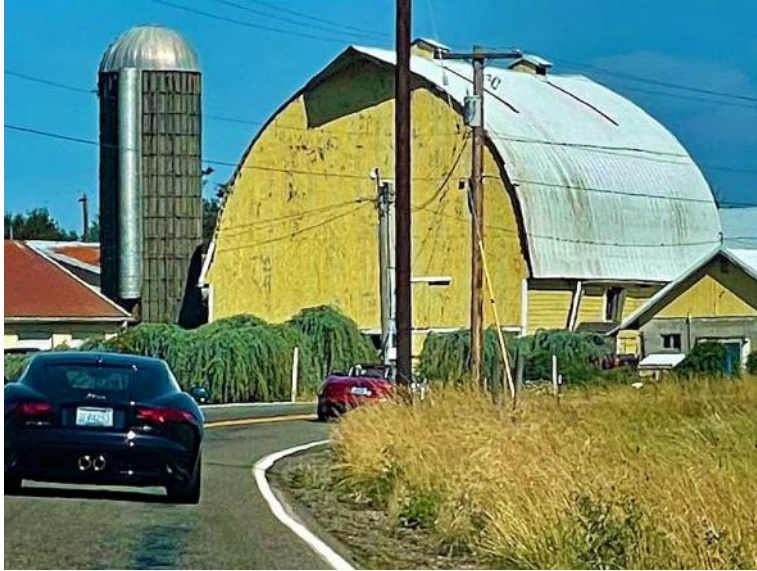




Props to Jerry and Laurie Bowman (left) and Hannah Stanley who accompanied our group and took photos that appeared on the museum Facebook page. And to their friends who run Pitchwood Inn and Alehouse and Charity who served us.

The museum has collected more than 60 horse-powered vehicles and related artifacts. Every carriage Jerry chose to describe (*below*) had ties to later automobiles, iconic movies, people of every status, environmental transitions, surprising engineering, or craftsmanship, restoration, preservation—usually a mix of those elements. Jerry's vast knowledge of carriages, culture and history are more than a match for artificial intelligence. And his restorations skills and preservation skills would be admired by any Swallow Sidecar/SS restorer.





Oregon and Washington club members gathered where I-5 crosses the Cowlitz River. The weather was perfect for the convertibles in the convoy. And if you like cruising the countryside with farms, forests and some bendy up-and-down roads, the drive delivered (*this page*).

Unfortunately we could not avoid an unfortunate

greenish brown smear where fresh manure from one of the farms coated the road and no doubt splattered the underside of Tamera & Michael Bramble's black 2001 XJR that just received a 99.880-point score at the prior weekend's Jaguars on the Green Concours. Fortunately for event organizers Cheryl & Kurt Jacobson, the Brambles were still talking to them at lunch. They even followed the Jacobsons on a new backroad through Boistfort, Klaber and Curtis Hill and then through Chehalis. Several cars continued through Roy to Spanaway.

Also attending from the Seattle Jaguar Club were Doug and Janet Crossman-Bosworth, Patty McKerney & Kurt Hrubant, and President Craig Duckering.

From Jaguar Owners Club of Oregon were Jan Whittlesey & Glen Enright, Clara & President Carl Foleen, Dick Ackroyd, Alex Snook & Auggie Angel. Tim Ashcroft & Rick Martin shared a non-Jaguar ride.



A photograph taken at night showing a red classic car being loaded onto the bed of a tow truck. The tow truck has its emergency lights on, and a person is standing near the garage entrance in the background. The scene is illuminated by the truck's lights and the garage's interior lights.

BREAKIN' DOWN IN THE GORGE

Pictures and story by Sharon Case.

Themed, “Gettin' Down in the Gorge,” the August 16 & 17 weekend proved to be an interesting drive in so many ways. This was the jam-packed weekend planned by Bob Willits. What he didn't plan on was having a health issue and having to turn over the drive to Sharon & Brian Case.

This drive turned out to be a very small group of participants. Even though I like to see huge numbers of members participating in our events it was nice to have a small group, just 7 of us. It was very intimate. Many conversations with a small group lets you get to know the individuals better.

(Top, The E-Type of Sharon & Brian Case was flat-bedded from the Gorge to their garage in Kent. Bottom, the Sam Hill Memorial Bridge to Biggs Junction, OR.)



It was a great pleasure on this drive to have Sondra Mangan join us! (*Right, with her blue XE*) We had not seen her in quite a while.

On Saturday the plan had been to go to Treveri Cellars but they were having a private event and were not open to the public. Instead, we



stopped at the Chophouse in Zilah (*above*). Interesting restaurant. We had to go through The Old Warehouse furniture auction place to get to the restaurant! Food was good though!

Next stop was St John the Forerunner Monastery. We just stopped at their Bakery/Deli. Filled up on good Greek pastries with some to take home (*right*).



On to the Maryhill Art Museum. What I enjoyed the most was the Theatre de la Mode (*below*). This was a touring exhibit that was from 1945-1946 that used 1/3 scale mannequins to display the latest fashions and the work of Paris couturiers. They were trying to revive the fashion industry after WWII. This exhibit toured Europe and the



United States and has now become part of the permanent collections of the Maryhill Museum of Art.

We checked into our hotel and took a nap, knowing it was going to be a late evening. We went to dinner at Atulya's Mexican Restaurant. Great food and great Margaritas! We had fun dressing up Carol and Doug Jackson in really fancy sombreros (*below*).



Then on to the Goldendale Observatory. That was on my bucket list and I'm so glad we got to go there. It is an amazing spot. I can't remember when I have been somewhere with so many stars visible! The speaker on our tour was amazing. Much of what he was talking about was going over my head but he was an entertaining speaker. And it was fun to see many in the audience being able to answer questions he threw out or to ask him some very interesting questions. We got to see the Milky Way and through telescopes we got to see nebulas and the planet Saturn.



It was a long day, heading back to the hotel at midnight. Just to make the evening more interesting, our E-Type would not start. Thought we would leave it there and come back in the morning to get it but then it started.

Turns out that had been the preview. On Sunday the E-Type started right up but we only got 11 miles and it died. We pulled over and Brian started troubleshooting it. He also called Randy Pickett, our VP-Tech and expert on V12 engines, to get his thoughts on what to look for. Brian checked the engine to see if there was a spark. Wasn't one. Guessed it must be the coil. We were lucky in that Tim and Kathy pulled over and stayed with us. Tim ran Brian back to a parts store. Put the coil in and it started.

That was just a tease because then it wouldn't start again. Now Brian suspects the amplifier. So we called a tow truck (*below*) and after spending from 9:15am to 4pm in that pull off area we headed home!

It was amazing to sit there all day with the bonnet up and see how many people pulled in there to see if there was anything they could do to help us. It was heartwarming! One young lady stopped and then came back a few minutes later with two bottles of cold water. Some asked if they could run to get us something to eat. (Of course Kathy and Tim had offered that also). Some said they had tools, was there something they could do? We had a couple from Yakima in an F-Type Jaguar stop and I think we convinced them to join the club. And of course, there were a handful that stopped and asked if they could take a picture of the E-type. We had become a roadside attraction!!

We kind of messed up the plans for Sunday. None of us made it to the Western Antique Aero-plane and Automobile Museum, no brunch at the Columbia Gorge Hotel & Spa, and I didn't get to check the Ape Cave off my bucket list! But as they say..."Stuff happens."



HOW TO MODIFY AND INSTALL SIDE MIRRORS FOR CLASSIC JAGUARS

Story and pictures by Ron Smith

As my restoration of a 1953 Jaguar XK 120 sports car approached completion and I actually began driving the car, I realized that a better ability to assess the surrounding traffic other than just the center interior rear-view mirror was not only more comfortable, it was an absolute necessity for safety. *(This page, driver's-side mirror.)*

It is my experience that the driver's position in most old cars from the 50s and 60s actually provide better visibility than many modern cars, which rely on blind-spot



sensors, cross traffic sensors, and backup cameras to make up for their shortcomings in visibility to the rear. In the absence of those modern amenities, we fall back on mirrors to keep an eye on our surroundings while we do our best to keep ourselves safe.

The Jaguar XK120 fixed head coupe is, in my opinion, one of the most stylish bodies that the company ever produced, but it isn't the best for rear visibility. The dash mounted rear view mirror is tiny and gives not much more than a postage-stamp view through the small oval rear window. The classic style fender mirror is the answer for some, and that is a simple and period-correct, accepted solution that can work for you, if you are satisfied with the look and function of fender-mount mirrors.

I, for one, am not at all satisfied with fender mirrors. I find them cumbersome, hard to adjust by myself without multiple trips out of the driver's seat, easily knocked out of alignment, too far away for a good look at what's going on at the sides, and with the distinct disadvantage of a hole having to be drilled through the fender for mounting.

I thought of finding a clamp-on mirror, such as I have employed on my MK2 with excellent results. Indeed, there are commercially made clamp on side mirrors specifically designed for the XK120, but only for the roadster model. These will not fit the fixed-head coupe (FHC) or drop-head coupe (DHC). I wondered if perhaps I could use the vent-window hinge screw for mounting side-view mirrors, and, indeed, found a posting on Jag-Lovers website where someone had done just that. However, there were no details about how that XK120 owner accomplished the installation.

So, here I am, not to claim credit for the idea, but to explain how I was able to mount side mirrors on my 1953 XK120 FHC. It's not too hard and I think one maybe could use this technique for other models as well.

First, buy an inexpensive pair of 4" round side mirrors, which are intended to be disassembled and re-configured to mount on either side. Here are the ones I bought from Amazon: <https://tinyurl.com/bdzxuy93>. I was pleased with the quality—we'll see how the chrome holds up over time.



To modify the mirrors, disassemble the mirror, and discard the clamping bracket and setscrew. Unscrew the Phillips head screw holding the mirror base to the shaft. Separate the pieces and unbolt the mirror from the shaft. You will replace this metric screw holding the base to the shaft with a longer one that will traverse the window frame.



Remove the two, slot-head machine screws that hold the vent window hinge in place and tap the hinge free of the vent window and window frame. There is a threaded ferrule pressed into the hinge body that normally extends through the window frame. Remove this ferrule from the hinge – I did so by pressing it out with a bench vise using a small socket as a mandrel (*above, right*).

At this point, you will need a pan-head metric machine screw long enough to traverse the window frame, base of the mirror, and thread into the mirror stem. For my mirror, it was a panhead M5 x 0.08. I think final length was about 1.5"—yours might be different; Since I couldn't find anything but a 2" screw, I shortened it and dressed up the threads. Try to get a stainless screw if you can. You can use an allen-head cap screw if you prefer, but it will look more non-original than a Phillips screw. Doubt you will find this screw in a slot head.



Because the screw is smaller than the 1/4" factory hole in the window frame, I made a spacer (*left*) to keep the mirror from shifting around on the screw. Get a 1/4" nylon spacer from a local hardware store (Tacoma Screw carried what I needed). Drill it out to accept your M5 screw (or whatever your particular mirror takes).

You will need to adjust the contact surface of the mirror base slightly to allow it to sit flat against the face of the window frame without pinching

the gasket (*right*). I did this with a cutoff wheel and a file, carefully padding the piece before clamping in my bench vise. I mounted it metal on metal with no pad under the base. This seemed to work fine. Of course, a different mirror might require different modifications.



I found the driver's side to be the perfect side mirror, allowing the vent window to open about 45 degrees. You will not be able to reverse the vent window for air blasting, but remember that there is a footwell vent that does this very well. The passenger side mirror will have to be at its most angled position to function, but mine worked fine. I think a convex mirror would be better for the "off" side if it could be found.

It's best to use two hands for mirror adjustment to keep from stressing the parts and alignment (after all, we are using only 1 screw to hold the mirror.

I've been very satisfied with these mirrors over the few hundreds of miles I have put on the car since its debut a few months ago. It was a long sleep for the FHC, the car having been taken off the road in the 60s, disassembled, and neglected for 25 years before I got it from the original owner's estate more than 20 years ago. Besides refurbishing everything mechanical, it required major body work due to it having lived on the salty roads of Buffalo NY. The car is pretty peppy, so maybe I'll see you in my side-view mirrors!



2025 VOLUNTEER LEADERSHIP

Niall Porter



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1957 Mk1 project for sale Rare: 3.4 L, 4spd w/overdrive, 4-wheel disc brakes. Fairly solid, straight body panels, mostly preserved interior wood, 4 hubcaps. Rusty: Brakes, some frame, under dash, around engine compartment windshield, & rear windows. Parked when it needed carb rebuild. Storied history, no title, bill of sale only. \$3,750. Located in Lake Stevens. Bobby Crawford, 425.210.1593, bobbyc_sfd@hotmail.com.

Jul 2025



2007 Jaguar XKR for Sale Excellent condition, 46.5k miles, Radiance and Camel, \$18k. Contact Berrie and Cliff



at 425-328-8512 Edmonds WA. *Jul 2025*

**1988 Series 3
XJ12 Vanden
Plas for sale**

Canadian import. Silver

Birch, Buckskin interior. All major servicing recently performed, including fuel injector hoses, belts, plugs, plug wires, rotor and coil. New exhaust. Very nice interior, including wood veneers. Everything works, including AC. 83,000 miles. Steve Bruce Bellingham kingbee10@comcast.net 360-393-0744. Sep 2025



1962 Mark 2 sedan for sale

Silver, red leather interior. Paint and interior excellent. Many functional improvements, including rack & pinion steering conversion,

negative ground alternator, Wilwood front disc brakes, 5 speed, 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. Has no problems keeping

up with modern traffic. Steve Bruce. Bellingham. kingbee10@comcast.net 360-393-0744 Sep 2025





1964 E Type Race Car for sale Asking \$165K. Located in Puyallup, WA. Totally readied for the next season after placing 1st in Class and 5th overall in the Classic 24hrs of Daytona in November '22. Fresh Shaver, dry sump 4.2 engine, Super T10

4spd, new Wildwood front brake calipers, new front torsion bars, Penske gas shocks F&R, aluminum radiator, engine oil cooler, MSD ignition, DCE electric power steering, complete AIM system (camera/pressure sensors/throttle position) trans & diff coolers, cool suit system, stainless exhaust headers, fuel safe tank & cell, fire system. Spare engine, gearbox, rear end 5 billet wheels, 4 polished American Wheels, ball joints, drive shaft, u-joints, ignition box, cap, rotor, wires, spark plugs, pickup unit. (206) 819-2114 or email lee@vivianeberle.com or July 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. Sep 2025



Single XK120-140 wire wheel brake drum for sale Can anyone use a single front drum for a wire wheel 120 or 140? Dated Jan 1953. Purchased what were supposed to be a date-matching pair from a company in the UK that call themselves Classic Quality (Parts Ltd). See their listings on eBay UK. They screwed up. I am stuck with a part I can't use. Perfectly functional drum, just not the correct date for my car. any reasonable offer accepted, just want it gone. Let me know if you can use it. I'm into it including shipping for almost 250 GBP. Godfrey, artrageus@shaw.ca Jul 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. Scott Dabbs, Maple Valley WA, Cell 425-890-9523 Sep 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, willnels3@gmail.com Sep 2025

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 transmis-



sion 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 Sep 2025