



JagMag

February 2026



Seattle Jaguar Club
Vol 70 Issue 2

Annual General Meeting
Fuji Steakhouse
Tech - Laser Welding

Calendar of 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/>

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. Tour a chocolate factory in Tukwila, drive the Green River Valley and have lunch at Anthony's in Des Moines. Contact Kent Wiken kwiken50@gmail.com.



Sat Feb 21 11am Tech session at John Chudy's garage in Maple Valley. Focus will be on John's restoration of a wrecked 1968 E-Type. He will describe the process, some of the key experiences, bumps in the road, sticky situations, tricks and tips. He would welcome E-Type owners that could point out things he could do better. Contact Randy Pickett at randypickett@hotmail.com

Hopefully, February is not as cold as January. Thanks to our new member, John Hesse, for sending this photo.



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 7 Tech session at Ray's garage. Located in Bothell, WA. Topics covered will be wood veneering and powder coating. Contact Randy Pickett randypickett@hotmail.com.

Sat Mar 21 St Patrick's Day drive. Start in Marysville and follow the winding backroads to a real Irish Pub, Shawn O'Donnell's Farmhouse in Mt Vernon. You can enjoy some Guinness Beef Stew or Shepard's Pie but save room for the Irish Bread Pudding with buttered rum sauce...Yummm! Contact Brian Case sbcase253@hotmail.com.

Sat Mar 28 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

April 2026

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

Sat Apr 11 11am Tech session at Crown Hill Automotive in Ballard. They can handle modern or classic jaguars for repair or service. Contact Randy Pickett at randypickett@hotmail.com.



Fri-Sun Apr 15-19 Jaguar Clubs of North America Annual General Meeting, Mexico City, Mexico. Contact JCNA Northwest Region Director Brian Case sbcase253@hotmail.com. (left)

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

Sat Apr 25 Drive. Details to follow. Contact Brian Case sbcase253@hotmail.com

May 2026

Sat May 2 Tech session, place TBD. Contact Randy Pickett at randypickett@hotmail.com

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



Sat May 9 Roving Dinner, place TBD.

Contact: sbcase253@hotmail.com
206.931.7795

Sat May 16 VanDusen ABFM. (left)

Details to come. Contact Brian Case at sbcase253@hotmail.com

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

Sat May 30 Spring Thing Drive will be on Whidbey Island. Details to follow. Contact Brian Case sbcase253@hotmail.com.

June 2026

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

Sat Jun 6 Tech session, place TBD.

Contact Randy Pickett
randypickett@hotmail.com.

Sat Jun 13 Show & Shine at
Brambles'. Contact Michael & Tamera
Bramble, tabramble@msn.com (right)



Sat Jun 19-21 Overnight drive to Spokane. Gather at the home of the McKinleys in Spokane Valley for lunch followed by a visit to a nearby winery. Contact: sbcase253@hotmail.com 253.329.9126

Thu Jun 25 7 pm Preparing for a Concours Zoom session led by Bill Holmes on how to prepare your car for concours judging. Contact Bill Holmes bholmes1588@gmail.com

July 2026

Wed Jul 1 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Jul 4 Pacific Raceways – Historics Vintage Races. (right) Contact Sharon Case sbcase253@hotmail.com 206.931.7795

Sat Jul 11 Western Washington All British Field Meet, St Edward Park, Kenmore. Contact Kurt Miyatake, motorsport.driven@gmail.com



Fri-Sun Jul 17-19 Jaguars on the Island weekend. JCNA sanctioned concours and events. Victoria BC. Details to come. Contact: sbcase253@hotmail.com 253.329.9126

Fri-Sun Jul 31-Aug 2 Jaguars on the Green weekend. JCNA sanctioned concours and events. Swinomish Casino & Lodge, Anacortes WA. Details to come. Contact: sbcase253@hotmail.com 206.931.7795

August 2026

Wed Aug 5 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Aug 8 Drive planned. Details to follow. Contact Brian Case sbcase253@hotmail.com

Sat Aug 20 LeMay Collections at Marymount - Annual Show. (below) Hosted by our member Wayne Brooks. Jaguars will have a special place on the field and there will be a traditional British tea. Contact Brian Case sbcase253@hotmail.com



Fri-Sun Aug 21-23 Heritage Classic weekend. JCNA sanctioned concours and events. Langley BC. Details to come. Contact: sbcase253@hotmail.com 253.329.9126

September 2026

Wed Sep 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Fri-Sun Sep 4-6 Portland All British Field Meet, Portland International Raceway. Jaguar Owners Club of Oregon (JOCO) will have a Concours on Sat. Contact Brian Case sbcase253@hotmail.com.

Sun Sep 6 Edmonds Car Show. Details to follow Contact sbcase253@hotmail.com.

Sat Sep 12 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sat Sep 19 Exotics at Redmond Town Center, British Car Day. (right) Contact Brian Case sbcase253@hotmail.com. (right)

Sun Sep 20 Roving Dinner, place TBD. Contact: sbcase253@hotmail.com 206.931.7795



Fri-Sun Sep 25-27 Winery Tour to be combined with Prosser Balloon Festival. Details will follow. Contact Kent Wiken, kwiken50@gmail.com

October 2026

Wed Oct 7 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org.

Sat Oct 17 Fall Colors Tour. Details to come. Contact: sbcase253@hotmail.com



Sat Oct 24 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

November 2026

Wed Nov 4 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Nov 8 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795

Sat Nov 14 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Sat Nov 21 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

December 2026

Wed Dec 2 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sun Dec 13 Holiday Party will be held at the Museum of Flight. Party starts at 10:00am and after Brunch and the festivities everyone can tour the Museum of Flight. Contact: sbcase253@hotmail.com 206.931.7795



January 2027

Wed Jan 6 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Jan 16 AGM at Griot's Garage. Contact: sbcase253@hotmail.com 253.329.9126



JAGUARS

ON THE GREEN



Seattle Jaguar Club
Concours d'Elegance & Car Show

Swinomish Casino & Lodge
Anacortes, Washington
July 31st - August 2nd 2026

Jaguar heritage
from past to present



www.seattlejagclub.org/jotg

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WHAT'S NEW

Terry Larson's modern Jaguar racing saloon

You may have met Terry Larson and Joan Lawson at the January 2026 Annual Meeting or other events, and seen his black S-Type. After years of owning and racing a variety of contemporary and vintage racing and street cars, how did he slide into his everyday driver S-Type? He offered this:

"I always wanted a Jaguar particularly an E Type! However, that interest was always moderated by my lifelong interest in racing cars, particularly the Series 1 and 2 saloons that were so ferocious racing in Europe, as well as my passion for driving/racing Alfa Romeos which were so light and easy to handle and transport. I've always been looking for a solid 'driver quality' E Type open car however I'm currently out of storage space w/5 'collector cars' for two people -;)."

"In the summer of 2021 we were up in BC visiting our Alfa racing friends for an event at Westwood Racing Circuit. On an off day we went into Vancouver to a car show in a large stadium of some sort and ... THERE IT WAS ... a modern version of the famous Series 2 Saloon Car in 2001 form known as the 'S' Type from Jaguar/Ford Motor Co. w/an uprated 4-liter V-8 motor ... and I fell head over heels. Upon returning to work in my corner office in Fife, WA on Monday morning I went online to find one on Jag's website. And to my pleasant surprise there was one to my specification in beautiful 'triple' black at the dealer right down the street! So, I cornered the sales manager and reserved the car 'on the spot!'"



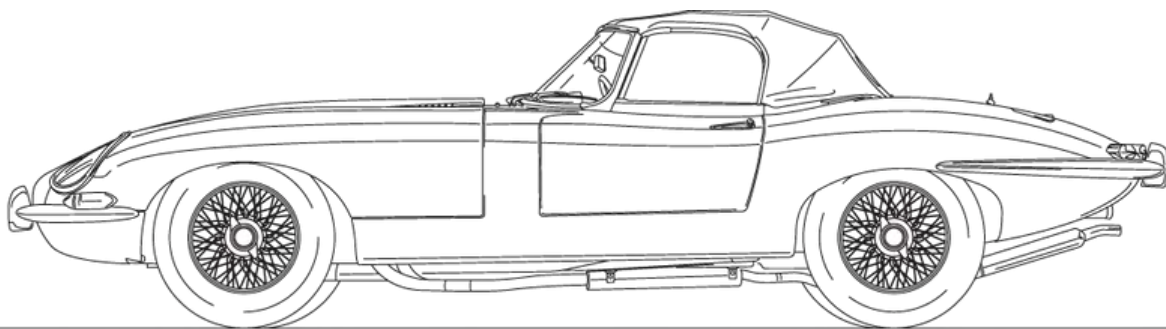
"My S Type has been 'solid as a rock' giving me absolute driving pleasure on Hwy's 1 & 101 from Tacoma to my racing activities in the Bay Area and local club events. No more airline flights w/screaming kids/barking dogs/etc. enroute ... just mile after mile of scenic winding roads w/stopovers at fabulous hotels/restaurants/B&B's etc. enroute w/my wife [Joan Lawson]."

"I may very well enter my S Type in the Maryhill hillclimb in the future given that they allow another 'old geezer' in an open wheel pre-war Bentley. So, they likely will have to admit me in my 2001 'vintage semi-Series 2 legal 'repop' Jag. What would make that entry absolutely fine would be if I could acquire an 'old' Jag Racing crew Nomex suit from their F1 era ? And a storage location for an E Type -;)."

Regarding those wheels, "Yes, it was replete w/real OEM Mini-Lite wheels fitted w/wide/sticky Pirelli's and an OEM 1" lowering kit Mike Velsher of Vintage Customs sourced in case I get accepted for the Maryhill - Hill Climb in Goldendale later this year. I don't use that wheel/tire combo for typical street use to save the tires for possible track use. My original thought [for the license plate] was that "BB" stood for 'Big Black' but 'Black Black' works as well."

This month's cover photo:
Wendy & Craig Duckering in their F-Type enjoying a beautiful winter day on the Seattle Jaguar Club's drive from Tacoma to Case Inlet and Port Orchard on the Olympic Peninsula. Complete coverage in the March JagMag

Photo by Kurt Jacobson



JAGUAR 

E-TYPE

Jaguar E-Type SI

WHO'S NEW

Late post about new member Adam Korbin. His information got lost in the baton handoff during the editor relay last year. Here's what Adam has to share with us. "I attended the All British Field Meet at St. Edward Park this past summer and then also came down for the day for the Anacortes Jaguar event. I am really excited to be starting my vintage Jaguar ownership and joining this great group of people in the Seattle Jaguar Club. I feel very warmly welcomed."

A resident of Vancouver BC, Adam says, "I was born and raised in the Vancouver area. My family moved from Vancouver to Tsawwassen shortly after I was born and I grew up there until I was 16 then moved back into downtown Vancouver. I now live in the Kitsilano neighborhood of Vancouver."

Adam says he is recently divorced with no kids, and "previously a dog dad to a Bernese Mountain Dog. I have had a few careers including journalism and political assistant and for the past 30 years I have owned my own mortgage investment firm called InstaFund. I have a degree in journalism from BCIT."

"I went to the Jaguar on the Island event in 2023 and met Dr. Gregory Andrachuk whom many of the members will know as an expert V12 VDP aficionado and restorer. He got me very excited about series 3 VDPs and I knew that if we were to ever purchase one I'd have lots of resources to fall back on." (Adam and his VDP, below)



"I have owned plenty of cars in my lifetime. Notably my first car was a 1969 Fiat 850 Spyder I purchased for \$150 from a neighbor. I have also owned a 1973 Ford Capri, 1966 Volkswagen Beetle, 2004 Volvo V70R manual, 2000 Honda S2000. I presently own a 1985 Pininfarina Azzurra (last year of production of the Fiat 124 Spyder, shown top of next page) and two Mercedes, a 2019 E53 estate and a 2025 Sprinter camper conversion."

“And apart from my current 1988 Regency Red V-12 VDP (former Andrachuk car), I have just acquired a 1989 BRG V-12 VDP; which some may know as it was originally owned by Roy Gill in North Vancouver.”

When asked about his other interests, Adam replied, “Sailboat racing. I have a 36 sailboat that I race in the Pacific Northwest. I am also involved with my yacht club, RVYC in Vancouver. Cycling, I enjoy riding my road bike. I enjoy travelling, I have been to over 20 countries in my travels. Also involved in charitable causes supporting academics at Ben Gurion University and other local volunteering etc.”



New members René and Akkie Blei, from Cochrane, Alberta, have had some iconic Jaguars, including this SS100. They currently also list a 1950 XK120 roadster, red/beige and a 1949 MkV DHC Black on Red and have more Jaguars.

René sent a story about his SS100 that was published in Jaguar Driver, July 2021 that said in part, that Rene’s car was “one of the last 3-1/2-litre 100s built, in July 1939 just weeks



René’s SS100, front, with Godfrey Miller in his C-Type, and Sharon Case.

before Hitler attacked Poland in September 1939 and the factory switched to war work ... 39117 lives in Canada and is owned by Dutchman René Blei.”

The black with silver car was to be shipped to a dealer in Berlin for a car show through a dealer but was diverted to Warsaw and its first owner, the marine minister of the Polish government. The article states, “Fearing Hitler would invade Poland, Britain and France had signed a treaty to come to Poland’s defence should this happen. The Polish Marine Minister had arranged with Winston Churchill to sail his country’s naval ships to England to prevent them being requisitioned by the Germans and he apparently asked Churchill if he could help him obtain a 3-1/2-litre SS100. The car was delivered, then hidden away in a warehouse in Warsaw. It was obviously stored with great care because it survived subsequent Nazi bombing and looting of the city.”



After the war, a Polish father and son raced the car (above left) before it passed through other hands in Poland, then sold into Sweden where it remained for 43 years. René says that in JagMag, “I noticed one photo with a number of vintage race cars and since the number one photo of my 1939 SS100 3.5 has a similar background, I thought of attaching it here.” The photo (above right) was taken in 1982 with the SS as official pace car during the International Historic Grand Prix in Sweden, with Prins Bertil and Princess Lilian of Sweden. The Prins was quite a vintage car racer himself in his younger days.”

Then René entered the picture. He already had an SS100 replica and never expected to own a real one. But in 2012 he acquired a real one that by now was in the hands of a dealer who happened to be on a ferry heading to England with 39117. It appeared on the horizon at the Seattle Jaguar Club when René brought it the 2025 Jaguars on the Island concours attended by many of our members, including Sharon and Brian Case, who of course “lassoed” (René’s Calgary Stampede term) him to join the club. Regarding the classic Jaguar, Jaguar Driver said this about this Jaguar, “Someone once wrote of the SS100, ‘if the Jaguar SS100 does not stir your blood, you may not be alive.’”

René has ties to Seattle. “I had my boat on Lake Union for eight years, but Covid forced me to move it back to Canada and keep it now at Point Roberts. I still can manage the boat and the reason my cars are now in second place, but I had Jaguars on the Island many years ago that I will show and that was last summer and the last time due to age. Since we no longer are Seattle regulars, it will be a long-distance relationship. At our age we no longer drive the motorcoach and trailer long distances as States now enforce all kinds of unknown regulations.”



All of our Cats are out!



Lake Union from the rear deck of our boat.



Bill Gates landing his helicopter on his Cat on Lake Washington. We just happened to be there.



Calgary World of Wheels with Dennis Gage of My Classic Car.



Calgary Stampede with Prime Minister Harper.

Bob Batson lives in Rochester WA. He provided this interesting background, “I’m excited to join! Going a little tongue in cheek on this. I may have been conceived in the back seat of an old British saloon. British cars have always been a part of my life. Austin A-90, multiple Triumphs, Rover 2000 S/C and I have 2 Morris minors at the moment. It was when, many years ago, I asked my spouse what it would take for her to learn to drive a manual. She said, ‘A Jaguar.’ That’s all I needed. My first E was a series 1-1/2 Powder Blue FHC. My current E is a 1969 series 2 BRG FHC . It’s a long story.”

Bob added, “I worked in the Puget Sound marine industry 40-plus years. I have a son and daughter, both with family and children. I look so forward communing with kindred spirits, telling lies and having a jolly good time.”



Jim Thornton and his Claret 2011 XK Convertible add to the large Thurston County membership he tells us that, “When I was 16 I thought the XKE was the most beautiful car in the world, my friends were all into American muscle cars, they said I would never have an XKE. Next year I turn 80 and although I could never afford an XKE an XK was finally within my reach.” He joined the Seattle Jaguar “to get acquainted with other Jag owners and take part in some events.”

Jim is “a fourth-generation Washingtonian. Great grandfather homesteaded near Mt. Vernon, but the family migrated to Eastern Washington where I grew up. {He has} five grandchildren and one great grandchild.

His primary interest is “gardening, too much of a workaholic to do much else. All of my career has been as an environmental professional, initially with the State of Washington (15 yrs) and then as an environmental consultant (32 yrs). But instead of retiring I went back to work in the Governor’s Office of Regulatory Innovation and Assistance as the state environmental coordinator. I am still working in the Gov’s office. I graduated from Eastern Washington with a BA in psychology [and a] Vietnam Vet, Captain, US Army.



Seattle Jaguar Club Annual General Meeting 2026

On Saturday, January 17th, the Seattle Jaguar Club held our Annual General Meeting at Griot's Garage in Tacoma. Always a great host and supporter of local car clubs, Griot's offered their ballroom to us which we easily filled with members old and new. Before our meeting even started, the parking lot became an event in itself with SJC members' modern and classic Jags alongside another local Cars & Coffee event.

It was a great example of the breadth of car culture to see e-types and XJS' alongside custom tuners, muscle cars, and Japanese imports including a very cool mid-90's Nissan President. We talk a lot about connectivity and



openness within our own club, so it's always fun to pair up with other groups with vastly different backgrounds that all share a love for automotive culture.



Once everyone gathered inside, outgoing President Craig Duckering kicked things off with a review of the year. SJC is now neck and neck with San Francisco for being the largest Jaguar club in North America. Both clubs have well over 200 members and we're hoping to overtake them this year, so tell your friends!

Another big highlight of the year is our donations to Northwest Harvest. SJC has supported NW Harvest's mission for food access for many years, and this year our members were able to donation \$3,700 to their mission through silent auctions and direct donations. Speaking of food, the group was treated to an excellent catered lunch from EJ's Catering along with Seahawk themed cupcakes afterwards.



Brian Case and Randy Pickett were up next to speak about the club's extensive social calendar and tech sessions, respectively. For our newer members, our club is extremely active and hosts multiple events each month. We try to vary the locations to make them accessible for everyone. Taking a look at our calendar of events on the [SJC website](#), you'll

see we have multiple events scheduled every month!

We also really want to encourage people to make suggestions or plan a drive yourself. If you have an idea but are unsure on where to start, feel free to reach out to board@seattlejagclub.org and you'll find plenty of help to set something up. Our next upcoming events for February are the Valentine's Day drive on Saturday the 14th, and the following Saturday the 21st there will be a tech session at John Chudy's garage in Maple Valley.

Next up was an exceptional highlight for an exceptional person. Kurt Jacobson has been the editor of the JagMag since 2018 and is primarily responsible for the quality of the publication you are reading today. SJC was proud to present him with a very special and much deserved unique issue of the JagMag, filled with anecdotes on his work and stories from many club members on his impact. A huge Thank You also goes out to Wendy Duckering for championing this effort! You can read this special issue as well as past issues at <https://www.seattlejagclub.org/jagmag>.

Kurt is retiring as Lead Editor this year but will still be involved moving forward, contributing articles, pictures, and imparting his extensive wisdom to those who come after. The new editors Bill Holmes and Libby Calovich have large shoes to fill but are excited to be inheriting such a well regarded publication.



Craig Duckering, SJC's outgoing president, has done an excellent job these past two years but as the name implies his tenure as president has come to an end. SJC's new president Kent Wiken took over presidential duties and gave his first speech during the program. Kent and Lisa joined the club in 2020, and as you'll read later in this issue they were very touched by the warm welcome they received. We know the presidency is in good hands with Kent!

Rounding out the program was guest speaker John Draneas, an attorney from Lake Oswego, OR who writes a regular column for Sports Car Market and is well versed in the legal foibles of the automotive world. John regaled the group with stories of Montana license plate loopholes and carrier trucks getting intercepted like out of a movie.



Lastly, we had a couple door prize raffles from Griots! Michael Bramble scored a G9 Orbital Polisher and George Lefler won the Foam Cannon!



Overall it was another great event that showcased how strong our club has become and how bright its future looks. The last thing we'll leave you with are some highlights of our new members that were able to attend. We hope to see as many of you as possible at the next event!



Roger and Virginia Susick, guest Scot Davis and Jim Thornton, just joined on January 8th



Terry and Joan Larson (front), Craig and Katie Cootsona, Lynne Hannah, Bob Batson. Lynne joined in 2025 and Bob joined on January 7th



Jim Smalley and Kevin Connolly, who joined this year



Guest Lori, Bob Malecki who joined in 2025, George Lefler, Bill Buegel



Steve Heister joined in 2025

Seattle Jaguar Club at Redmond's Fuji Steakhouse

Our club schedules roving lunches every other month. In January we visited Fuji Steakhouse in Redmond Town Center. The next lunch event is scheduled for March 28th - be sure to check the Events Calendar for this and upcoming events. Below is a recap of January's event by Michael and Tamara Bramble.

On Sunday, January 11, the Seattle Jaguar Club met for lunch at Fuji Steakhouse at Redmond Town Square in Redmond, Washington. Fuji Steakhouse is a Benihana-style restaurant where the dining was an unforgettable, immersive experience. The chef's preparation of our lunch was a fast-paced feast for the senses, fusing Japanese tradition with the signature teppanyaki theatrics. One highlight was that Mike and Larry



caught morsels of food in their mouths, which were tossed to them by the chef. Some of our eyebrows were almost singed by the flames during the presentation. It was a good turnout as Larry Becker, Debby Anger, Michael and Tamara Bramble, Brian and Sharon Case, John Conrad and Anna May, Kurt and Cheryl Jacobson, Andy and Mac Phillips attended, as well as new Jaguar club additions Ross and Yvonne Jacobson, Roy and Ivor Parkes, and Laura Peterson.

Ross and Yvonne Jacobson joined the Jaguar club at the end of December 2025. Randy Pickett visited their house to see Ross's cars in his basement and invited Ross and Yvonne to join the club. Ross's car collection includes a 1905 Cadillac, a 1936 Chrysler convertible, a 1959 Triumph TR3, an XK120 replica, and a 1990 XJS. This was their second Jaguar event.

Roy and Ivor Parkes are also recent additions to the Jaguar club, attending their first Jaguar event. Roy is a 93-year-old dad, and his son, Ivor, is his caretaker, keeping him out of trouble. Roy is originally from Wales and moved to England to pursue a career as an engineer. He moved to the United States in 1965 to Seattle to work at Boeing as a design engineer. Roy's first Jaguar was an XKE that he drove to work every day in the 70s and 80s. Roy then had a 1948 saloon, and he currently has a 2006 XKR.

Laura Peterson is also a new member of the Jaguar club. She currently drives a 2016 F-Type. Her first Jaguar was a late 90s S-type, and she owned another S-type and an XF before the F-type she owns today. Laura's love for Jaguars started in Cotswold, England, in the late 80s when she saw her first XKE. Her family has owned jaguars throughout her life. This is her first Jaguar club outing as well!



Laser Welding and Parts Cleaning in Auto Restoration

By Ron Smith

I'd like to start this article with a shout-out to Kurt Jacobson, our former club president, until recently Jag Mag editor, and long-time general cheerleader for our Seattle Jaguar Club. Kurt thought of me when he met a new club member and put me in touch with Ludwig Allegra, a new member who is highly innovative in his approach to Jaguar restoration. More about that will follow, but I want to say first how great it is that the club puts together people of like interests who would otherwise never be aware of each other. I live in Olympia, and distance keeps me from being more involved with the club, but I try to attend some of the technical sessions, and I even make the occasional social event. I think it's the links forged between members, fostered by people like Kurt Jacobson, Brian Case and Sharon Case that make the Seattle Jaguar Club so successful.

One of the conundrums of auto restoration is figuring out how to properly prepare a deteriorated auto body for repair. Our options have been limited for a long time, without much change in the available technology until recently. The old-standby, sandblasting, has been around a long time, and most of us in the hobby or trade have used it at one time or another. What's wrong with it? Lots! Sandblasting takes off the paint and the rust very well, but, unless very expertly handled, can fatally damage an auto body's thin sheet metal by generating too much heat, warping panels beyond repair. Furthermore, it can't reach all of the hidden areas, so those parts won't get stripped, which can lead to failure of a new paint job somewhere in the future. Finally, you might be getting blasting media out of the crevices for the lifetime of the car.

What about plastic media? Better in some ways, but has the decided disadvantage of not removing rust. It's also not readily available in many areas.

Soda blasting? I don't have personal experience. I know it works, but has some of the same limitations as other media in that it may not access all areas. It can remove only light rust. Plus, it's messy, requires heavy equipment that, although it's portable, is generally not available for the DIYers. It is my understanding that it requires thorough cleaning and neutralization.

Chemical dipping: This was my plan for the '63 E-type FHC that I'm currently working on, to the extent that I upgraded my open trailer to an enclosed one for the anticipated trip to an Oregon facility for treatment. This is basically a 3-step process. First the body is immersed in a paint stripper solution, then pressure washed. Next, the body is dipped in a dilute acid (I believe in most cases, phosphoric acid is used). This dissolves any rust present. Following repeat pressure washing, the body is washed or immersed in a

neutralizing solution, rinsed, and dried. Sounds ideal and it works, but it's not perfect. It will also dissolve pot metal and aluminum, so those parts cannot be dipped. It will not dissolve lead, which, in and of itself, is not bad. I would usually leave original leadwork if the underlying steel was in good shape. The problem is that any rust under the lead will not be treated and will likely later spoil the restoration. The solution is to remove any lead where there is suspicion of underlying rust before dipping. I saw this in the XK120 that I restored. When it returned from the dipper, I was suspicious that there was a problem under the front signal light pods. Upon melting out the lead, I discovered that severe, untreated rust was present, and I wound up cutting-out and replacing the underlying fender sheet metal and the pods. Another problem with dipping is that rust in crevices, like between two sheet metal panels as commonly found in cars, may not be fully treated, in spite of immersion. I believe that this is because where there is heavy rust between panels (example – between pinch welds), the initial reaction with the chemical may treat the more superficial portions, but not penetrate sufficiently to take out all the rust. Some have worried about incomplete neutralization of the dipping acid, but this should not be a problem from a competent contractor.

The newest technology on the block is laser cleaning. I have to admit that I was completely ignorant about the process of laser cleaning and welding until Kurt suggested that I have a look through Ludwig.

Ludwig Allegra is a very interesting fellow. If you see him professionally, it will be Dr. Allegra, as he is still working in his chosen field of Plastic Surgery. Before that, his training was in engineering. His intention, sidetracked by the industrial downturn



Figure 1: New club member Ludwig with '61 E-type on rotisserie

of the 70's, was to work in aerospace engineering. He took another path, but the engineer, Ludwig, is obvious in his approach to auto restoration. Let me begin the introduction by mentioning his other car, a beautiful and seemingly perfect Ferrari BBL 512 which he disassembled and fully refurbished including a V12 engine rebuild. His current project is a late 1961 Jaguar e-type OTS with early features including flat floors. The car is fully disassembled in his home shop. His research into stripping methods led him to consider laser stripping as an alternative to the other methods that I detailed above. While laser stripping has been available for a number of years, the high cost of equipment has been a stumbling block in the DIY pathway. Recently, there have become available less expensive

import models which bring the market in reach of individual restorers and small restoration shops. As explained to me, there are only 4 manufacturers of the laser lens (the most important component) used in this process. The one in the DOYA machine Ludwig purchased is the same as used in high-end commercial units. In fact, many companies selling laser cleaners and welders are simply assembling them from high quality commercial components made by other manufacturers. I don't have the engineering background to explain how the unit works, but Ludwig found that all the DOYA components were top quality, and decided this machine was worth trying.

So, I travelled to Ludwig's home at 10am on a Saturday morning planning not to make too hard of an impact on his day, but found myself finally leaving at 3pm. My host was very accommodating , and there was a lot to see and learn. My strong impression is that the laser cleaner/welder is a real game-changer for the auto restoration industry and DIYer. There is a bit of a price tag to pay, but for under 5K, one can have a tool that will quickly and safely remove all visible rust from a car project. The laser vaporizes any paint, rust, and plastic filler on the body. It does not remove lead. The 2000 watt unit he demonstrated is the most powerful offered by this company for 220v single phase service. Its price includes a wire-feed unit for welding and a chiller for water cooling of the system.



Figure 2: DOYA laser unit with wire feed



Figure 3: DOYA laser gun

I've included a video of Ludwig blasting his rotisserie-loaded car, as I think this best shows the method. <https://youtu.be/Btytn0a2Kw0>

Ludwig was careful to keep the beam moving and not to allow too much heat buildup in the panel. Immediately after a panel was stripped, the panel was too warm to touch, but nowhere close to what would cause warpage. The paint/rust was simply vaporized, blown out the shop door by a strong fan. For safety, a pair of dark sunglasses was required, and a vapor canister respirator worn. Of course, one would not put one's hand in front of the laser, any more than one would point a welder or sandblast nozzle at a body part. Testing on combustibles saw little effect on a block of wood, but a paper shop towel quickly ignited. Safety must be considered, but, in my estimation, the tool is safer than most of the ones we commonly use in auto restoration. And, used properly, not dangerous IMO.

This laser machine can also be used for welding. I have MIG, TIG, and oxyacetylene in my shop, and while I've been welding sheet metal on my projects (no, I'm not professionally trained) for quite a few years, I still struggle to complete a patch in sheet metal without excess distortion. Ludwig demonstrated the laser wire-feed welding technique on some sheet metal with beautiful results. It produces a smooth, flat, well penetrated weld with much less heat than other methods. There was a very small heat-affected-zone with zero visible distortion in his test panel.

I'm new to the technology and by no means an expert, but I'm excited about the potential of laser cleaning and welding. I'm ready to give it a try. Based on Ludwig's example, I've ordered my own machine, and I look forward to experimenting with it and finding optimal settings for the hobby work that I do.



Figure 4: rear fender after cleaning - note bare metal in wheel well from previous laser cleaning



Figure 5: laser welding with wire feed



Figure 6: Note how smooth and flat the weld is - the reverse side showed great penetration

What are the advantages of the laser tool? This is just my opinion, but here's how I see it:

- Laser stripping is fast and highly effective. If used judiciously, it should remove the danger of damaging flat panels seen with sandblasting.
- It brings the stripping process into the home shop without the lengthy and arduous task of manually stripping with abrasives. Plus, there is no thinning of the metal as would happen with abrasives.
- I envision stripping a manageable section of the car at a time. Being able to complete a section at a time (that is strip, prep, and prime) is a huge advantage for me as a hobby restorer.
- Large time savings by not having to schedule dipping, saving two long trips with an enclosed trailer for each car
- Being able to do the car in sections will be easier than having a car returned from a commercial stripper with need for immediate priming of the entire body.
- After the initial investment, laser stripping is inexpensive.
- The same machine can clean, weld, spot weld, and cut.
- Relatively small footprint – this machine may obviate the need for some other tools.

Disadvantages:

- High initial cost
- While I suspect this will change as US-based manufacturers get into the small-market laser production, some leap of faith in Chinese suppliers is needed. They claim to have good worldwide product support, but I think we have to wait to see how reliable the equipment is as well as how well troubleshooting and repair works for these units. Ludwig is optimistic about this. Certainly, the sales staff at DOYA was extremely responsive.
- Evacuation of the vapors from the process is necessary along with personal protection.
- Some care is required not to produce excessive heat in a panel. This seemed not difficult during the demonstration.
- Laser welding of sheet metal seems better than both TIG and MIG and also seems to have a short learning curve, especially compared to TIG. Ludwig tells me that a private space program has completely switched from TIG to laser welding for their rockets.
- Spot welding is a useful technique that may not be available in many shops. Powerful spot welders that are capable of accessing deep sections of auto bodies are not generally affordable for a home shop. This tool seemed to excel at spot welding.
- Some additional prep may be required. I will be experimenting with finishes, but suspect that I will prep the laser cleaned panel with phosphoric acid, followed by washing with degreasing soap and drying with a heat gun. This is my routine prep for panels that I cabinet blast before coating with two-part epoxy.

Incoming SJC President Message – Kent Wiken

When I was eight to ten-years old (1970 to 1972), I attended British schools while my father was stationed as a US Army officer on a British Army garrison in Germany. Attending British schools at such an impressionable age, gave me a real love of British history and technology. I was particularly fond of World War II history and the development of the Submarine Spitfire, an aircraft ahead of its time with beautiful lines and a natural extension of the human body to the machine (as described by pilots). This airplane would go on to play a major role in saving the country during the Battle of Britain. The brilliant British engineers would develop over 20 variants of the aircraft before wars end. Necessity (and indeed survival) was the mother of invention. This ingenuity combined with beautiful aesthetics would later transfer to the British automotive industry, Jaguar chief among them. Back to my father's influence: The British army officers he worked with tended to drive Jaguars or Land Rovers for personal cars, and my father got the idea that he would someday own an "Emerald Green" Jaguar. He settled for a hot wheels, green XJS on his desk for many years. In 2003, long retired, he finally found his 2001 Jaguar S-type which he still drives and loves. I was so impressed by the drive and feel of his Jaguar, the solid craftsmanship, beautiful leather, and burled wood interior. With our personal history and recognition of the historical legacy and heritage, it seemed a perfect fit for me to also own a Jaguar. As a result, my father and I both own Jaguar sedans, his 2001 S-type and my 2015 XF, and both are in the same British Racing Green.



My cousin Wade and his father (my dad's brother) had long been preserving an MGB, and Wade had joined the Minneapolis MG club. Wade had told me that the club was so much fun and was really a



great way to enjoy the car with others with the same interest. In 2020 I found the Seattle Jaguar Club (SJC) website. Through the website, I saw that the SJC was having a drive starting in Chehalis to the Raymond Carriage Museum that next weekend (June 20, 2020).

Lisa and I did not know what we would encounter, but stepped out of our self-imposed COVID home confinement and headed to Chehalis. When we showed up in the restaurant parking lot, we were instantly and warmly welcomed. The Jaguars that showed up also blew me away, including a D-type, E-types, XK120's, and modern XKs and sedans. That drive started our great experience with the SJC that continues to this day. Thanks to Kurt and Cheryl Jacobsen, Brian and Sharon Case, Roy Pringle, Art Foley and many others that were there that day and welcomed us so warmly. I am also so grateful to my cousin Wade who gave me the idea to join a car club. Sadly, he passed away in 2019 from a sudden and brief struggle with pancreatic cancer. His passion for getting involved and organizing clubs continues to be an inspiration to me.



We were so excited by this car club experience, that we frequented the SJC events. I served as the Activities Vice President from 2021 – 2023, but my work schedule required me to step away. As things stabilized at work, I decided to become semi-retired and work part-time. This extra time has allowed me to return to the club organization, and accept the nomination for president.

Thank you for the honor of selecting me to be the new club president. I must admit it is more than a little intimidating trying to live up to the office, and the thought of leading a club that has been around Seattle since 1958. I will carry the torch to the best of my abilities, and know from my experience as vice-president, that I will have the support of the other officers and board members.

Lisa and I have been most involved with drives, events, and lunches where we meet up with friends we have made in the club and welcome new people. Since joining in 2020, we have seen most of Washington State. This state is incredible for car club trips, with scenic drives through rainforest, deserts, mountains, rolling farm valleys, vineyards, ocean beaches, and islands.



The bottom line is that club activities are fun, and that sense of fun is what I want to continue to preserve in the club. Admittedly, I need to learn more about the technical, restoration and concours side of the club, which is the source of much fun for many of our members. There is an interesting Jan-Feb 2026 Jaguar Journal article Cultivating Clubs, a blueprint for growth by David Brill of the Southern New England Jaguar Club. In this article, Mr. Brill describes why their club has grown, and his findings mirror what our club has done to an even greater extent. SJC has become one of the top two largest Jaguar clubs in North America with 200+ members. Mr. Brill concludes that it is a community of people not just cars that makes the club successful and I agree. I encourage all of us to attend gatherings to share and get excited about our fellow members. Lastly, I will endeavor to find ways to reach potential new members. Some ideas are to:

- Stay connected with the local Jaguar dealerships and offer pamphlets to give out in waiting rooms
- Encourage some of our cars and owners show up at younger-generation car shows as noted in Mr. Brill's article (e.g. Exotics at RTC, Secret Car Show Kingston, Griots Garage)
- Develop a YouTube channel for SJC (Thanks to Kurt Jacobsen for that idea)
- Get your children interested (e.g. Photography, working on cars together)

I welcome any and all suggestions to grow the club and keep it a fun and interesting past-time for all of us.

Thank you!



Intro to Concours Events

For those that I have not had a chance to meet yet, I am the Chief Concours Judge for our club and this will be my third year running Concours judging duties. I typically use the Judge's Corner section of the JagMag to provide tips and anecdotes about prepping your car for an event. Our club has been fortunate enough to welcome a bunch of new members, so I wanted to provide an introduction to Jaguar Club North America's (JCNA) Concours events and how you can be a part of them. Our club has earned a reputation for hosting well managed, high quality events and we want to carry that momentum into 2026.

What is a Concours?

A Concours d'Elegance (it sounds fancy because it's French) can really be categorized as any judged automotive event. Specifically, cars are judged based primarily on authenticity. The idea being that a vehicle should be presented as close as possible to how it would have rolled out of the factory. That's really it; there are pages and pages of nuances, but the basic judging criteria for any element of a vehicle is 'did it look like this at the factory?'. Our Concours is one of four in the greater PNW area; Victoria BC holds theirs in mid-July, Vancouver, BC in late August, and Portland, OR in September. You can be in the running for Regional awards after entering two shows in a year, or National awards after three shows. The trophies are pretty great as well!

Who are the Judges?

Who are the judges at our Concours? All of us! JCNA Concourses are all volunteer run, and any member can become a judge. It can seem like a lot of information at first, but judging is a fairly simple process. You don't need to be an expert to be a judge; you know what a scratch looks like and what old leather vs. new leather looks like, etc. I've always enjoyed being a judge since you get to be up close with these beautiful machines and learn their history. First year judges are considered apprentices and you will be paired up with senior judges who can show you the ropes.

Is my Jaguar good enough to enter?

Emphatically Yes! I always encourage everyone to enter the Concours regardless of the state of your Jaguar. Yes, there are near-perfect entries, but the show is much more a celebration of the marquee throughout the years. All models are welcome, though I have yet to see an F-Pace or an I-Pace entry; hopefully this year!

So what's next?

To start, I will be running a Judge's Training over Zoom on April 23rd. I encourage anyone curious about judging or the Concours in general to attend, and it will be recorded as well. Another training will be held in May, and in June we do a live training event during our annual summer Show & Shine. Our Concours is on Saturday, August 1st in Anacortes.

We'll be sending out multiple reminders for all of these. For our Concours, you can visit <https://www.seattlejagclub.org/jotg> for more information, and for official JCNA Concours documents you can visit <https://jcna.com/concours>. These really are fantastic events and a true celebration of all things Jaguar. I hope to see everyone this year!

If you have questions about the Concours feel free to reach out to Concours@seattlejagclub.org

Cheers,

Bill Holmes
Chief Concours Judge





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Seattle Jaguar Club

PO Box 241
Enumclaw WA 98022
info@seattlejagclub.org

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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.

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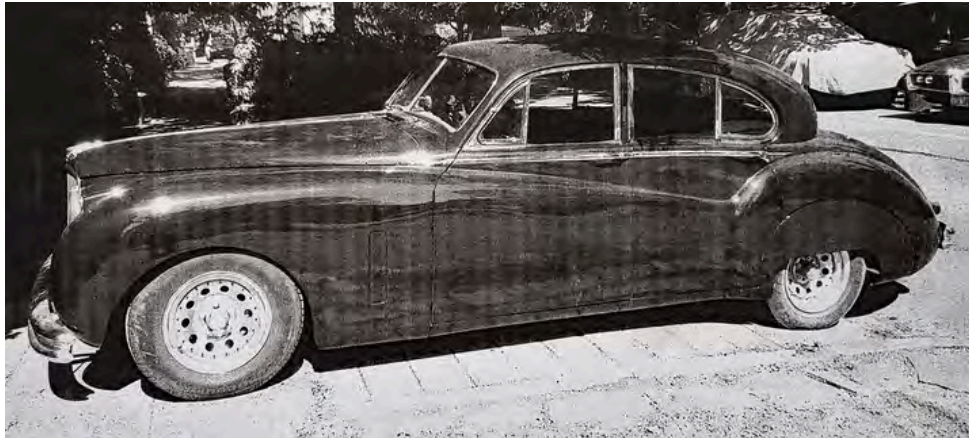
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