

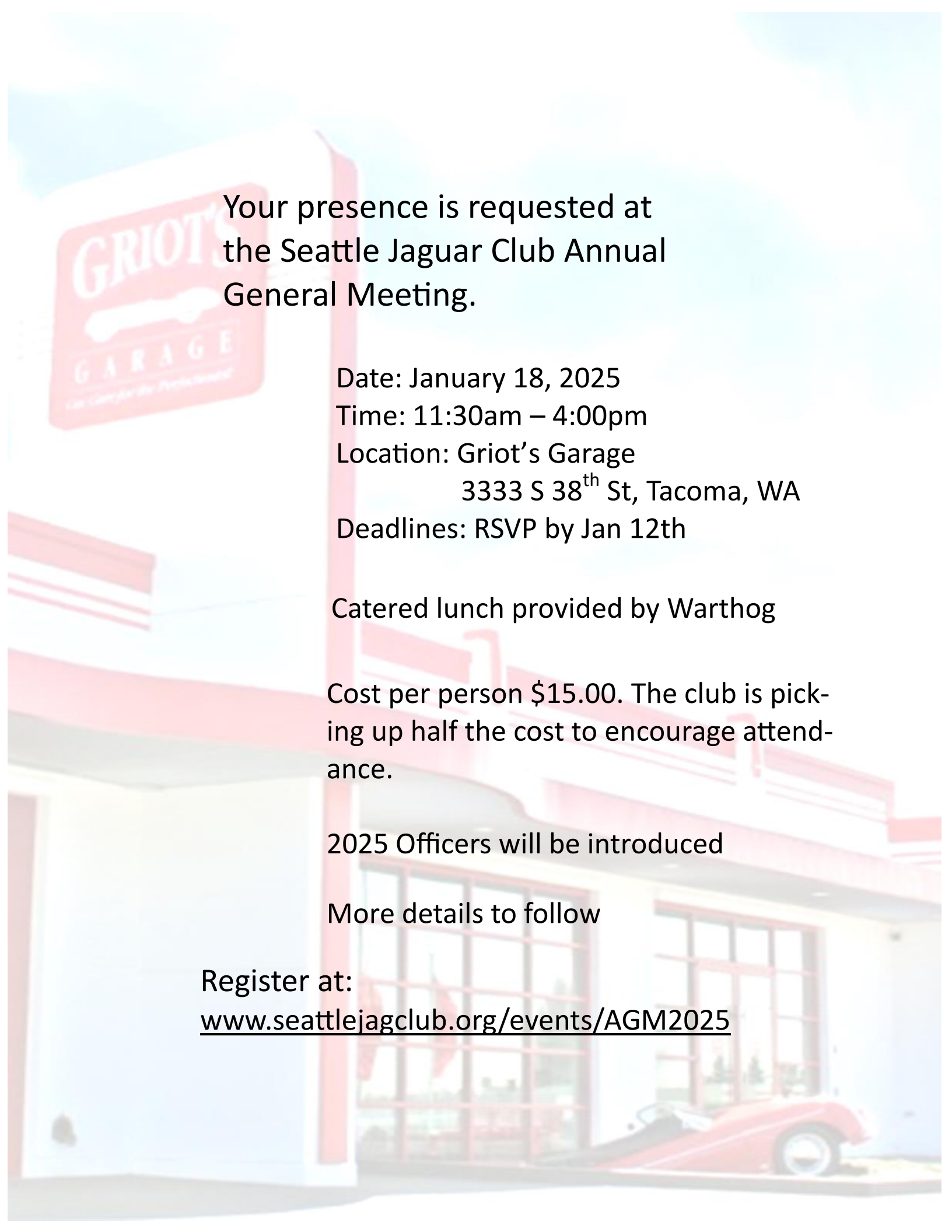


# JagMag

**December 2024**

Seattle  
Jaguar Club  
Vol 68 Issue 12  
Jaguar Concept  
Driving Rain  
RW Auto Classics





Your presence is requested at  
the Seattle Jaguar Club Annual  
General Meeting.

Date: January 18, 2025

Time: 11:30am – 4:00pm

Location: Griot's Garage

3333 S 38<sup>th</sup> St, Tacoma, WA

Deadlines: RSVP by Jan 12th

Catered lunch provided by Warthog

Cost per person \$15.00. The club is pick-  
ing up half the cost to encourage attend-  
ance.

2025 Officers will be introduced

More details to follow

Register at:

[www.seattlejagclub.org/events/AGM2025](http://www.seattlejagclub.org/events/AGM2025)

# 2024 CALENDAR

You don't have to drive a Jaguar to participate in Seattle Jaguar Club events. For the latest information and to register, go to <https://www.seattlejagclub.org/calendar>. And there is a world of Jaguar fun, adventure, information and friendships all around us. With five JCNA-affiliated clubs covering Washington, Oregon, British Columbia, Alberta, and Saskatchewan and members in Idaho and Montana, you will find opportunities to share activities and expertise. Discover what they are doing. Check out their newsletters.

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

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Please check for the most up-to-date information at [seattlejagclub.org/calendar](https://www.seattlejagclub.org/calendar)

## DECEMBER 2024

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

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

# 2025 CALENDAR

## JANUARY 2025

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

**Sat Jan 11** Drive. Details to come. Contact Cynthia First or Alan Donald.

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

**Sat Jan 25**, tech session. To be confirmed.

**Sun Jan 26** Roving Dinner. Details to come. Contact Brian Case 253.329.9126, [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).



**FEBRUARY 2025**

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

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

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



**MARCH 2025**

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

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

**Sat Mar 15** Up-Down-Around-Snohomish Drive. Explore the dippy backroads from Snohomish to Granite Falls and back to the cute shops & eateries in Snohomish. Contact Kurt Jacobson.



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

**APRIL 2025**

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

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

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

**JAGUAR CLUBS OF NORTH AMERICA**  
*Grace... Space... Pace*

**Concours Judge Refresher Training**

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

**Fri-Sun Apr 24-27** Jaguar Clubs of North America Annual General Meeting, Valley Forge PA (right). Contact JCNA Northwest Region Director Brian Case.



## MAY 2025

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



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

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

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

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

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

## JUNE 2025

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

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

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

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

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

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

## JULY 2025

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



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

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



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



## AUGUST 2025

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



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



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

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

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

## SEPTEMBER 2025

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

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

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

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

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

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

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

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

## OCTOBER 2025

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

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

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

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

## NOVEMBER 2025

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

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

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

**Sat Nov 15** Drive. Contact Tim Weber.

## DECEMBER 2025

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

# THE FIRST SHOE DROPS

**As you expected, this is not your father's Jaguar.** More visuals preceding the Miami Art Week Jaguar concept reveal. *(Continued on following pages)*



















**The “Jaguar Type 00 Design Vision Concept” is not yet a real Jaguar model** The preceding pages are early renderings of the Jaguar Design Vision Concept. These were leaked and briefly online before the actual introduction at the December 2<sup>nd</sup> at Miami Art Week. You will be seeing, reading and viewing much more in the automotive, lifestyle and mass media as Jaguar edges to its first new model late in 2026.

In the meantime, here key words and phrases from this early reveal:

All electric.

Sir William Lyons believed that, “A Jaguar should be a copy of nothing.”

Go toe-to-toe with British car companies such as Bentley, Rolls Royce and Aston Martin.

Exuberant modernism, exuberant colors.

The long, low, wide coupé is being shown in Miami in two colors, dubbed Miami Pink and London Blue. As expected, there’s a glassless rear tailgate with cameras and screens showing the view rearward, while a strikethrough graphic featuring a series of tight, parallel lines features throughout the car. It’s most prominent at the front where it’s in place of a traditional grille and flanked by super-slim LED lights, while at the back it’s used right across the rear of the car to disguise the rear lighting.

A “maker’s mark,” using the J and R from the logo, sits in the hubs at the center of enormous 23-inch wheels.

The four-door GT will be followed by two other all-electric models, expected to be a large SUV and Jaguar’s take on a new, large two-door coupé. All three new Jaguars will use the same design language introduced by the Type 00 design vision concept.

The bold side profile has the Jaguar ‘leaper’ laser-etched into a hand-finished brass ingot sitting at the bottom of a panel behind the front wheels. These ingots deploy to reveal rear-facing cameras that remain hidden until needed. The same applies to the charging port.

*(Continued next page)*

The striking butterfly doors of the Type 00 won't make it to production in the first GT model. Much of the carefully crafted interior features will. The cabin features three hand-finished brass lines running the length of the interior, with a central 3.2m-long brass spine splitting a pair of floating instrument panels that fold out of the dash when the car fires up.

Three key materials—brass, travertine stone and textiles—dominate the interior, with each material used to represent pieces of art. A separate prism case—the much talked about handbag in the brand re-launch video—contains three “totems” made from brass, travertine and alabaster. When inserted into the center console, each one introduces a different mood, changing the lighting, soundscape, screen graphics and even emitting a carefully curated scent into the car.

*(Below, camouflaged prototype GT undergoing testing)*





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C2303	\$1.09	GASKET, water pump		1
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C25083	\$109.99	WATER PUMP PULLEY	7E.1404	1
FG.104X	\$0.29	WASHER		4
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## WHO'S NEW



**New member Alan Johnson fits the terms, “enthusiast” and “enthusiastic.”** He replied to the request for more background, saying, “Yes, I would be happy to! Let me see if I can answer a few questions! I am a young/old man, & proud Girl Dad father of 2 beautiful young ladies 8 and 12 (*next page*). My awesome, talented, and wonderful wife allows me to provide for my family in the all-consuming world of health care! We love music, sports, traveling and cooking together. My other hobbies include auto racing, golf, cycling, music, watches, and traveling with family! We live here in WA state in the beautiful community of Gig Harbor!

*(Above, Alan’s 2020 F-Pace SVR, Matte Charcoal with Silver SVR Jaguar Cat logos)*



I found the Jaguar Club through social media and correspondence with the local automotive community. Jaguar Land Rover, Lexus, BMW, Avants Car Club, BMW Car Club of America, & ProFormance Racing!

I absolutely love cars and racing. I could absolutely spend an infinite amount of time on that hobby! I love aftermarket mods, both cosmetic and performance! The long rich history of racing & performance from BMW, Jaguar, Porsche, Ferrari, Aston Martin, Lotus, & Shelby Cobra, etc. has always fascinated and captured me!!!

Other vehicles I own & love are: BMW M5 – 2016, Jaguar F-Pace SVR – 2020, Lexus IS – 2015, GMC Yukon Denali XL - rebuilt 2005 engine, transmission, brakes, & suspension all in 2018.

Hope this tells you a lil something about me and my family.” (Top row: Alan with his family and his bicycle. Bottom row: The Lexus IS and BMW I-5.)

*I absolutely love  
cars and racing*



### **New member Gordon Sanstad returns after decades without a Jaguar**

When he registered for membership in the Seattle Jaguar Club again he said, "I was a member in the 1970s. I had a 1961 3.8 Mk II sedan. And then, for over twenty years, a 1953 XK 120 FHC. Now looking for one again! And I used to have a photo or two of my jags but have not seen them for many years.

I have been Jaguar free for over 30 years, and the way my life has changed has me thinking about possibly owning another. This would be an XKE, Series 1 and an early one, while the 3.8 was still in use. A FHC. As with my dear 120, I want a driver. This to me means excellent mechanically, but not concours condition. An old paint job or worn interior are not a problem.

I realize this may be hard to find; obviously if someone was restoring a classic, they likely would not stop once the mechanics were re-done. I get that, but this is what my needs and budget are after.

So by joining the club I hope to get advice and referrals to either cars or, hopefully, some printed materials on the early jags and what a restoration would entail and things to look for, etc. Right now, I am working with Chris Harvey's excellent *E Type: End of an Era*. Of course it is nearly 50 years old. Someone must have done a similar book more recently."

What Gordon brings to the club would be his "love of the marque. And plenty of stories."

Gordon lives in Langley and adds, "My location out here in Whidbey means I don't get to the mainland very often. At least for now." Gordon should be happy to know that we may have a driving event on Whidbey Island, April 5th.

*I was a member in the 1970s.  
I had a 1961 3.8 Mk II sedan.*



**New member Larry Becker talks about “my Jaguar and other British iron that I have owned for many years.”** Larry “was born in ’48 in the Bethlehem/Allentown, PA area and was raised by a dad who was always fixing cars. As a young guy, I learned a lot from him and his shop and tools. When I was in high school, after buying and fixing other cars, I bought a 1957 XK-140 Fixed Head Coupe for \$300.00 from a Navy guy who drove it from San Diego to Allentown, some

5k miles. The car was only 10 years old, but was in tough shape. And I got to work on this new found ‘LeMans Race Car.’ The overhead cam engine was intriguing, but it was also hard to get parts for in those days. I had to go to college and the Army in Vietnam and my job with GE Turbines made me put the car in storage ‘til I got back to it and sold it in the late 70’s.

Eventually my engineering degree and as a mechanical engineer in the power industry brought me to Oregon and Seattle in the 80’s. I found my XK-150 Drop-Head in 1983. It was originally bought by Dick Nixon’s lawyer. I still have it, as well as my XKE – OTS [bought] in 1992 and my other collection of MG TDs, TCs and Austin Healy Bugeye and British Motorcycles.

On a more personal note, my wife Debby who was a San Francisco native and I live in Kirkland with our pets and cars which are a full time retirement passion for me now in restoration as well as my consulting engineering business.”

Excluding a couple everyday Fords, Larry’s stable includes: 1960 XK150 Drophead, 1968 XKE OTS, 1997 XK8 Convertible, 1946 MG TC, 1948 MG TC, 1952 MG TD, 1953 MG TD, 1959 Austin Healy Bugeye, 1959 Triumph Bonneville motorcycle, 2000 Harley Davidson Road King motorcycle, 1959 Triumph Speed Twin 3TA, 1989 Corvette Roadster/Convertible, 2000 Corvette Roadster/Convertible, and a 2009 Mini Convertible.

Larry also said, “I was an MG Club member but don’t drive them much and am looking at selling them and the Jag XK-8 this coming year or years and will be advertising my Jags in the club in the future, assuming that there an interest in the club by some younger or older members for the Jags I own.””





### **Christian & Hilde Webber bring more Aston Martins into the club**

Four years ago Brad Vancour thought our Seattle Jaguar Club members would enjoy connecting with members of the Aston Martin Club for a tour of his Red Mountain vineyard and winery and others in the Eastern Washington. It was based on the idea James Bond films often featured both cars.

As a result, the Aston Martin enthusiasts have participated in our events, and recently we have in theirs. And Jaguar club members have been purchasing Aston Martins. Ian Callum's designs for both brands are another tie.

Hilde and Christian brought their Jaguar XF S Sportbrake (*above*) to the first wine tour. "We had a joint event with SJC and the Aston Martin Owner Club, and since we have a Jaguar as well and we enjoyed the people it seemed like a great idea to join," explained Christian.

Christian explained his interest in cars in general and Jaguars. “Even as a child, I was fascinated by cars of all kinds. I remember my father returning from England with a gift for me, the *Golden Book of Sports Cars*, which I still have. The book helped me learn how to read at a very young age, and I discovered things like top speed and horsepower figures to go along with the wonderful pictures. I had favorites that came to life on those pages—Jaguars and Aston Martins especially captured my imagination. One day, I found a 1967 issue of *Road & Track* magazine in my father’s study—it had a road test of the Jaguar 420 sedan inside. I had never seen such a beautiful sedan. I started drawing cars around that time. Still do.”

Meanwhile, Hilde was living in England and her father brought home a Jaguar 420 for the family, a 4-speed manual saloon in dark blue. She loved that car, and her family took it with them to South Africa where her mother regularly topped 100 MPH on her trips back and forth between Johannesburg and Pretoria. She remembers being dropped off at school in the car, and a young boy looking inside at all the instruments who then turned to his friends saying. ‘It looks like a bloody airplane inside...’ Hilde and I met in college in Washington DC. I was drawing a gigantic picture of a car on the white board while waiting for class, and we ended up talking. I don’t remember precisely when I realized it was love, but when the topic of family cars came up, she had me at ‘Jaguar...’

Our XF S Sportbrake is apparently a rare car, neither of us can figure out why. It’s wonderful. At the time we found it, we wanted to reduce the number of cars to more closely align with garage space, and were trading in a small Mercedes wagon and a large Porsche Cayenne. When we came across the Jag at the local dealer, it really appealed to us – the sleek design by Ian Callum (who also designed some of my other favorite cars) is unlike anything else. And it is more comfortable than the German high-performance wagons while still delivering speed and graceful handling. Although Hilde’s mom has passed away, we think she would approve. And our aptly-named dog Prince truly loved to travel in style in ‘his’ Jag.

*(Continued next page)*

... when the topic of family cars came up,  
she had me at ‘Jaguar...’



“When we find a car we really like, we have a tendency to name it and keep it. So, our favorites are still with us. Amongst them are two Aston Martins (I have a role the Aston Martin Owners Club).

‘Miss Kitty,’ is our Ian Callum-designed Jaguar XF S Sportbrake – grace, pace, and especially space make this car very special to us (*shown on a prior page*).

‘Vesper’ is our Aston Martin V8 Vantage. The basic shape originated with Ian Callum. We requested some features that make it ‘one of one’ spec. (*Right*)

‘Princess Aurora,’ aka ‘Beastie,’ is our Aston Martin V12 Vanquish, one of the first Ian Callum cars ever. This one is ‘one of one’ spec of a rare Aston Martin model. (*Right*)

‘Elkie’ is our aerodynamic pre-General Motors Saab 900 Turbo 16-Valve. It was designed by Bjorn Envall. Delightfully different and still fun to drive. We’ve had it since new.” (*Right*)”

*(Continued next page)*



‘We are not quite locals, although my family actually did live in Seattle when I was a toddler. I was born in Minnesota in the USA, but we moved to Adelaide Australia (my mother is an Australian actress) when I was little. In between, we lived in New Hampshire, Denmark, California, and Tasmania and traveled to other parts of the world following my scientist-father’s work. I spent time in Italy as a teenager on my own before meeting Hilde. She also had an international upbringing: Born in Cape Town South Africa, she also lived in Paris and London as well as South Africa and Washington DC as a child. Her father was a diplomat amongst other things. When she was in London, she lived in the Victorian poet laureate Algernon Swinburne’s house. We have two wonderful children, a boy and a girl, and we have a beautiful granddaughter, Emily.

My own careers have included performing music (I am a violinist), flying for the Air Force (Hint: my plane had 8 engines), and many adventures working for organizations of all kinds. Microsoft was the company that brought me to the Pacific Northwest. Hilde has been a TV producer (focusing on wildlife documentaries) and is also a (very fun to work with) Realtor. Hilde and I met while we were at the American University in Washington DC, and she stayed with me through my graduate studies at Yale University.”

## WHAT’S NEW

Seattle Jaguar results are in. The complete list of elected and appointed volunteer leaders will appear in the January *JagMag*. The new voting officers will move into their positions at the January 18 Annual General Meeting at Griot’s Garage Flagship Store in Tacoma. The 2025 officers:

President—Craig Duckering

Vice President Activities—Brian Case

Vice President Technical—Randy Pickett

Secretary—Chris Eseman

Treasurer—John Blackburn

New Trustees:

Bob Book

Bob Willits

Continuing Trustees

Tami Mathisen

Douglas Jackson



**Seattle Jaguar Club President Craig Duckering's end-of-the-year message** This is the last JagMag issue for 2024, and as we close out the year, I am feeling very thankful. Yes, we all just got through Thanksgiving, and hopefully all the food won't keep me from fitting into the F-Type for a while. But my feelings of thankfulness extend across so much from this past year.

I am thankful for my wife, Wendy. She shares my love of cars and especially the adventures they bring us. We enjoy 100% of this car journey together, and it would not be the same without her in the seat next to me.

I am thankful for our members. We have a club that is one of the largest in the country and continues to grow with nearly 200 members from all areas of Washington and beyond.

Our club continues to thrive with member participation, and so much excitement for the next opportunity to get together with other Jaguar enthusiasts.

I am thankful for our club Board, made up of the Officers and Trustees. A lot of time and work is done by them to keep our club strong, organized, and financially stable. They are all volunteers and do it for the love of the club and the members we serve.

I am thankful for all our activities. Over this past year, our members have had the opportunity to participate in three to our activities per month on average, from amazing drives to interesting tech sessions, to roving dinners and lunches, to supporting the events of other clubs. No one can ever say they are bored being part of the Seattle Jaguar Club.

If you are a long-time member, thank you. If you are a new member, thank you. Either way, be sure to check out our calendar of events for 2025. It is already filling up and starts fast with 4 events in January. Plan for next year now, so you can join us at as many fun events as possible. You'll be thankful you did!

*No one can ever say they are bored  
being part of the Seattle Jaguar Club*

**Cover** The last issue featured Lee & Terry Nelson’s F-Type because it alluded to the wine story. And yes, we showed a photo similar to this month’s cover by Kurt Miyatake of his F-Type. But this month we just had to use the angled shot as the a cover. Our club is blessed to have so many amateur and a few professional photographers submitting their work. Please send yours to [kurtgjacobson@gmail.com](mailto:kurtgjacobson@gmail.com).



**A big thank you to Carol Porter for donating four 1<sup>st</sup> Place Champion concours pewter trophies** (*above left*) She wrote, “Richard Jarratt and my Mom Anne (*above right*) met and married in 1991. Richard had moved from England in the 1960s to work for Boeing. Having grown up in England he had always loved Jaguars and soon convinced Anne they should purchase a convertible XJS V12 in 1992.

It was a beautiful car that introduced them to the fun experiences with the Seattle Jaguar Club, which they enjoyed all through the 90s and early 2000s. They participated in a few concours, where they were rewarded for their tremendous efforts to have the car in perfect condition. They enjoyed the rallies a lot, coming home with great stories of the challenges of navigating and working together, which they prided themselves as being very good at.

They added a lovely, hardly used XJ6 that was their everyday driver in the late 90s. They drove both cars until 2017.”



## JUDGES CORNER

**Time to start planning your winter projects** As I'm digging through our old refrigerator in our garage looking for snacks to replenish another holiday party tray, I can't help but notice my little TR6 still has the cover off and is waiting to be driven if only the weather would cooperate. I haven't quite brought myself to 'shut it down' for the winter yet but I know it's time to start planning for next season.

This time of year is hectic to say the least and the last thing I want to think about is starting another project, car-related or otherwise. However, now is the right time to plan out the repairs and upgrades you want to make. I have certainly been guilty of putting this off in the past, only to have my car sit under a cover for a few months and before I know it spring is here.

Below are a few tips to help get yourself organized:

If you need to get in with a local shop now is absolutely the time to call since most of them are booked out a few months in advance.

Do you need parts? Online sites may have some holiday sales, but shipping can also take a few weeks this time of year so get those orders in now.

Start with cleaning! Between holiday decorations and storage my garage can get to be a bit of a mess, and I always find it helpful to start any project with a clean workspace.

Write out a timeline for larger projects so they don't appear too daunting. Even something as simple as disassembly in January, fix in February, reassembly in March can make larger task more manageable.

Lastly, for those of us with busy schedules I like to reserve time in Google Calendar or your online calendar of choice so that I can prioritize my time and to-do lists.

Hopefully these tips can help you through the winter months as we close out another great year and start planning for a new one!

Cheers!

Bill Holmes, Chief Concours Judge



## DRIVING RAIN

*Photos: Wendy Duckering, Nora Hennecken, Kent Wiken,  
Tanya Book, & Sharon Case. Story: Kurt Jacobson*

Many of us tend to be fair-weather Jaguar drivers. So, I was looking for an excuse to jump in in the Jag some wintery day and drive the likely rainy, but traffic-free backroads around Dewatto and Tahuya (*above*). I wondered if a couple of other Seattle Jaguar Club members would like to join me. The club put it on the website calendar, I prepared the route instructions and Sharon Case sent a few emails.

To our surprise, 21 cars arrived on Saturday, November 16th at Port Orchard Park—far more than the six to ten we initially expected. Forty-three members and guests participated, five joining us for lunch after the drive.





Many new members participated, some from the Kitsap Peninsula who had not taken this route before. Doug Newell & his dog Blitz, Doug's close friend David O'Morchoe and his guest Jan Heller are from Poulsbo. *(From left, Doug Newell, Blitz, John Blackburn, David O'Moroche, Jan Heller and Trish Blackburn).*

Other new members were Nora & Mark Hennecken from Lakewood and David Hull & Evelyn Wood are from Enumclaw. Returning members Tanya & Bob Willits came from nearby Bremerton. Guests Peter Barlow and his friend Jamie Stevenson brought two of Peter's Jaguars.



I may have missed a few, but I think the following people also made the drive: Trish & John Blackburn, Tanya & Bob Book, Tamera & Michael Bramble, Tom Bohn, Sharon & Brian Case, Helen & Dean, Linda & Richard Desimone, Wendy & Craig Duckering, Will Humiston, Bob Alness Kurt Jacobson, Diane & Monte Powell, John Voigt, and Lisa & Kent Wiken. *(Navigator's meeting, above)*

Meeting the driving teams at Amelia's restaurant at Bremerton National Airport north of Belfair were Marisa & Art Foley, Rocky Nutt and two guests of Sara Squibb & Steve Bird.





*Scenes from the start, clockwise from top: Stunning classics, one of several XJSs and an XJ6; JADE1, another XJS; a red XKR; and the lead XK at the last traffic light until Belfair; Nora Hennecken handed out route instructions and chatted with Michael and Tamera Bramble with a third XJS in the background..*



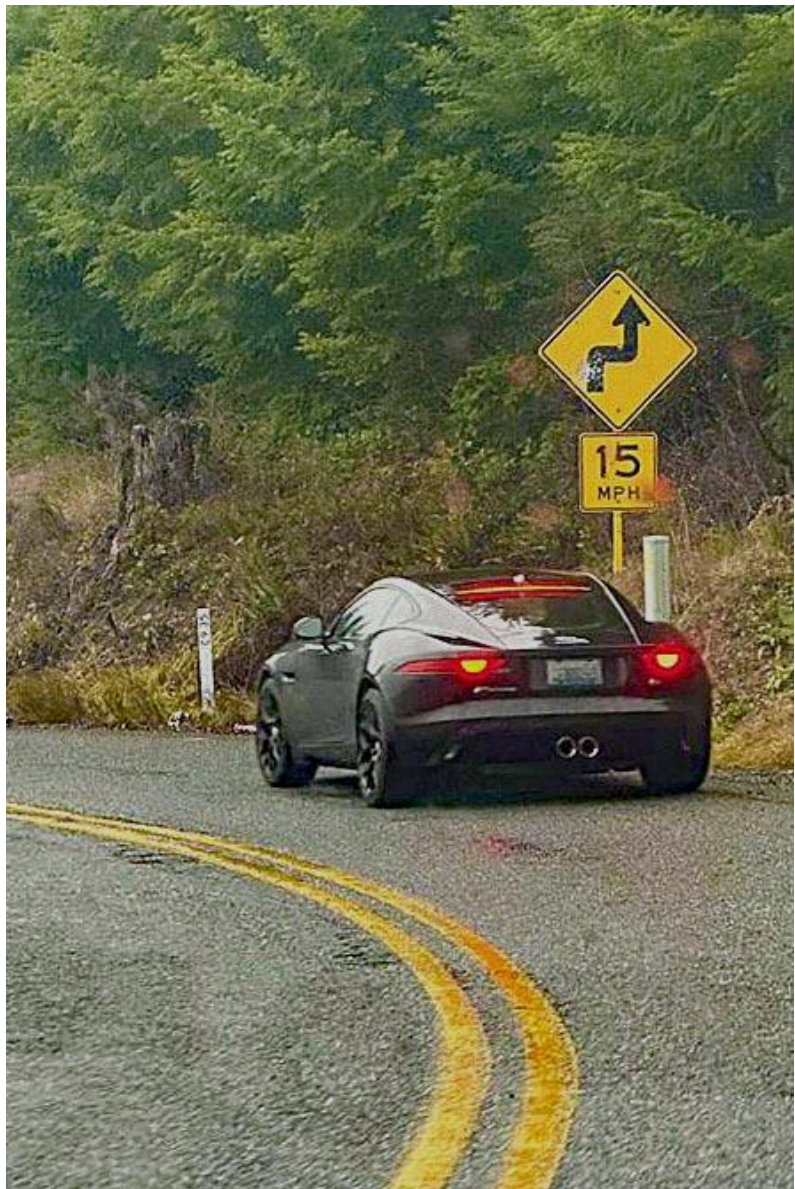


Evidently 43 of us and one dog thought it was a good excuse to turn off college football, and, as our dads might say, “warm up the fluids” in our cars and enjoy a Saturday lunch somewhere other than home.



A line of 21 cars departed Port Orchard along Sinclair Inlet (*above*), headed through Gorst to West Belfair Valley Rd, then turned west and started snaking through the Puget Sound basin ice-age drumlins. (*Right, Tanya & Bob Book entering some tight twisties in their F-Type.*)

As we arced southwest to Dewatto, sprinkles dotted our windshields. Eventually it turned to the promised “driving rain” as we hustled from our warm and cozy Jaguars to the restaurant.







(Above) Although we drove at regal pace, we heard that at least one navigator's inner ear told their stomach that they had enough of the twisting, descending and ascending road that gave no relief from West Belfair Valley Rd to Tahuya.

Like swallows feeding at sunset, our descendants of Swallow Sidecar Company rose, dove and darted over the ground for an hour and a half. My son helped me with a final route check, saying that a good name for the drive would be the "Dramamine 500." "The Big Queasy" would be another appropriate name if you are dancing through the corners and curves at a more allegro tempo than ours.





After passing Dewatto Bay (*top*), we approached The Great Bend of Hood Canal's North Shore at the mouth of the Tahuya River (*middle*), then cruised along the beach (*left*) to WA-3 at Belfair.



From Belfair it was a fast four-mile sprint to the finish at Bremerton National Airport and a wonderfully welcoming Amelia's Restaurant. They quickly got about 35 of us seated, took our orders, and delivered our orders far faster than we would have expected. But there was plenty of time to socialize after the bills were paid. With ample tips, I hope, because the staff at Amelia's did an amazing job of handling us.



Some participants sat overlooking the airport. Unfortunately, the low overcast and meant there were no takeoffs or landings.

*Top: A Reuben gets served. Middle: From left, Jan Heller, Doug Newell and David O'Morchoe getting to know John Voigt.*



*Bottom: At corner table, from left, Lisa Wiken, Trish Blackburn, Wendy Duckering, John Blackburn, and Craig Duckering. Foreground table: Jan Heller and Doug Newell.)*





*Where people land and friendships soar.*



*Top: This was a good sign.*

*Second Row: Rocky Nutt and Art Foley;  
Kurt Jacobson, Allison Lamb, David Hull & Evelyn Wood.*

*Third row: Tamera & Michael Bramble and Linda Desimone;  
Tanya & Bob Willits.*

*Bottom Row: Guests of hosts Steve Bird & Sara Squibb;  
Craig & Wendy Duckering.*





*Evidently 43 of us and one dog thought it was a good excuse to turn off college football, and, as our dads might say, “warm up the fluids” in our cars and enjoy a Saturday lunch somewhere other than home.*

*(Above, Lisa Wiken at Amelia’s restaurant)*





Not-so-obvious features along the route:

First, our roads twisted around and over drumlins. During the last ice advance and retreat (in the latest Pleistocene), an extension of the Cordilleran ice sheet, called the Puget Lobe, covered the Puget Sound region. The lozenge-shaped drumlins are visible in this lidar-derived map (*above*). <https://dancoecarto.com/glacial-landforms-of-the-puget-lowland>



The railroad line we passed under twice (*left*) runs 45 miles from Shelton to the Bangor Submarine Base. From the time plans were approved during WWII until the tracks were operational was only nine months. Before Bangor was a submarine base, it was

a vital ammunition depot from late in World War II to the end of the Vietnam War. <https://tinyurl.com/24z22s5n>





From 1954 to 1957, Kitsap County Airport, now Bremerton National Airport, hosted early SCCA sports car races, with three Ferrari drivers: Phil Hill and then-competitors Carroll Shelby and Ken Miles in their pre-Cobra days. (Above) Martin Rudow's photo of the front rows of the grid at the 1954 SCCA Nationals at the Bremerton airport. Look at Rudow's wonderful northwest sports car racing history books at <https://rspracingmemories.com/index.php/1954-1/>

And if any participants didn't feel quite themselves after the drive, according to Wikipedia, "The name 'Dewatto' comes from the Twana placename [du?wátax<sup>w</sup>], which implies the presence of spirits causing mental derangement near the stream's mouth." (Dewatto, below, courtesy of Inland Networks.)







## WHERE CAN I TAKE MY JAGUAR?

*Pictures and story by Kurt Jacobson*

That question is eclipsing the old question, "How can I fix it?" Our Saturday, November 9 tech session at RW Auto Classics is one answer to the first question. (<https://rwautoclassics.com>)

Several members have expressed satisfaction with RW. In fact the day of our visit, Shiraz Cupala was checking out his E-Type coupe (above).





Alene Watson & Jeral Godfrey got to see their XK120 OTS that was in the shop for transmission and clutch work (*above*).

The value of the Seattle Jaguar Club to Jaguar owners was demonstrated when prospective member Spencer Welch (*far left with blue cup, Shiraz Cupala and Doug Jackson*) brought his brand-new to him, beautiful and luxuri-

ous 1998 Jaguar V8 VandenPlas that needed a new windshield and needed a general checkout. He posted on the club's Facebook page, "I just bought a 1998 Jaguar V8 Vanden Plas, 116,000 miles. Looking for potential places to repair it, if/when needed, and for front windshield replacement (it has a crack longer than 6"). Wondered if anyone has suggestions? I'm in Burien. 98166." (<https://tinyurl.com/d4r9ppbf>)





Getting to RW, after departing WA-522 southwest of downtown Monroe, attendees eventually turned into Meadows Lane and enjoyed the recent asphalt paving that runs about three-quarters of a mile to the spacious shop. It was once a huge equestrian center. *(Right, an abandoned saddle and old wire wheels and tires)* As described by RW's website, "The building was massive and stretches out over 20,000 square feet on a 1000-acre property that hosts the Seattle Spartan obstacle course race the Washington Midsummer Renaissance Faire.



RW had been a welcome sponsor of our Seattle Jaguar Club events. *(Top, a Google Maps image shows part of the 2,000-acre site along the Skykomish River with lots full of cars, at the 2024 Renaissance Faire. The red dot shows RW's facility. Lower left, lots of treats.)*





VP Tech Randy Pickett could not attend the session, so VP Activities Brian Case called the crowd together to introduce themselves, say where they live and the Jaguars they own. (Left, new member Don Moen, Linda Roberts and Sharon Case.)

Then RW's Caleb Simpson (below right), Jon Wardwell (below left) and other staff introduced themselves, welcomed us and took a wide variety of questions from our members.

They also caffeinated us and spread out a variety of pastries. For a wet November day and having visited RW several times lately, the turnout was large.



Participating and not yet mentioned were John Blackburn, Doug Bosworth, Sharon Case, John Chudy, Dean, Bob Alness, Kurt Jacobson, Doug Jackson, Don Moen, Del Molenkamp, Ray Papineau & Linda Roberts, Steve Repp, Ehab Sahawneh, Kent Wiken, Peter White & Larry Becker.





## IT WAS SO, SO SOCIAL

*Pictures: Sharon Case & Kurt Jacobson. Story: Kurt Jacobson*

Whether it was because it was so easy to get up, walk around and start new conversations, or the fact that we haven't had such a large social gathering since August, in a few months, or the joy of meeting new people, the November 24<sup>th</sup> roving lunch at Lombardi's in Everett was extremely social.

Only six days prior, Yan Mo joined the club. He arrived in his recently-acquired 1994 XJ40 V12 with his passengers and enjoyable guests: his mother Mo Mo, his father Tianbao Xie, and his girlfriend Jiahua Chen. Mo was fortunate to meet two of the club's most experienced Jaguar V12 wrenches, Ray Papineau and Randy Pickett.

*(Above, from left Randy Pickett, Series III E-Type V12 owner Brian Case, Ray Papineau, Yan Mo and his Jiahua Chen. Right, traditional car enthusiast "heads under hoods" picture.)*



Not yet mentioned were Kent Harbidge who brought his niece Katie Harbidge in Kent's imposing, low-mile Mustang Cobra (*bottom*). Also, most of us had not yet met Donald Tysor who joined just after the 2024 Western Washington All British Field Meet. Plus Margaret Ames-Hilton, organizers Sharon & Brian Case, Alene Wilson & Jeral Godfrey, Carol & Doug Jackson, Nick Kappes, Lisa & Kent Wiken, Cheryl & Kurt Jacobson, Linda Roberts, and Jon Rogers (*left photo, sitting to the left of Carol & Doug Jackson*), who brought a copy of the book about his adventures with his XK140 "Mabel," <https://tinyurl.com/y4df24c2>



who brought a copy of the book about his adventures with his XK140 "Mabel," <https://tinyurl.com/y4df24c2>



Lombardi's (*left*) is on West Marine View Drive, overlooking the Everett Marina. Although it took a while to cook, plate and serve 23 meals and keep beverages flowing, the Italian-inspired flavors tasted great and the server was organized and attentive.

Kent Wiken, who engineered some of the Everett waterfront environmental remediation, suggested that we drive down the road to see the relocated and restored former Weyerhaeuser mill office building. It is now The Muse Whiskey Bar & Coffee Shop.



Sharon & Brian Case, and perhaps others, headed that way after lunch.



# 2024 VOLUNTEER LEADERSHIP



## Seattle Jaguar Club

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