

JagMag

March 2025

Seattle
Jaguar Club
Vol 69 Issue 3
Chocolates & Pizza
SS1 Restoration
F-Type on the Track



THE UP, DOWN AND AROUND SNOHOMISH DRIVE

Saturday, March 15th

From Snohomish, leave the straight and level behind and explore curves & dips of the rural roads northeast town. It is so rural there are no towns out there. Then follow your nose into the many bakeries, eateries, specialty shops and musty antique stores (30 of them!) that make Snohomish a shopping destination <https://tinyurl.com/3jrcu4z7>

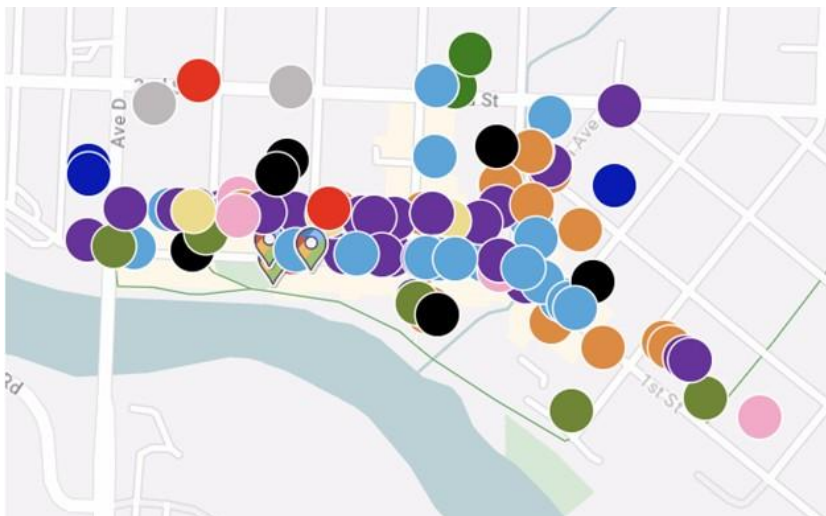
Meet in the parking lot at the Buzz Inn Steakhouse at the Harvey Airfield, 9900 Airport Way, Snohomish, WA. There will be no group breakfast and the restaurant may be full, but you can give it a try.

Contact kurtgjacobson@gmail.com, 253.229.6905.

9:45 am navigators
and drivers meeting,
Buzz Inn
Steakhouse Parking lot

10:00 am depart

11:30 am return to
Snohomish for eating
and shopping on your
own.



WHIDBEY ISLAND POKER RUN

Saturday, April 5th

10 am optional breakfast at “Coffee at Dawn”

10:45 am drivers meeting, depart 11 am.

4 pm Dinner at Neil Thorn Waterfront Bistro & Bar, La Conner



Meet at 10 am for optional, but highly recommended breakfast at Coffee At Dawn, <https://www.dawnpinaud.coffee/>, 5331 Crawford Rd, 6.3 miles from the Clinton ferry terminal. Drivers meeting at 10:45 am, then depart. Pick up your poker hand, one card per car at five stops at members garages where you are encouraged to stop, visit and look at members' cars. And check out the sights of Whidbey along the way.

Cross the Deception Pass Bridge, maybe see daffodils, then have dinner in La Conner at Neil Thorn Waterfront Bistro & Bar <https://www.nellthorn.com/>. Parking lot available. There we will discover who had the best poker hands. Might even have a prize or two. Contact: Vickie Kollmar & Zane Ware, jagsforus@aol.com 206.850.5996. Register: WhidbeyIsland POKER RUN | Seattle Jaguar Club





**YOU WON'T
SEE ANOTHER
MACHINE
SHOP
LIKE THIS**

Saturday, June 7th, 11 am, with coffee and donuts

**Towaco Screw Machine Products Company,
34504 140th Street SE, Sultan**

Lunch at Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan

Towaco Screw Machine Products Company has been in business since the 1950s. Its present owner, Duane Schosboek (*above*), has run the shop for over 40 years with machines built in the 40's and 50's.

Don't expect to see CNC machines making screws, these machines are manually programmed by changing different shaped discs and cams. The machines make small parts for other machines like espresso and exercise machines, moisture meters, pallet jacks, berry pickers and aerospace to mention a few.

Duane will run some of these machines (*below*), so we can see a 20' piece of steel stock go in one end and parts come out of the other. There are few of these types of machine shops left, so don't miss an opportunity to tour one.

Lunch following in a separate room at the Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan. Contact: Ray Papineau 206 -383-6892 or papineaus@aol.com. Register: <https://www.seattlejagclub.org/events/tour-the-towaco-screw-machine-products-co>.





JAGUARS On The Island

Celebrating the Iconic E-Type

Concours d'Elegance

**Hello. You're Invited To Our Party.
Join Us As We Celebrate JOTI's 20th Anniversary.**

**Friday, July 18 – Sunday, July 20
Victoria, B.C.**

**Friday Evening Welcome Reception
Saturday Sanctioned JCNA Concours
Saturday Evening Awards Banquet
Sunday Driving Tour and Farewell Luncheon**

**A CELEBRATION OF ALL JAGUAR CARS AND THEIR OWNERS
WITH SPECIAL RECOGNITION OF THE ICONIC E-TYPE JAGUAR**

**Host Hotel: Victoria Delta Ocean Pointe
Concours Show Field: Windsor Park, Oak Bay**

REGISTRATION OPENS IN MARCH

www.jaguarclubvictoria.ca

For further information please contact:

2025 Concours Chair: Carole Borgens

Email: caroleborgens@shaw.ca

Photo Credit: Silver Arrow Cars Ltd.

The Seattle Jaguar Club presents:

**2025 Concours d'Elegance & Car Show
Swinomish Casino and Lodge - Anacortes, WA**

Jaguars On The Green **Saturday August 2nd, 2025**

Opening Happy Hour: Friday 8/1 6-8p

Car Show: Saturday 8/2 8-3p

Prowl/Lunch: Sunday 8/3 9:30-1p

Registration & more info at www.seattlejagclub.org/jotg

JUDGES CORNER

People tend to believe that only the nicest and well-prepared cars are entered in concours events. I often hear “oh this is just a driver I don’t really prep it for events.” While I fully believe that our cars are meant to be driven, this absolutely should not be a barrier for entry to our concours or any event.

Every year we want to see as many Jaguars as possible, including yours! Some of the most interesting entries are those that are completely unrestored and the owners are interested in what the judges think and what they’d recommend be done to the vehicle if restoration is the goal.

Remember, there are Champion and Driven divisions that both accept all Jaguar classes. Champion division is of course the “highest” division you can enter, where all aspects of the vehicle will be judged. Driven division, on the other hand, is for those vehicles that still get a lot of use on the road. The boot and engine compartments are not judged, and certain convenience and safety-related authenticity exceptions are allowed.

Lastly there is a Special Division which can include vehicles prepped for racing, Jaguar-powered replicas, or Jaguars that have been heavily modified to an owner’s specific tastes.

Every Jaguar concours also includes an Enthusiast division, where entries are not judged but still get to be shown and enjoyed on the field. If you’ve never attended a concours event, entering your car as Enthusiast is a great place to start. You’ll be able to talk with other entrants and get up close with the cars in judged divisions. I’d be willing to bet that you’ll quickly realize your car is much closer to concours-ready than you think!

In short, there is a place for your Jaguar no matter what condition it’s in and we want to see all of them. The true spirit of this event is not to pass judgement on cars but to celebrate all things Jaguar. We hope to see you there!

Cheers,

Bill Holmes

Chief judge

2025 CALENDAR

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

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

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

MARCH 2025

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

Sun Mar 9 Roving lunch, 11 am, El Sarape Mexican Restaurant (*right*), 318 W Railroad Ave, Shelton WA. RSVP by Wednesday, March 5th: [Roving Lunch-El Sarape in Shelton | Seattle Jaguar Club](#) Contact: Brian Case 253.329.9126, sbcase253@hotmail.com .



Sat Mar 15 Up-Down-Around-Snohomish Drive. Explore the dippy backroads from Snohomish (*right*) and back to the cute shops & eateries in Snohomish. Register: <https://www.seattlejagclub.org/events/up-down-around-snohomish-drive> Contact Kurt Jacobson.



Sat Mar 22 10 am – 2 pm, Tech Session, Bothell. (*Right*) You must register at [Tech Session-From Dead to Driven! | Seattle Jaguar Club](#) to receive an email with the address during the week prior to the event. It will be at Ray Papineau's shop. Randy Pickett will explain the systems, body, interior and cosmetic work required to bring his XJ6 back to life in three months after sitting for 12 years. And Randy Holt will cover the new modifications to improve the function and reliability of his XJS V12. Lunch provided. Contact randypickett@hotmail.com, 253.258.6418.



APRIL 2025

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

Sat Apr 5 10 or 10:45 am Whidbey Island Poker Run. Meet 10 am for breakfast at "Coffee At Dawn," 5331 Crawford Rd, 6.3 miles northwest of the Clinton ferry terminal. Or just meet there at

10:45 am for the drivers meeting and start. Draw a card, one per car for poker hands at stops where you can spend time. 4 pm, dinner at Neil Thorn Waterfront Bistro and Bar, 116 1st St, La Conner with WA. Register: [WhidbeyIsland POKER RUN | Seattle Jaguar Club](#) Contact: Vickie Kollmar & Zane Ware jagsforus@aol.com 206.850.5996.



Sat Apr 12 11 am tech session, [Giordano's Vintage Motors](#), 4501 Tolt Ave, Carnation. Then Carnation Cafe for lunch. Register at [Tech Session - visit Giordano's Vintage Motors | Seattle Jaguar Club](#) Contact randypickett@hotmail.com, 253.258.6418.



Thurs Apr 24 7 pm judges training via teleconference. <https://tinyurl.com/mstyh7zs> Contact Bill Holmes.

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

MAY 2025



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

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

Sat-Sun May 10-11 Spokane adventure. Details to come. Contact randypickett@hotmail.com 253-258-6418

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 videoconfer-
ence. Contact Bill Holmes.

Sat May 31 Spring Thing Drive, Kitsap Peninsula.
Contact Bob Book. (*Right: Tom C.*)



JUNE 2025

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



Sat Jun 7 11 am tech session, Towaco Screw Machine Products Company 34504 140th Street SE, Sultan WA 98294. A unique machine shop making parts from parts ranging from espresso machines to aerospace. All on machines from the 40's and 50's, manually programmed by changing differently shaped discs and cams, which will be demonstrated. Coffee and donuts at the shop and lunch at Ixtapa Family Mexican Restaurant, 31103 US-2, Sultan.

Register <https://www.seattlejagclub.org/events/tour-the-towaco-screw-machine-products-co> Contact Ray Papineau 206-383-6892, papineaus@aol.com

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 Jun 28 PNW Historics Vintage Races and Jaguar participation in Car Corral (*right*). Contact Sharon Case.



JULY 2025

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



Sat Jul 12 Western Washington All British Field Meet, St. Edward Park, Kenmore (*left*). May 1 Online registration opens May 1 at <https://wwabfm.com/> Volunteers needed.

Fri-Sun Jul 18-20 Jaguars on the Island JCNA-sanctioned concours and related events, <https://jaguarclubvictoria.ca/> Windsor Park (*right and bottom left*), 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*). <https://www.seattlejagclub.org/jotg> Details to come.



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

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



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

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

Fri-Sun Aug 22-24 Heritage Classic <https://jaguarmg.com/2025-heritage-classic-moreinfo/> 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 5-6, Jaguar Owners Club of Oregon Concours in conjunction with the All British Field Meet, Portland International Raceway. Saturday is the concours.

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

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

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

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

Fri-Mon Sep 26-29 International Jaguar Festival, Savoy Automobile Museum (*right*), Cartersville GA. IJF Concours, rally, slalom, receptions. Special Jaguar Racecar exhibit. Contact Brian Case



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

OCTOBER 2025

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

Fri-Sun Oct 3-5 Winery Tour. Contact Kent Wiken.

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

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

NOVEMBER 2025

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

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

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

Sat Nov 15 Drive. Contact Tim Weber.

DECEMBER 2025

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

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



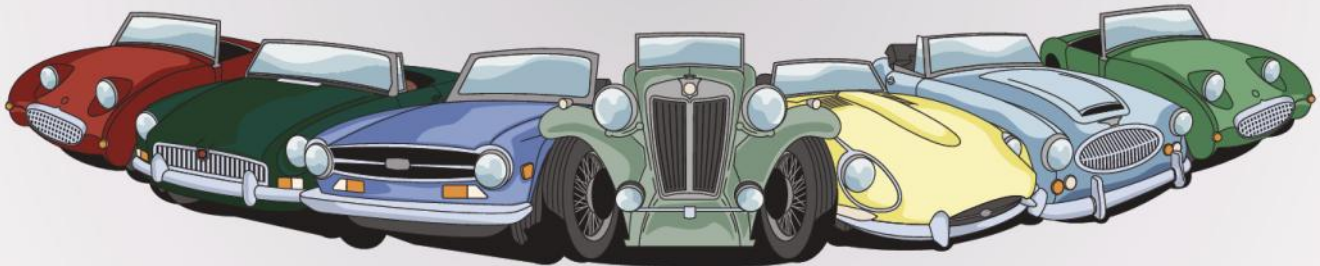
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WHAT'S NEW

Cover Stewart Bruce chases the last few dust specks off his E-Type at past July 20th Jaguars on the Island Concours at Oak Bay, just east of downtown Victoria, BC. The photo reminds us that we have a summer full of Jaguar concours, tours, and social events. And now is the time to get out the microfiber glam rags and Best of Show wax or even just a spritz of Speed Shine.

The cover picture is a reminder that several members of the four JCNA Northwest Region clubs are members of other clubs, like Stewart and Mary Bruce. Many in the Seattle Jaguar Club have made friends across the border in the Jaguar Car Club of Victoria, the Canadian XK Jaguar Register in the Lower BC Mainland, and Jaguar Clubs of Oregon. You only pay the JCNA portion of your club dues once. Then if you join a neighboring club, you only pay their portion of the dues, probably around \$50 US. And you will be amazed at how many JCNA clubs John Elmgreen belongs to when you read about him in the "Who's New" column.

WHO'S NEW

Bob Malecki in his own words I just purchased my 2016 F-Type convertible (*next page*) last December--I got the bug when I saw a couple of the coupes at the Hansville car show last July. Just the beauty of the design as well as the performance really piqued my interest. I heard about the club from Bill Buegel who had his F-Type at that car show.

As far as other interesting cars, my 2023 Volvo C40 is an all-electric SUV which is the coolest car I've ever owned, mainly due to the Android Auto operating system with Google Assistant built in. Also, it weighs-in at 5,000 lbs and does 0-60 in 4.6 seconds which is fun to scare a new passenger! That car is our daily driver. My plans for the Jag are warmer weather weekend jaunts.

I'm originally from the Cleveland OH area, moved to Seattle in 1995, then to Bainbridge Island in '96, and met my wife Suzanne in '98. We've lived in Kingston since 2003. No kids, just a very smart 7 yr old Golden Retriever.

From '98 thru 2013 I operated an IT business providing website development and hosting for local western WA businesses and in 2008 began investing in residential real estate in various US markets. At this point I'm pretty much retired, managing my investments and bought the Jag as a hobby car. My wife Suzanne developed Alzheimer's from a stroke about 5

years ago and I'm currently her full time caregiver. I'm hoping to bring her to some of the club events if her health holds up.

I look forward to meeting you all once the weather warms up and I can schedule a caregiver for Suzanne if she cannot accompany me. (*Bob and Suzanne, left*)



(Continued next page)



(Above, the Malecki's F-Type, and Bob with their very smart Golden Retriever.)

Frances and John Elmgreen from Australia. John could write a book about classic XKs, several in fact: He is co-author of, *The Jaguar XK140 in the Southern Hemisphere*, *The Jaguar XK120 in the Southern Hemisphere*, *The Jaguar X in Australia* (www.jtpublications.com.au), and author of *Jaguar D-type. The Story of XKD526* (<https://porterpress.co.uk/collections/porter-profiles/products/jaguar-d-type-the-story-of-xkd526>).



(Above, Frances & John Elmgreen with their XK120 & XK150S)

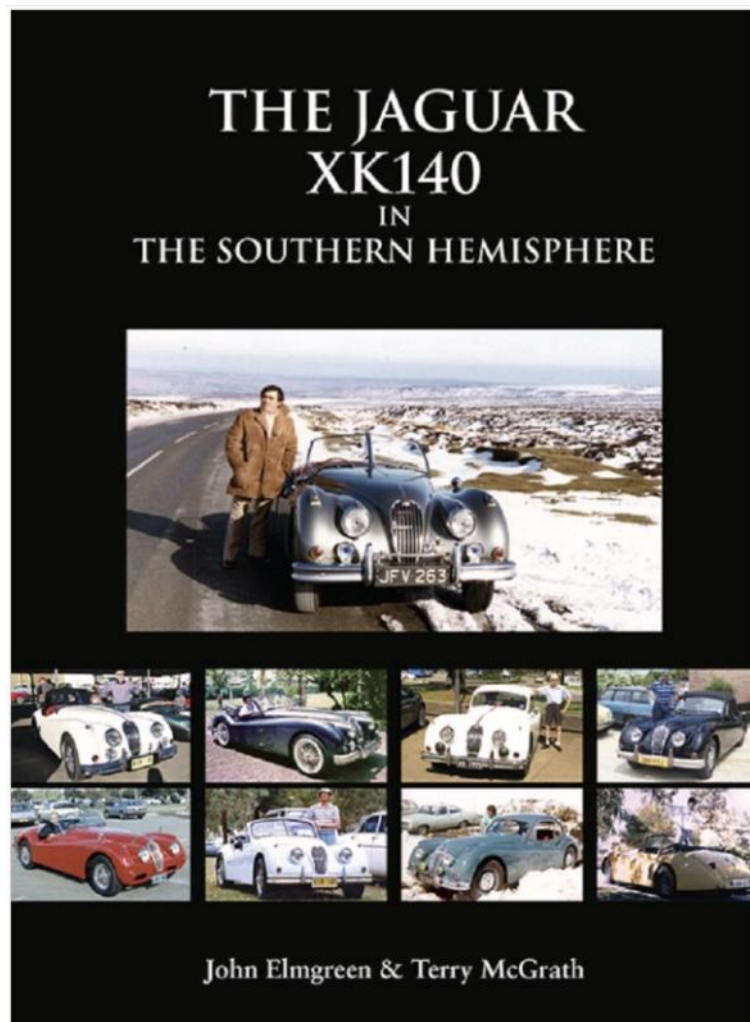
Then there are John's memberships: Society of Automotive Historians (USA), Society of Automotive Historians in Britain, The International XK Club (UK), Classic Jaguar Association, and XK120 Registrar (California, USA), Jaguar Associate Group (San Francisco, USA), Jaguar Owners Club of Los Angeles (USA), Seattle Jaguar Club (USA), Jaguar Drivers Club of Australia, Jaguar Drivers Club of Queensland (Australia), Jaguar Car Club of Victoria (Australia), Classic Jaguar Enthusiasts Club (Australia, Qld), Auckland Jaguar Drivers Club (NZ) (former), Jaguar Enthusiasts Club (UK), Jaguar Drivers Club (UK), Jaguar Association of New England (USA), Jaguar Clubs of North America (USA), and Sports Car Club of America (former).

The Elmgreens live at the mouth of Sydney Harbour in Mosman, New South Wales. They have an XK120 OTS, XK150 S DHC, E-Pace and an Alfa Romeo Giulietta.

John tells us, "For decades I have been a Jaguar (classic) XK historian, starting here in Sydney, Australia and later branching out with an interest in the histories of each of the 30,000 XKs ever made. An impossible task of course!

What I have been involved in can partly be seen at www.jtpublications.com.au. I also started an international email list XK-Lovers in 1996 – long since part of Jag-Lovers which I assume you know well – mostly US subscribers."

(continued)



“I saw recently in a very old edition of *Sports Car Market* (SCM – Portland based) to which I have subscribed for 20+ years, that a fellow from Seattle had been in the Colorado Grand tour in an alloy bodied XK120 – James Raisbeck.

Now, I am working (with help from others) on a book about the first 240 XK120s – with alloy bodies – and I thought I might be able to get in touch with other XK owners through the club.

I was also very much encouraged by the quality of your club magazine – the content generally and a fair bit of coverage of the older models. Not all clubs can manage that, and you will see that I am a member of a lot of Jaguar clubs.”

He added, “I have regularly visited the US over the years, too – mainly New York where my son was living and now Austin, Texas (where he now lives). I have also spent a huge amount of time in the Jaguar archives in England, over decades.”

Editor: While searching for an image of Raisbeck in an alloy XK120, I came across this photo below of Raisbeck and an E-Type, probably rigged to test some aerodynamic theory or device. Read more about this Seattle aeronautical entrepreneur at https://en.wikipedia.org/wiki/James_D._Raisbeck





NO, YOU CANNOT EAT YOUR DESSERT FIRST

Oh, yes we can! Defying our mothers, we started our annual Sweetheart Drive at Krispy Kreme in Issaquah, then stopped at and sampled hot chocolate, ate ice cream and chocolate treats, and bought more of the same at Rocky Mountain Chocolate Factory in North Bend and Fortunato Chocolates in Issaquah. That was just before our lunch at Farrelli's Pizza in Maple Valley. As Wendy Duckering warned us about the event she and her husband Craig organized, "Jaguars and chocolate and pizza, oh my!"



(Above, Linda Roberts on the left and Cynthia "Eating Her Dessert" First on the right going full Krispy Kreme before the drivers meeting, left)

Pictures: Michael Bramble, Wendy Duckering, Sharon Case, and Kurt Jacobson. Story: Kurt Jacobson

A dozen cars, but only four Jaguars, made the drive. It would have been a baker's dozen, but Tanya & Bob Willits drove directly to the restaurant from Bremerton. After a cruddy week of weather, twenty-four people participated. Along the way we twisted down Issaquah Fall City Road to the farm lanes in the Snoqualmie Valley. We climbed from Fall City up the hill past Snoqualmie Falls



and the corpses of steam locomotives at the Northwest Railway

Museum. We saw the back side of Mt. Si (*above*) on the way the North Bend Premium Outlets and our first shop stop, the Rocky Mountain store (*Above, a few of the treats; left, organizer Wendy Duckering with a stuffed bear that felt similar to how we were going to feel by the end of the day.*)



From there it was back to Issaquah and Fortunato. We had to walk to and from the chocolate shop with its free samples past the REI store giving us the side-eye. (Left, Craig Duckering and Nick Kappes with their free sample cups of hot chocolate)

During the drive, teams tried to answer the Duckerings' dozen questions about Valentine's Day. "What flower is typically associated with Valen-

tine's Day?" Oh, this will be easy. "What is the name of the festival in Japan where women give chocolates to men on Valentine's Day?" Oh no, this won't be easy. (Right, Michael Bramble's picks. Below, serious sampling).

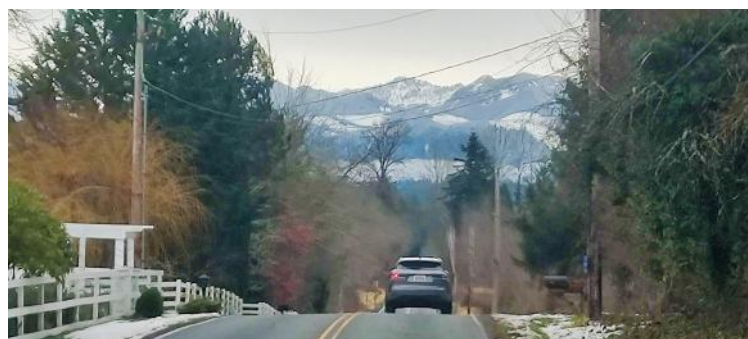


Who would have thought that a landfill would be another roadside attraction? (*Rest in love ,Tom Robbins, d. Feb. 9, 2025*). The 920-acre Cedar Grove landfill is destination dining for eagles looking for plentiful leftovers. The Duckerings in the lead F-Pace SVR waved and pointed toward the birds perched in the firs lining the road. Sharon & Brian Case, 12 cars back, driving sweep, had to spot the eagles themselves.

So with all those sweets along the way, how many of the participants made it all the way from Krispy Kreme made it to Farrelli's for lunch? You are correct. All of them: Trish & John Blackburn, Tamera & Michael Bramble and their daughter Kayla with her pup Bellini, Sharon & Brian Case, Dean, Linda & Richard Desimone, Cynthia First & Alan Donald, Stan Galyean, guest Michelle Nah & Stan's very vocal Vizsla pointer, Kurt Jacobson, Bob Alness, Nick Kappes, Lee & Terry Nelson, Linda Roberts & Ray Papineau, Tanya & Bob Willits and Wendy & Craig Duckering.



*(Above left, Bob & Tanya Willits; Above right, John & Trish Blackburn;
Below, heading to O'Reilly for a new taillight bulb?)*





IT HAD TO HAPPEN—A MEMBER'S F-TYPE HITS THE TRACK

Bill Buegel replaced his North America JCNA champion XJS convertible grand touring car, with an F-Type high-performance sports car. With an itch to try out its performance, and his, on the track, Bill came up with the scratch to pay for instruction at ProFormance Racing School at Pacific Raceways. Incoming JagMag Editor Harvey Sherman saw a photo op in Bill's session and captured these images, and many more. This is what Bill had to say about his experience.

On February 16 at 07:30 I drove through the gates of Pacific Raceways in anticipation of 8 hours driving my 2016 F-Type S on a racetrack, at this point a wet racetrack! The very track where, as a young adult, I witnessed Mustangs, Camaros, Javelins, Firebirds, and even a Pontiac Tempest race.

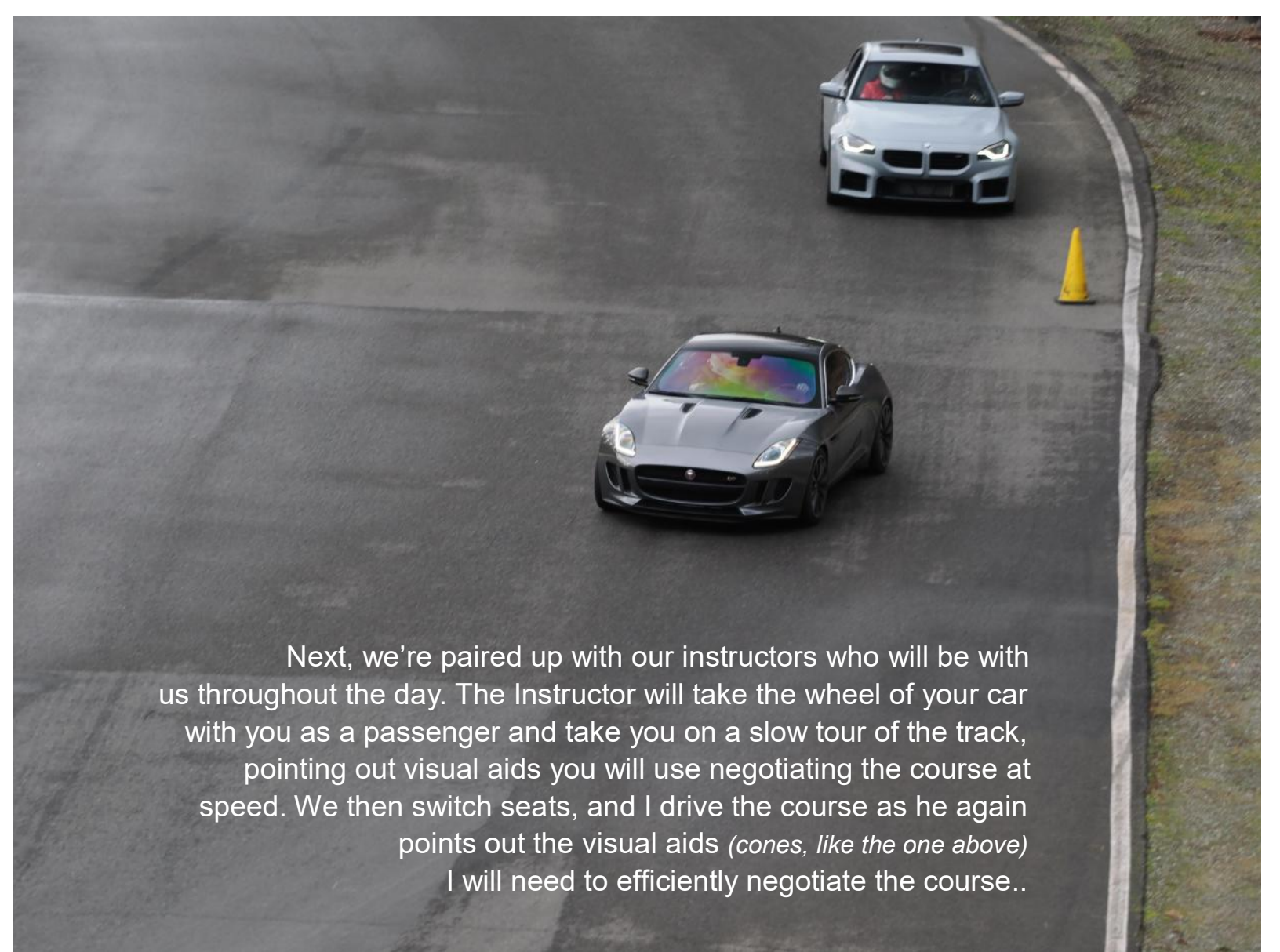


How did I get here? Well, my son-in-law took his Audi A3 to the same class and said I had to do it. Then a good friend and neighbor and dedicated car guy took his 2018 Corvette to the same class. By the way, he's 90 years old! He convinced me to sign up.

The class, "One-Day High Performance Driving Course," is put on by ProFormance Racing School located at Pacific Raceways. I'm here to tell you, this is a very professional and safety-oriented operation. All of their instructors have extensive experience within the racing community.

The day starts with an instructor greeting and parking you in either group 1 or 2. Once you're parked you enter the classroom where you take a one-hour class discussing the capabilities of today's modern cars, which most of us have no idea about with our daily driving. We discuss braking, oversteer and understeer, vision while using visual aids and videos.

*(Above, Bill Buegel and his F-Type S
with the ProFormance building in the background.)*

An aerial photograph of a paved driving track. A white BMW is positioned at the top of the frame, moving towards the bottom. A grey Jaguar is positioned in the center of the frame, also moving towards the bottom. A yellow traffic cone is visible on the right side of the track. The track is bordered by a concrete curb on the right side.

Next, we're paired up with our instructors who will be with us throughout the day. The Instructor will take the wheel of your car with you as a passenger and take you on a slow tour of the track, pointing out visual aids you will use negotiating the course at speed. We then switch seats, and I drive the course as he again points out the visual aids (*cones, like the one above*) I will need to efficiently negotiate the course..

Next are the defensive driving stations. These include a slalom course where you negotiate the course but use the top half of the windshield, looking ahead for inputs by the instructor that you must immediately respond to. An ABS-braking course where you accelerate to 50 and slam on the brakes! You learn that you can steer the car while hard braking. There are a couple more stations but the last is the scariest. You accelerate to 50-55, slam hard on the brakes, and immediately turn the wheel hard left as far as it goes sending you into a drift! The objective of these exercises is to become familiar with you and your car's capabilities (*right*).





After lunch, the real fun begins, high speed laps on the track. A short class on dos and don'ts on the track, flag colors and meanings, and track etiquette. Your objective is not to thrash your car through the turns but learn to smoothly negotiate them while setting up for the next straight where you can make speed. Helmets and hoods are provided, and your instructor provides a voice and listening device you tuck into your helmet.

As I was in group one, we were first go. In my group was a husband-and-wife team in a BMW SUV and a BMW Sport coupe, and a young girl in a rented Toyota 86 provided by the school. There is no competitive racing with Performance Driving Courses. Your objective is to basically race yourself, attempting to learn the course and improving your personal time. Passing lanes allow faster drivers a safe lane to pass, but not until acknowledged by the slower car.

Obviously the first few laps are daunting, trying to learn when to brake and when to accelerate, looking for your white set-up cone, then ahead to your green apex cone, all done at speed with the instructor calmly giving encouragement. In my case, not so calmly!

The track had dried up considerably, but my last series was on a wet track in the rain. It's amazing the capabilities of the F-Type at speed on a dry or wet track. My car is rear-wheel-drive with a manual transmission. Most of my track time was in 4th gear, dry or wet. By the time I finished my last lap, my instructor grinned and said that it was my best lap! You don't know how good that felt. I would encourage anyone on the fence to go for it! It's undeniably a great experience and you don't need an F-Type to do it..



PAST PERFECT, THE SS1—PART 7, CANVAS AND LEATHER ADDITIONAL PIECES

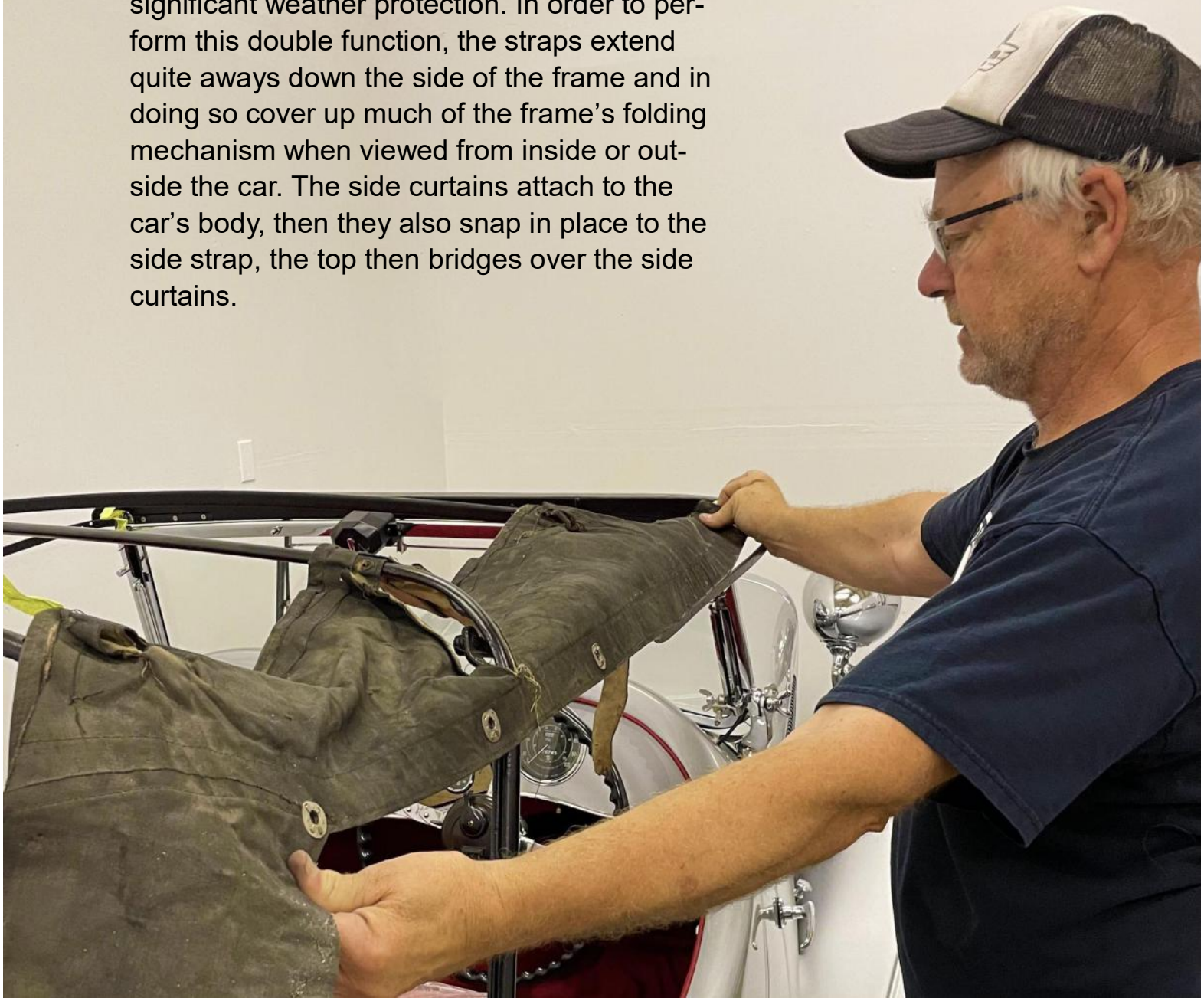
*Continuing the story about the restoration of Alan Fenstermaker's SS1.
Story and photos by Alan Fenstermaker unless otherwise noted.*

The canvas top on any tourer has a vast acreage of material, but the complexity of the SS1 Tourer takes it to a different level. Paul Reichlin's Cedardale Upholstery in Mount Vernon did an excellent job on this complex undertaking. Paul typically works on custom 1930s hot rod tops, and rarely accepts these types of classic car projects, but what a feat he performed in this case.



(Above: Closing in on finishing the top. With the new top and the original side curtains on, the car's appearance does begin to look a bit like a tank, but a nice tank if it starts to rain.)

Construction starts with a set of side straps that tension the top from the rear to the front top bow, holding the frame members in the correct spacing. In the case of the SS1, this strap also stabilizes the side curtains, sandwiching them between the top and the strap to provide significant weather protection. In order to perform this double function, the straps extend quite away down the side of the frame and in doing so cover up much of the frame's folding mechanism when viewed from inside or outside the car. The side curtains attach to the car's body, then they also snap in place to the side strap, the top then bridges over the side curtains.



(Above: Original strap with the side curtain support snaps.)



(Above) While fitting the new inner strap, you can see how the strap hides the top's folding mechanism from view inside the car. The top itself then covers up the mechanism on the outside with the side curtains mounting between the two layers. (Below, the original side curtains showing the interior attachments and their added mounting hardware. Notice how clear the plastic is sitting on my garage floor, even after 90 years.)





(Original canvas top. Photo: Wicked Fabrication.)

There are so many individual pieces and assemblies to deal with, Paul started by working to understand how the original top fit together when new. I had most of the original pieces, but no good, detailed photos of what the car looked like with the top up. Terry Cartwright in New Zea-

land came through with a set of detailed photos that showed the top from the outside, but more crucially, photos showing the top from the interior. The look is extremely clean from inside the car given it's just a simple metal frame and canvas top with no inner lining or insulation batting to provide that crisp, clean look (but it does look crisp and clean).

Achieving that clean look is not easy given how flimsy the actual top frame is and how much distance must be covered by the canvas material. The symmetry of the frame is also not perfect, so getting the finished top to appear perfectly symmetrical required many tweaks in the stitching. Paul's final product, I'm sure, is much cleaner in appearance (*below*) than what I suspect the car would have looked like when new, but who knows. On older Jaguars, and this goes for SS cars as well, I'm often amazed at the quality and appearance of things you see looking at the car, but in areas hidden from view, then it may not have that same level of quality and attention to detail.





(Above, fitting the top pieces . Below, locating the window.)





(Above: The finished side curtains do look complicated. Here is the driver's side with interior access flap opening. The rain's not coming in from the side. Inset, side curtain from the driver's side showing the internal structure sewn in to stiffen the curtains) The side curtains are substantial and quite complex, but having the complete original set of six side curtains took any guessing out of the process. The clear plastic material on the SS1 curtains is "Strataglass," the same material used on boats, and much more resistant to UV yellowing than standard convertible plastics. Even the 90-year-old side curtain plastic is amazingly clear and the materials to polish and protect them are readily available at Western Marine in Bellevue or Seattle. As the top and side curtains were finished up, Paul moved on to all the other canvas and leather bits on the SS1 Tourer, we were still quite a way from being done.

2025 VOLUNTEER LEADERSHIP

Niall Porter



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