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**Seattle Jaguar Club**  
**Vol 70 Issue 3**

**Port Orchard Drive**  
**Valentine's at Maeve**  
**BritSport Visit**

**JagMag**  
**March 2026**

## Calendar of Events

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

### March 2026

**Wed Mar 4** 6:30 p.m. Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto: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. Register at [Tech Session at Ray's Garage | Seattle Jaguar Club](#) Contact Randy Pickett [randypickett@hotmail.com](mailto: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! Register at: [St Patrick's Day Drive-Marysville to Mt Vernon | Seattle Jaguar Club](#) Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sat Mar 28** 4:00pm Roving Dinner at Budd Bay Cafe in Olympia. Register at [Roving Dinner in Olympia | Seattle Jaguar Club](#) Contact: [sbcase253@hotmail.com](mailto: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](mailto:secretary@seattlejagclub.org).

**Sat Apr 18** 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](mailto:randypickett@hotmail.com).



**Fri-Sun Apr 17-19** Jaguar Clubs of North America Annual General Meeting, Mexico City, Mexico. Contact JCNA Northwest Region Director Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com). (left)

**Thurs Apr 23** 7:00pm Judges Training Session via Zoom. Register on the website at [Judges Training via Zoom Apr2026 | Seattle Jaguar Club](#)  
Contact Bill Holmes [bholmes1588@gmail.com](mailto:bholmes1588@gmail.com).

**Sat Apr 25** 9:00am Olympia to Satsop! Enjoy some of the best twisty backroads of Thurston and Grays Harbor Counties. There will be a stop at the never completed Satsop Nuclear Power Plant. Drive will end with lunch at the Ranch House BBQ & Streakhouse in Olympia. Register at [April Drive - Olympia to Satsop! | Seattle Jaguar Club](#) Contact Kurt Miyatake [motorsport.driven@gmail.com](mailto:motorsport.driven@gmail.com).



## May 2026

**Sat May 2** Tech Session/Swap Meet/Potluck, at Randy Pickett's garage in Mill Creek. Register at [Tech Session/Swap Meet at Randy's garage | Seattle Jaguar Club](#)  
Contact Randy Pickett at [randypickett@hotmail.com](mailto:randypickett@hotmail.com)

**Wed May 6** 6:30 pm Board meeting via video conference. All members welcome. Contact Chris Eseman at [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).



**Sat May 9** Roving Dinner, place TBD.  
Contact: [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)  
206.931.7795

**Sat May 16** VanDusen ABFM. (left) The Rover and Jaguar XJS are the featured marques. Register at [Western Driver](#)  
Contact Brian Case at [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

**Thurs May 28** 7:00pm Judges Training Session via Zoom. Contact Bill Holmes [bholmes1588@gmail.com](mailto:bholmes1588@gmail.com).

**Sat May 30** Spring Thing Drive will be on Whidbey Island. Details to follow. Contact Brian Case at [sbcase253@hotmail.com](mailto: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](mailto:secretary@seattlejagclub.org).

**Sat Jun 6** Tech session, place TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com).

**Sat Jun 13** Show & Shine at Brambles'. Contact Michael & Tamera Bramble, [tabramble@msn.com](mailto: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](mailto: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](mailto:bholmes1588@gmail.com)

## July 2026

**Wed Jul 1** Board Meeting via video conference. All members welcome. Contact Chris Eseman, [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org)

**Sat Jul 4** Pacific Raceways – Historics Vintage Races. (right) Contact Sharon Case [sbcase253@hotmail.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto:secretary@seattlejagclub.org)

**Sat Aug 8** Drive planned. Details to follow. Contact Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

**Sun Aug 16 Noon** Potluck Lunch at the home of Andy & Mac Phillips in Woodinville. Reserve your spot at the potluck: [Potluck Lunch at the Phillips Home | Seattle Jaguar Club](#)  
Contact: [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126

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

**Sat Aug 29** 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](mailto:sbcase253@hotmail.com)



## September 2026

**Wed Sep 2** Board Meeting via video conference. All members welcome. Contact Chris Eseman, [secretary@seattlejagclub.org](mailto: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](mailto:sbcase253@hotmail.com).

**Sun Sep 6** Edmonds Car Show. Details to follow Contact [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com).

**Sat Sep 12** Tech session, place TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com)

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

**Sun Sep 20** Roving Dinner, place TBD. Contact: [sbcase253@hotmail.com](mailto: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](mailto:kwiken50@gmail.com)

## October 2026

**Wed Oct 7** Board Meeting via video conference. All members welcome. Contact Chris Eseman, [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org).

**Sat Oct 17** Fall Colors Tour. Details to come. Contact: [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)



**Sat Oct 24** Tech session, place TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com)

## November 2026

**Wed Nov 4** Board Meeting via video conference. All members welcome. Contact Chris Eseman, [secretary@seattlejagclub.org](mailto:secretary@seattlejagclub.org)

**Sun Nov 8** Roving Lunch, place TBD. Contact: [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 206.931.7795

**Sat Nov 14** Drive, place TBD. Contact: Brian Case [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126

**Sat Nov 21** Tech session, place TBD. Contact Randy Pickett [randypickett@hotmail.com](mailto:randypickett@hotmail.com)

## December 2026

**Wed Dec 2** Board Meeting via video conference. All members welcome. Contact Chris Eseman, [secretary@seattlejagclub.org](mailto: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](mailto: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](mailto:secretary@seattlejagclub.org)

**Sat Jan 16** AGM at Griot's Garage. Contact: [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com) 253.329.9126



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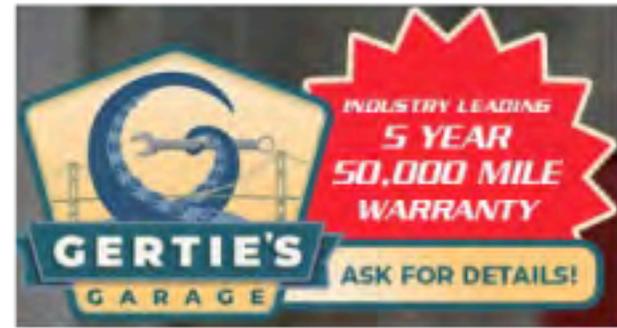
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# *Jaguars on the Island Concours d' Elegance*

*Celebrating the Vision of Sir William Lyons  
Through the Timeline of Jaguar History*

*Grace... Space...Pace  
Some have it all!*



Friday, July 17 – Sunday, July 19, 2026  
JCNA Sanctioned Concours Saturday, July 18  
Victoria, B.C., Canada



[www.jaguarclubvictoria.ca](http://www.jaguarclubvictoria.ca)

***This month's cover photo:***  
*New member Steve Hiester with his Series 1.5 e-type at BritSport in Magnolia, in for a sticky throttle. He was joined by other members for a shop tour and discussion with owner Mark Jones.*

*Photo by Bill Holmes*



# WHAT'S NEW



**XJ6 Coupes are the benchmark for the all-new Jaguar** Virginia & Roger Susick spotted an article by Mark McCourt in *Hemmings Motor News* and knew it would be interesting to our Seattle Jaguar Club members, especially those who own these elegant true pillarless hardtops. Above are Vickie Kollmar & Zane Ware's Regency Red and Elle & Eric Aasness' white coupes at the 2024 Jaguars on the Green concours.

McCourt explains, "In the recent [Smith & Sniff podcast episode 393](#) "A ride in a new Jaguar prototype, (right) Richard [Porter] details how the automaker's engineers delved into the company's back catalog to inspire its forthcoming model: 'They borrowed a load of cars from Jaguar's heritage collection just to sort of get a sense of, what's a Jag supposed to be like? Historically, what defines a Jaguar? So, they drove all these cars around and identified one car that they felt embodied everything a Jaguar should be. And it was an XJC from the Seventies ... That is now their North Star for the new car.'"



"Rather than being overtly sporty, or wafty in a disconnected-from-the-road sense, these second-generation XJs used that well-tuned suspension to offer occupants a masterful blend of comfort and poise with an emphasis on long-distance cruising ability.

"The short-wheelbase, pillarless two-door coupe –the last production Jaguar personally signed off by Jaguar Cars founder, [Sir William Lyons](#)— would be produced between 1975 and 1977 in both [XJ6C](#) and XJ12C forms. These largely hand-built coupes were true luxury cars with four-wheel disc brakes, leather upholstery, automatic climate control A/C, vinyl roof trim, and no factory options for U.S.-market examples.

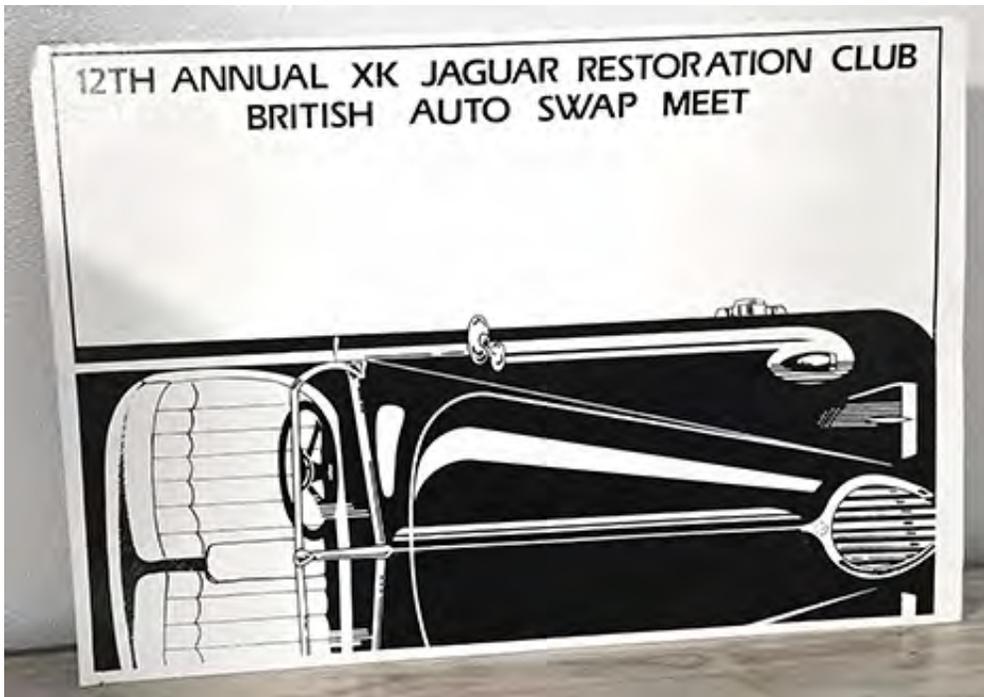
“These demurely styled hardtops were never commonplace; Jaguar built just 10,426 in total (a small portion of them used upmarket Daimler badging and trim), with 8,164 powered by the six-cylinder engine and 2,262 using the V12. When new, they were priced between domestic personal-luxury coupes and German competitors. Example: the 1975 XJ6C initially cost \$13,750 when the Cadillac Eldorado was \$11,187, the Lincoln Mark V cost \$11,396, the BMW 630CSi stickered for \$23,600, and Mercedes-Benz’s 450 SLC cost \$27,903. Today, XJ coupes represent something of a bargain for the exclusivity they offer their lucky owners.”



**Good design and designers are timeless.** Long-time member Dann Gadbois displays this timeless art in his garage, saying these “Jaguar-related pictures which are proudly on display in my garage. LaVerne and I moved from our ‘forever’ home in Edmonds which had a pretty good-sized two car garage. We had quite a bit of wall space to display our car art collected over the years; however, when we relocated to Arlington to our much smaller summer house with its tiny two car garage we then were faced with a reality; little wall space for our treasured pictures. We thankfully found sufficient space to display our car hobby pics so that at any time we could look at and admire pictures of our favorite cars. (I need this recess while tackling obstinate parts’ replacements or difficult repairs.)

“Two of my Jaguar pictures hanging proudly remind me of fun past events. One was created by Mark Dellplain portraying his XK140 OTS in a poster to advertise the annual XK Jaguar Restoration Club’s sports car parts swap meet (right). Mark is a very talented commercial artist, and he lent one of his many talents to create this poster in 1983. I remember visiting many car parts stores with these posters in hand to request that the posters find a good location in their glass windows. Almost all shops were happy to support our club (it could have been attributed to Mark’s elegant Jaguar poster!).





“The smaller black-and-white poster was used for posting directions on street corners (before navigation systems!), or visitor information inside the meet grounds (left).

“The collage is an original work named ‘Fine Tuning’ and created by Celia

Richard in 1988 (below right). This XK OTS portrait draws the viewer directly to the sports car; and secondarily, to the road which may represent an ultimate freedom and joy of car ownership and beckoning adventure. This picture introduced a lead article in the Everett Herald. I can’t remember the contents of the article, but I knew at the time I would really enjoy owning this picture which illustrated completely the magic of the OTS. I phoned the artist and arranged to purchase her work!

“I do have other pictures in my tiny garage which remind me of other experiences behind-the-wheel, of which some were truly amazing fun, or others as a wide-eyed child in a back seat. Hope you enjoy the Jaguar pictures.”

Mark, elaborated, “I believe I joined the restoration club in 1982. I helped out with the monthly newsletter, The Spoke, that was produced by Ray and Lucy Phillips. Of course that was all done w/o computers. Lots of photocopying and paste up. I’m not sure the exact year the Drivers Club and the Restoration Club joined together, but it was mutually agreed that doing so would be more financially beneficial.”

We were delighted that Mark recently rejoined the club, completed his stunning XK140 restoration, and created this striking poster for the 2026 Jaguars on the Green Concours (shown on following page).



# 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](http://www.seattlejagclub.org/jotg)

# WHO'S NEW

**Lynne Hannah – Social Member** (Jaguar Relocated, Membership Intact) Lynne [above] joined the Jaguar Club of Seattle in 2023 with her then live-in partner and their 1991 red Jaguar XJS convertible. When her partner relocated to Florida, taking the relationship (and Jaguar) with him, Lynne found the club far too enjoyable to leave, discovering that great people, fun gatherings, and educational members-only events were reason enough to stay—even without a Jaguar in the garage.

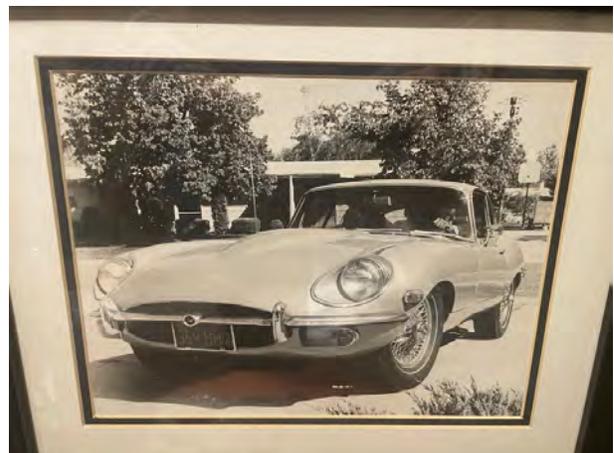


Lynne is a certified Lean Six Sigma professional and author of the book *Don't Shoot the Messenger*, inspired by three years working for a national legal process of service technology company. While the Jaguar may have moved across the country, she is happy to report she retained custody of the Koi.



**John Zimmerman lives in Seattle and is restoring his “1970 E-Type, Warwick Grey with dark blue interior.”** He will be looking for support for his restoration efforts from other club members.

He sent this information: “Attached is a picture of me in my car, back from LA with the CA plates still on it (right). The first E-Type I remember seeing was a yellow 4.2 coupe parked on the street about a block



from my house in 1973. I rode my bike home and started mowing lawns and saving my money to buy one. When I graduated from high school I flew to LA where they seemed to have a good supply available and I bought the best one I could find with all the money I had. Good start huh? The rest of the story has been less romantic, but hey, I still have it, and I still get that special feeling whenever I see one.”

In addition to his E-Type, he has “a 2020 Audi SQ5, 1999 BMW M Roadster, and several Ford pickups. In the past he “had a 1999 XJR for a while, a 560 SEC, one of the first Audi S4’s and couple of ’68 El Camino’s I wish I still had. Nothing very interesting.”

John has been married for 45 years, has no kids, and is involved with financial and real estate industries. He “moved here from Richland to go to the U of W and here I still am.”

He found the Seattle Jaguar Club online, adding, “I’m already feeling a warm welcome from your club. I wish I would have done this sooner.”



### **The Preiser passion for a Jaguar**

transfers to a new generation. Here is the story. “I’m happy to share a bit about ourselves and the Jaguar. It is a 1988 Jaguar XJ6. My name is Sheldon Preiser (right), and my husband is Donavon Preiser. [Former Seattle Jaguar Club member] Don Preiser is his father. Don originally owned this Jaguar, and it was truly his pride and joy—as you likely know. He purchased the car in the early 2000s from a family member, when it was in rough shape, and restored it entirely by hand. This included the interior, paint, engine compartment—everything.

“Over the years, this Jaguar won multiple awards, including Best in Show several times at Jaguars on the Green. When Yvonne began showing signs of late-stage multiple sclerosis, Don retired from showing the car in order to care for her. In more recent years, Don has developed late-stage vascular dementia and now lives in the same memory care facility as Yvonne. While his memory is limited, he still has moments of clarity, and when he remembers the Jaguar, it’s always



with fondness - especially the friendships he formed through the club and the time he spent restoring the car.

“As a family, including Donavon, they attended many Jaguar club events over the years—potlucks, shows, banquets, and gatherings across the West Coast.

“For some time now, Donavon and I have been their primary caregivers, alongside working full-time as managers.



from left, Sheldon, Donovan, Don and Yvonne Preiser at the Seattle Jaguar Club's 2014 Jaguars on the Green

Donovan is a Branch Manager at BECU, and I'm a Contact Center Manager there as well.

Added: We live in Auburn. We don't have children—the cars are our kids. 😊

“This Jaguar, along with two classic Volvos (both 1986 Volvo 240s—one sedan and one wagon), have been in Donavon's family for many years. Don and Yvonne purchased the Volvos brand new in 1986. Wanting to carry on the family legacy, we purchased all three vehicles from Don. We've already had the opportunity to take the Volvo sedan to the National Volvo Meet, where it won Best in Show—Best 240 in the country. We're actively working on restoring the rest of the collection.

“As for the Jaguar today: it hasn't been shown since around 2014 (the photo you shared may have been the last time). While Don would start it occasionally, it's been sitting for quite some time. The interior remains immaculate, and it has only about 130,000 miles, but the engine needed attention after sitting for so long. It's currently at an independent shop receiving some restoration and care. We're incredibly excited to get it back and begin enjoying it again, always thinking of Don and the memories tied to the car.

“Regarding the club, we're really looking forward to learning about upcoming events and connecting with fellow Jaguar enthusiasts. We're still learning how to properly care for a car like this and would eventually love to return to showing it competitively. While our work schedules may limit how often we can attend events, we're eager to participate whenever we're able once the Jaguar is back on the road. We're really looking forward to being part of the club.”

# Sailing The Asphalt to Not-So-Distant Ports of Call

*Picture contributors: Sharon Case, Wendy Duckering, Kurt Jacobson and Kurt Miyatake.*

*Story by: Wendy Duckering and contributor: Kurt Jacobson.*

You didn't need a seaworthy vessel to visit these waters as Seattle Jag Club members came out to visit Port Orchard on a beautiful, crisp winter's day in late January. Twenty-five adventure seekers bundled up at the start of the cruise that took us along the waterways near the Port of Tacoma to Port Orchard.



*The F-Types in the foreground flow into a fleet that feigns fanning out forever.*



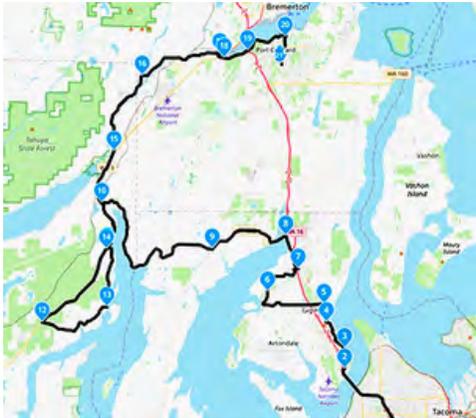
*Craig Duckering knows there's no better way to start the day than chatting with Monte Powell.*



*New member John Hesse, "The Kurts" Kurt Miyatake, Kurt Jacobson and new member Harold Hollingsworth anticipate the start of the drive in the winter morning sun.*

The weather couldn't have been better on Saturday, January 24th as Brian and Sharon Case captained a group of 13 Jaguars in a "hard to miss" Suburban lead car on a scenic drive where the waters of The Narrows, Gig Harbor, Henderson Bay, North Bay of the Case Inlet and the Sinclair Inlet enveloped you from either side.

A sense of Déjà vu came over those of us that attended the AGM on January 17th and pulled up two Saturdays in a row to the starting point at Griots Garage Flagship Store in Tacoma.



*The route as seen from very, very far away.*



*Glad for the driver's meeting to be held in the warmth of Griot's Garage's Showroom: Mike Bramble, Andrew Phillips, Tamara Bramble, Patty McKerney, Kurt Hrubant, Roger and Virginia Susick.*



*Drive hosts Sharon and Brian Case hand out drive sheets while Bob Batson, Kurt and Cheryl Jacobson listen.*



*When surveyed, 75% of club members gathered at Griots Garage said they were 95% sure they haven't been standing here since last Saturday's AGM.*

If there is such a thing as Deja Déjà vu, you may have felt that if you participated in the Driving Rain Drive in November 2024. Port Orchard and the surrounding areas are fertile ground for dramatic and constantly changing landscapes as well as satisfyingly winding roads. Those "in the know" had an idea of what lay ahead and were enthusiastic to partake of the adventure that a few hours there can behold.

Drivers eager to visually catch some waves produced a sizeable turnout. Brian and Sharon Case captained the excursion, joined by: Mike and Tamera Bramble, the Dean family, Richard, Helen and son Travis, Craig and Wendy Duckering, Kurt Hrubant and Patty McKerney, Kurt and Cheryl Jacobson, Kurt Miyatake, Terry and Lee Nelson, Andrew and Mac Phillips, Monte Powell and Roger and Virginia Susick.

Four new members, Bob Batson, John Hesse, Jim Thornton and Harrold Hollingsworth rounded out the fleet, ready to set sail. John Hesse arrived early from the Enumclaw area, driving his black 2010 XK, one of two Jaguars that he owns, the other being a 2003 S-Type. Bob and Tanya Book, Terry and Tammy Mathisen and Paul Petach and Sue Kingston joined us at the end of the drive for lunch.

The makeup of Jaguar contingent was F-Type heavy, making up 6 of the 13 cars. A standout was new member Harold Hollingsworth's recent acquisition. A new F-Type ZP Edition, one of 150 produced by Jaguar's SV Bespoke division. The car with its Crystal Grey exterior, Navy Blue and Ebony leather, painted roundels on the doors and ZP badging on the fenders pays tribute to Roy Salvadori's win at Crystal Palace, England.

"Jaguar's Chief Designer Claude Bailey came up with Project ZP—a race specification for the E-Type—even as the cars were still on display in Switzerland. Seven ZP E-Types were assembled with modified engine blocks and cylinder heads, along with close ratio gearboxes, and, in the hands of Graham Hill, an Indigo Blue coupe with the registration "ECD400" won on its very first outing at the Oulton Park Trophy for GT cars on April 15, 1961. Behind Hill in third place was Roy Salvadori, driving a Pearl Grey "BUY 1" car, and within weeks Salvadori was standing on the top step of the podium himself, with a victory



*Kurt Hrubant, Jim Thornton, Harold Hollingsworth and Roger Susick concentrate on the instructions being given.*



*Lee and Terry Nelson, Mac Phillips peruse the drive sheet along with Sharon Case.*

at Crystal Palace. These original ZP would record 24 podiums between 1961 and 1964.”  
From Hagerty.com

Brian and Sharon originally intended to bring their S-Type to lead us. However, through a series of unfortunate circumstances, which resulted in it being trapped behind their other “elder” Suburban, their newer Suburban would have to lead the way. We cruised away from the city and drifted briefly onto highway 16 towards Gig Harbor, taking in the spectacular view between the twin suspension cable towers of the Tacoma Narrows Bridge.



*New member Harold Hollingsworth stands behind, while the distinctive white roundels on the doors stand out on his F-Type ZP Edition.*



*Kurt Miyatake experiences the suspension of the Tacoma Narrows Bridge.*



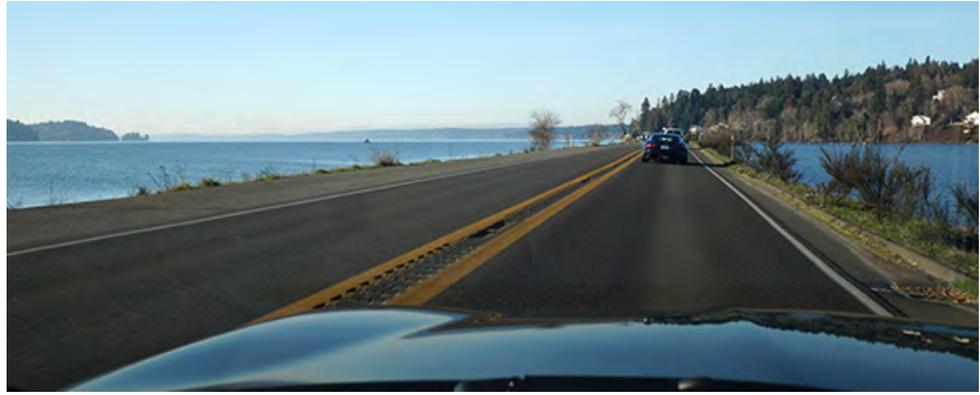
*Rolling through Gig Harbor where the views just keep getting better.*

Soon we were off towards Harborview drive, cruised to Rosedale and then skirted around Henderson Bay, spending a brief moment back on highway 16 before swinging onto WA 302.

We then skimmed along the surface of the Purdy Bridge, a two-lane hollow box girder bridge that is listed on the National Register of Historic Places. The Purdy Sand Spit or "The Spit" as it is called by locals, runs along WA 302 and divides Burley Lagoon from Henderson Bay.



*An intermission from the costal highways wound us along the forested roads near Rosedale.*

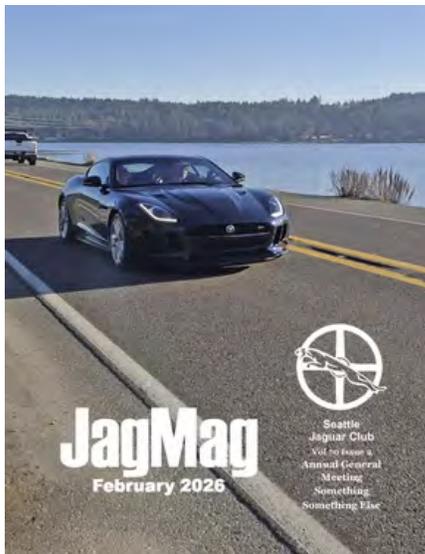


*The Purdy Bridge took us low and not too slow along "The Spit".*

Reaching the end of the spit, you may have done a double take noticing a couple of people standing just off the right side of the road. They weren't selling lemonade or twirling signs for a super sale on mattresses. No, it was our own Kurt Jacobson and Bob Baston and thankfully they weren't in need of a lift due to a mechanical breakdown.



*Kurt Jacobson and his recently recruited assistant Bob Batson prepare to get the perfect shot for the JagMag cover.*



*A clever plan, well executed, produces another cover worthy photo by Kurt Jacobson. He captured Craig and Wendy Duckering's F-Type for the February 2026 issue of the JagMag.*

As Kurt Jacobson recalled:

“Without a suitable cover photo for the February JagMag, I committed to taking a picture that would work during the Port Orchard drive. I knew there were two places to grab a photo of the Jaguars with water in the background. One was the Purdy Spit between the Burley Lagoon and Henderson Bay. Because Cheryl and I have driven the

stage through Gig Harbor and Rosedale, we headed directly to the spit to wait.

We were the last car to leave Griot's and were following new member Bob Batson, driving solo. Just after crossing the Narrows Bridge, I saw him miss the exit to the Gig Harbor stage. So, we pulled ahead of him, and he followed us to our photo position. While waiting for the convoy together, I had a great time getting to know him and realizing that we both probably attended at least one of the early sports car races in the area. I have two books from that era I hope to loan him."

We continued to make our way along WA 302 past Doyle Pond and then made a brief stop that gave us a chance to gas up and chat. Brian Case mused that driving a large Suburban along the Purdy Bridge added an increased level of excitement, risking "knocking mirrors" when passing oncoming cars that those of us in our low, sleek Jaguars did not have to experience.

Chatting with new member Jim Thorton brought up his recent purchase of a Claret Red 2011 XK convertible. He mused that if it warmed up just a few more degrees, he would consider taking the top down. Discussing the beauty of the



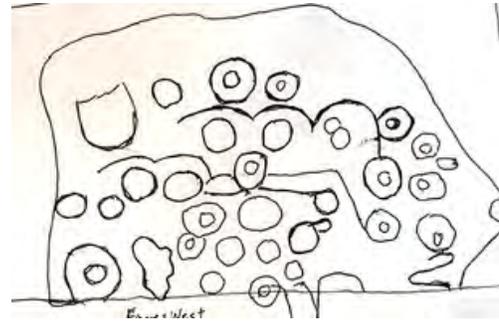
*Andrew Phillips, Brian Case, John Hesse, Richard Dean, Wendy Duckering, Jim Thornton surround Lee and Terry Nelson's stunning F-Type at the rest stop.*

surrounding area, he shared about his 50 years working in the field of ecology and natural resources. He noted the changes over the years in the waters in the area, which were quite polluted, and the cleanup efforts that had since taken place.

From there we cruised up and around the top of North Bay of the Case Inlet.

"An interesting feature of North Bay is the presence of early aboriginal art in rock formations called petroglyphs, which are uncolored carvings in stone, that are believed to have been carved from 1,000 to 1,100 years ago. These were called Indian rocks by the first settlers. Circles are a common carving but there are also fish, animals and other things found carved in them. One might also imagine mountains, trails, streams and possibly even other tribes. Samples [below] are a depiction of the rock in Victor done by E.J. Cokelet in 1977.

It was reported that in 1909 the Alaska-Yukon expedition decided it would be a great feature attraction and an attempt was made to remove it. After tremendous digging they never reached the base of the rock and finally gave up. There have been other such attempts made over the years, but none have been successful so it remains in place today. There are other petroglyphs around Case Inlet but the locations are not disclosed to avoid vandalism and/or removal.” From allynhistory.com



*Rendition of petroglyphs by E.J. Cokelet in 1977 gives you the gist in a “back of a napkin” sort of way.*

From there we took WA-3 down past Allyn to tour Grapeview via the Grapeview Loop Rd. A little history about Grapeview revealed that there was a time when we could have just as easily been talking about “Detroit”.

“In 1885, Tom, Albert, and John Malaney arrived on the mainland, claiming tracts of land and partnering with bankers Ladd and Tilton to form the Detroit Land Improvement Company. They envisioned a thriving city named “Detroit” and platted land opposite Reach Island into lots. For a brief period, the town flourished with a sawmill, two saloons, and a hotel. However, the venture failed when investors left, and only Tom Malaney remained, later becoming the first postmaster.

In the 1950s, Charles (Bill) Somers purchased 10 acres of the original Detroit townsite. Visitors can still see the “Detroit Townsite” sign today on Grapeview Loop Road.

Frustrated with mail being sent to Detroit, Michigan, instead of their town, Walter Eckert advocated for a new name. In April 1922, the community chose “Grapeview,” reflecting the area’s beautiful rural character and the grapevines planted by early settlers. The name was approved by the Postal Service, and Grapeview officially replaced Detroit.”

As we continued along the loop, we passed by Stretch Island, known for its long “history in grapes” selling both juice and wine. “It was a local Mason County man, Lambert B. Evans who planted the first vineyard in the state, at the time still a territory. Evans set out the first grapevine

*From boomerism to grapes*



*We think we have challenges with the Post Office now, but Detroit, WA experienced a delivery issue that in 1922 made it change its name. From Grapeviewwa.com*

in the Northwest on Stretch Island, where he had taken up a homestead on 160 acres of fertile soil.” From Grapeviewwa.com

You can read more here: [History in Grapes - Grapeview Community Association](#)

We traversed through Allyn again, named after Judge Allyn from Tacoma who had been influential in the development of the area. Allyn has a deep history of oystering, with several local growers selling locally and worldwide. From there, we passed Lynch Cove up to Belfair, driving along Old Belfair Highway/W Belfair Valley Rd as it meandered northeast along the Union River.



*Map courtesy of Washington State Archives.*

In another local naming twist, it is commonly believed that Belfair was named Clifton and later renamed to Belfair, but early maps show Bergen, Clifton and Belfair as three distinct towns.

We then turned to cross over Gorst Creek, passed the Sinclair Inlet before catching WA 16 East towards Port Orchard where we dropped anchor at Puerto Vallarta restaurant for lunch.

The restaurant treated us to a room fit for a king, with walls lined with bricks and open arches. We were escorted to a table reminiscent of a royal banquet. It filled the length of the outside wall and sat the entire



*Tamara Bramble talks to Virginia Susick sitting inside, while Kurt Hrubant, Roger Susick and Mike Bramble chat behind their F-Type, its deep blue looking almost black in the sunlight of the parking lot of the restaurant.*

group easily. The high-backed chairs and overhead pendant lights completed the regal feel to our meal.



*One “king-sized” table sat everyone who met for lunch at the end of the drive at the Port Orchard Puerto Vallarta restaurant.*



*The sun streaming into the banquet room cast a warm winter glow on our gathering.*

Jim Thorton won the “intestinal fortitude” award for patiently waiting after he had a meal put in front of him and taken away not once but twice before finally receiving a third plate he could claim as his own.

Full of good food, good cheer and good times with friends old and new, we said our goodbyes and sailed off into the midday sun to our home harbors far and near.



*Jim Thorton, finally fed, made the call to take the top down on the way home. His face says he chose wisely.*

# Climate Control Disassembly and Restoration

*By Randy Pickett*

A lot can be said about the climate control systems in older Jags. Depending on how old your car is, climate control can be described as anything from 'atrocious' to 'ahead of its time'. As our summers seem to be getting hotter, climate control is becoming more important, especially for those hot August drives and events. And you most certainly want heat if you drive your car at all in winter. Another important consideration regarding the climate control system is that if it's not working properly, you are likely to end up with super hot air blowing on you in the summer, especially with the V12's.

As an example of climate control woes, I recently purchased a 1986 Daimler Double Six, (an uprated Jaguar Vanden Plas not sold in the U.S.). During the process of recommissioning the car, I found out that a lot of stuff was not working, including the blower motors for the climate control system. After troubleshooting, I realized I was going to have to pull the blower motors and housing which are buried in the back of the dash. I was not looking forward to the job as it requires tearing out a good portion of the dash.



*Daimler Double Six blower motor*

Surprisingly, it was not as difficult a project as I had anticipated. If you are looking to tackle it yourself, plan for two or three days of work. Once I had the housing removed, it wasn't too difficult to pull the blower motors out. Once I had them apart, it was obvious that corrosion from past leaks had caused both motors to seize.

A lot of folks would likely just buy new blower motors when it doesn't take much more to open up the motors themselves, clean the armatures and lube the bearings. Once you have done that, the motors run like new. I rarely find a motor that doesn't have at least a half inch of brushes left, so a quick clean of the brushes, reassembly of the motors and you are good to go.

With the dash completely disassembled, it is a very good time to check functionality of the rest of the climate control system. You will find that there is a complicated system of vacuum modules and rods on the outside of the climate control main housing that move the different doors inside the housing. Corrosion is likely evident on much of this assembly. Taking a small wire brush, cleaning up the corrosion and lubing the mechanical parts of the system will go a long way to restoring the functionality of the system. I also like to spray the assemblies with rust treatment prior to lubrication in order to prevent future corrosion.



*Corrosion on climate control assembly*

Other considerations with the dash disassembled include cleaning all grounds behind the dash, cleaning all electrical contacts including the fuse boxes and gauges. Air conditioning woes (everything under the bonnet) are another subject I will endeavor to cover in the next tech article.

In conclusion, there is a lot going on inside the dash assembly. If you take the time to disassemble, clean and lubricate as much as possible, you should have years of trouble-free function.



*Disassembled view of dash*

## A Sweet Valentine's Day Tour

*By Libby Calovich*

This Valentine's Day, a group of our members traded horsepower for cocoa power with a fascinating tour of Maeve Chocolate — the women-owned chocolate company many of us still remember as Seattle Chocolate. What better way to celebrate the season of love than learning how one of our region's most beloved treats is crafted?



*Brian Case's S-Type in front of the Maeve mural*



*Hannah Lynn and Tamera Bramble with the Maeve bear*

From the moment we stepped inside, we were immersed in the science, craft, and history of this local small business. We learned how chocolate is sourced, processed, and transformed into the confections we all enjoy, then had the fun opportunity to view the production area. No factory photos were allowed as glass items and phones were strictly off limits, but we all looked very official in our hairnets (and beard nets)!



*Beard nets required!*

The highlight for many of us was the blind tasting challenge. We sampled six different chocolates and tried to identify whether each was dark or milk, estimate the cacao percentage, and describe the flavor notes. Some were straightforward... others definitely kept us guessing.



*Inside the tasting room*

A few of the more adventurous creations included:

- A seasonal hot honey chocolate with cayenne pepper for Valentine's Day
- A toasted sesame seed bar with puffed quinoa

Let's just say our tasting skills were thoroughly tested, and our appreciation for chocolate craftsmanship grew considerably!

### **Sweet Facts We Learned Along the Way**

The tour was packed with fascinating confectionary facts:

- The average American eats about 10 pounds of chocolate per year — roughly the output of three cacao trees! That puts us behind the United Kingdom at about 20 pounds per person and Switzerland at an impressive 25 pounds annually.
- Cacao trees can grow only within about 20 degrees of the equator in rainforest conditions, requiring roughly 80 inches of rainfall each year. They can't be grown in greenhouses because a specific mosquito pollinates cacao flowers, similar to how vanilla beans rely on natural regional pollination.
- The company once produced the locally-beloved Frango chocolates. The employees told us the recipe for their Magical Mint truffles is still the same as Frangos!
- The factory employs about 100 people, and all packaging is compostable or recyclable.
- To be considered "true chocolate," a candy must contain at least 10% cacao. Fun fact: Hershey's comes in at just about 11%! So I suppose it is barely considered chocolate?

After the tour, the group enjoyed a scenic drive to Des Moines for lunch at Anthony's HomePort. While Billy and I couldn't make that portion of the day, Sharon Case reports there was delicious food, lively conversation, and a beautiful waterfront view, the perfect way to cap off a memorable outing. Below are all the couples celebrating a delicious Valentine's Day!

*Valentine's Day Couples from left to right:*

*Sharon and Brian Case; Cheryl and Kurt Jacobson; Doug Jackson, Bob and Tanya Willits, Carol Jackson; Helen and Richard Dean; Terry and Marilee Nelson*



Valentine's Day Couples from left to right:  
Linda and Richard Desimone; Kent and Lisa Wiken; John and Trish Blackburn; Michael and Tamera Bramble; Bill  
Holmes and Libby Calovich



# A Reintroduction to BritSport

*By Bill Holmes*

Most of us that have been in the Jag Club for a while, or have owned any type of British car for that matter, are aware of BritSport. Much has been written about this shop over the years but after our club's latest visit to the shop I wanted to do a quick write up for the benefit of our newer members that may not be familiar with the place.

Tucked away in an unassuming alley in Seattle's Magnolia neighborhood, Mark Jones, the owner - and personal friend to many of us - has had his shop in Magnolia since 1994.

During the morning of January 31st, thirty club members and guests - including four of our newest members - visited the shop to get an overview of services and restoration tips.

Many of our members have used BritSport's services over the years, and in fact we had two e-types that were already in the shop for various ailments.

Thanks to the efforts of Randy Pickett and others, the Seattle Jaguar Club consistently visits shops in the area that our members use and trust. It's very fun and interesting to get first-hand tours, and doing so helps strengthen our network of local mechanical resources. Good mechanics are hard to find (queue any number of old jokes) and our club is proud to support the ones that are still working hard to keep our passion projects on the road.

I always learn something new when I visit a shop, and as luck would have it Mark had a Triumph TR6 up on a lift and I was able to get many pictures to use as reference for future projects.



*Members gather in front of the paint room*



*Mark Jones (in Allard hat) talks with members over an Austin Healey*



*New member Steve Hiester with his Series 1.5 e-type in for a sticky throttle*



*Andy Lyle's e-type coupe*

Lastly, I wanted to include a couple of pictures from the paint shop, which is worth a visit all on its own. Between priming, final paint, and related bodywork repairs, you're easily looking at a couple hundred hours worth of work for a full paint job. The pictures really do not do justice to the end results though!

Our next shop visit is scheduled for Saturday, April 11th at Crown Hill Automotive, another shop that I can personally recommend for both classics and your daily drivers.



*Bill Holmes and new member Ludwig Allegra reviewing the underside of a TR6*



*Primer drying on an XK140*

In addition to full repair and restoration services, BritSport also offers pre-purchase inspections for those needing an independent expert's eye for your next 4 wheeled investment.

BritSport of Seattle can be reached at the following:

206-283-3578

info@britsportofseattle.com



*XK140 in custom-ordered red. Mark was unsure of the color's formal name*



# Sharing our love of Jaguars with our neighbors

*By Bill Holmes*

Happy March everyone! I'm very excited for daylight savings and getting more sunlight to drive our cars! Last month I provided an overview of what a Concours is and who should enter (spoiler: it's all of us).

One topic of note was the other Concours events around the Northwest, and for this month I wanted to highlight the Jaguars on the Island (JOTI) Concours that is happening July 17-19. You likely saw their ad elsewhere in this issue. You also saw the excellent poster for our own Jaguars on the Green Concours, which was crafted by club member (and last year's People's Choice Award recipient!) Mark Dellplain. I am constantly impressed by the wide variety of talents our club members possess.

With registration for the Victoria, BC Concours now open, I thought I would make a few notes about the Concours. The main concours is held at Windsor Park on the east side of the city and the host hotel again being the Victoria Ocean Pointe Resort.

Carole Borgens, a current regional board member and long time supporter of our club, puts on an excellent event that I highly recommend attending.



*Mark 2's on the field at Windsor Park*

Our two clubs have a long history of supporting one another, and even though Victoria is just a couple hours north (plus a pleasant ferry ride) it feels like you are worlds away and I can't recommend a visit to the city enough regardless of whether there's a car show or not.

Evening festivities are held at the Ocean Pointe Resort, with the outside patio area featuring a few selected vehicles each night. It's a gorgeous view and the resulting pictures have become some of my favorites!



*Evening on the Ocean Pointe Resort Patio*

We'll have more information about entering and judging Concours events in the coming months, with the Judge refresher course taking place on April 23rd. I am also happy to answer any questions at [chief-judge@seattlejagclub.org](mailto:chief-judge@seattlejagclub.org).

Registration information can be found on the [JOTI](http://JOTI) site and any questions can be directed to Carole Borgens at [caroleborgens@shaw.ca](mailto:caroleborgens@shaw.ca).



*Bill Holmes, Michael Watts, and Danny Lisa with their Concours awards*



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## Seattle Jaguar Club

PO Box 241  
Enumclaw WA 98022  
[info@seattlejagclub.org](mailto: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](http://www.seattlejagclub.org) and your total will be reduced by \$55. Any questions about membership should be sent to [membership@seattlejagclub.org](mailto:membership@seattlejagclub.org).

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If so contact [sbcase253@hotmail.com](mailto:sbcase253@hotmail.com)

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Nov 2025



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Jan 2026

