

JagMag

August 2026



Seattle Jaguar Club

Vol 70 Issue 8

ABFM Recap

Rally Preparation

Paint Chip Repair

2026 CALENDAR

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

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

- Jaguar Owners Club of Oregon: <http://www.joco.org/> <https://joco.org/cat-fancier/>
- 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>

August 2026

Fri-Sun Jul 31 - Aug 2 Jaguars on the Green Concours d'Elegance in Anacortes, WA
Contact: sbcase@hotmail.com

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

Sat Aug 8 Ride Around Rainier. Register at: [Ride Around Rainier | Seattle Jaguar Club](#). Contact: kurtjacobson@gmail.com (right)



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 253.329.9126



Fri-Sun Aug 21-23 Heritage Classic weekend. JCNA sanctioned concours and events. Langley BC. Register at [2026 Heritage Classic – Canadian XK Jaguar Register and Canadian Classic MG Club](#). Contact: sbcase253@hotmail.com 253.329.9126 (left)

Sat Aug 29 LeMay Collections at Marymount - Annual Show. (right) Jaguars will have a special place on the field and there will be a traditional British tea. Contact Brian Case sbcase253@hotmail.com



Sat Aug 29 Exotics at Redmond Town Center, British Car Day. Contact Brian Case sbcase253@hotmail.com.

September 2026

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

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

Sun Sep 6 Edmonds Car Show. Register at [2026 Edmonds Classic Car Show Vehicle Registration](#). Contact Brian Case sbcase253@hotmail.com.

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

Sun Sep 20 Drive Hood Canal. Register: [Hood Canal Drive-Road Less Travelled | Seattle Jaguar Club](#).

Contact Bob Malecki bobmalecki.wa@gmail.com



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

October 2026

Sun Oct 4 Meetup at Watts Brewing in Woodinville with east side drive. Contact Bill Holmes, bholmes1588@gmail.com.

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

Sat Oct 10 Visit Foss Waterway Seaport Museum in Tacoma. Register at: [visit-foss-waterway-seaport-museum](#). (right)

Contact Kurt Jacobson

kurtgjacobson@gmail.com.



Sat Oct 17 Drive on Whidbey Island. Details to come. Organized by Steve Gutzmer stevegutzmer@gmail.com

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

November 2026

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

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

Sat Nov 14 Drive, location TBD. Contact: CraigDuckering@hotmail.com

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

December 2026

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

Sun Dec 13 Holiday Party will be held at the Museum of Flight. Party starts at 10:00am and after Brunch and the festivities everyone can tour the Museum of Flight. RSVP at: [2026 Holiday Party | Seattle Jaguar Club](#). Contact: sbcase253@hotmail.com 206.931.7795



2027 CALENDAR

January 2027

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

Sun Jan 10 Roving Lunch, place TBD. Contact: sbcase253@hotmail.com 206.931.7795



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

Sat Jan 23 Drive, place TBD. Contact:
Brian Case sbcase253@hotmail.com
253.329.9126

February 2027

Wed Feb 3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org

Sat Feb 13 Valentine's Day Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

Sat Feb 27 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com



March 2027

Wed Mar3 Board Meeting via video conference. All members welcome. Contact Chris Eseman, secretary@seattlejagclub.org



Sat Mar 13 St Patrick's Day Drive. Details to come. Contact: sbcase253@hotmail.com

Sat Mar 20 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

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



April 2027

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

Sat Apr 10 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Fri-Sun Apr 16-18 Jaguar Clubs of North America Annual General Meeting. Location TBD. Contact JCNA Northwest Region Director Brian Case sbcase253@hotmail.com.

Thurs Apr 22 7:00pm Judges Training Session via Zoom. Contact Bill Holmes bholmes1588@gmail.com.



Sat Apr 24 Drive, place TBD. Contact: Brian Case sbcase253@hotmail.com 253.329.9126

May 2027

Sat May 1 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

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

Sat May 15 ABFM at VanDusen Garden. Details to follow. sbcase253@hotmail.com



Sat May 22 Spring Thing Drive. Details to follow, sbcase253@hotmail.com

Thur May 27 Judge's School via zoom. Contact Bill Holmes bholmes1588@gmail.com

June 2027

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

Sat Jun 5 Tech session, place TBD. Contact Randy Pickett randypickett@hotmail.com

Sat Jun 12 Show & Shine. Details will follow. Contact Brian Case sbcase253@hotmail.com. (below)



Sat Jun 19 Drive. Details to follow, sbcase253@hotmail.com

Thu Jun 24 7pm Preparing for a Concours Zoom session led by Bill Holmes on how to prepare your car for concours judging. Registration will be available when the date gets closer. Contact Bill Holmes bholmes1588@gmail.com (right)



July 2027

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

Sat Jul 3 Sovren Historic Races at Pacific Raceway, sbcase253@hotmail.com

Sat Jul 10 Western Washington All British Field Meet in Kenmore, WA. Contact Kurt Miyatake motorsports.driven@gmail.com

Fri-Sun Jul 16-18 Jaguars on the Island in Victoria, BC. Contact Brian Case sbcase253@hotmail.com (right)





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This month's cover photo:

Will Humiston with his series II e-type on the Ocean Pointe Resort patio during the Jaguars on the Island Concours.

Photo by Sharon Case





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2026 Heritage Classic Car Show



Organized by the:
Canadian Classic MG Club & Canadian XK Jaguar Register

When & Where:
Saturday, August 22nd, 2026, 10.00am - 3.30pm
Douglas Park, Langley

Presenting Sponsor:



Other Corporate Sponsors:



- Jaguar Clubs of North America (JCNA) sanctioned Concours .
- North American MGA Register Regional Event.
- Display Classes for MGs, Jaguars, Land Rovers, Other British & Motorcycles.
- Concours Awards (Champion & Driven Classes).
- Entrant's Choice Awards for Display Classes.
- Presenting Sponsor Award.
- Hagerty Preservation Awards.
- Long Distance Awards.
- Hagerty Youth Judging Program
- Afternoon Tea and British Biscuits for entrants.

Registration and further information now available at
www.jaguarmg.com
All registrations close end of day on August 12th

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WHAT'S NEW

Step back to 1970 – Go to a Drive-In Movie

Article & Photo by Sharon Case

I don't understand why there wasn't more participation for this drive-in movie. It was a lot of fun! This drive-in movie was at LeMay-American's Car Museum. They used a big blow up screen. The movie playing was Ford vs Ferrari. The only participants from our club were Fred Ehret in his appropriate for the movie, Ford GT, Jeff Boer in his F-Type and the Cases in their E-Type. The three of us were directed to park in the front row. We were the only cars in the first row! All of our vehicles attracted a lot of attention. Fred brought his son Phillip. Jeff Boers brought his friend Carol. Brian and Sharon Case were there.



We got to hang out together before the movie and had some BBQ sandwiches from a food truck. The weather was a little cool but it turned out to be a really nice evening. The movie was great! Once the movie started we all got into our cars and it was like 1970 all over again!



2026 Jaguars on the Island SJC Winners

The 2026 Jaguars on the Island Concours occurred July 17-19 at Windsor Park in Victoria, BC. The Victoria Club will have a full write up of the event next month, but I wanted to highlight the awards our members took home.

1st Place C3/140: Mark Dellplain's 1956 XK 140 SE

1st Place C7/E3: George Lefler's 1974 e-type

1st Place D3/E2: Will Humiston's 1970 e-type

Pictures of the event are still trickling in as of this writing, but new SJC member Stuart Kiehl sent us two excellent photos of Will Humiston's e-type on the patio of the Ocean Pointe Hotel!





The joys of over-engineering

Our friend and long time SJC member Doug Jackson was recently on a drive with Evergreen Lotus Car Club, as he owns a 1976 Lotus Elite and has been the Chairman & Treasurer for the past 12 years. That car is a story for another day, but on this drive he was in his 1998 XK8 coupe.

Doug's XK8 features BBS wheels, which were a dealer option for those years, and managed to get a flat while on a drive around Vashon Island. What would normally be a quick fix turned into a larger issue since that model of BBS wheel 'features' a hidden valve stem that requires an extra adapter.

With Murphy's Law in full effect, none of the air pumps anyone brought worked with the additional screw-in adapter required for these wheels. This is a great example of the need to always bring more parts than you think you need on any drive, especially if they're uncommon. Later in this issue you'll find an article from John Holmes about prepping your car for a rally which is relevant to all of our vehicles new and old.

Fortunately for Doug he was carrying a full-sized spare, and with the help of a couple other Lotus members was able to swap out the offending wheel with relatively few issues.





WHO'S NEW



Bothell's Cj and Michele Willette and their 2021 F-Type R Dynamic convertible in Santorini Black. Cj says, "Until attending the Western Washington All British Field Meet, I didn't realize there was a Seattle Jaguar Club. We're certainly glad we found it."

As a kid, the Jaguar E-Type always had a special place in my heart. I promised myself that someday I would own a Jaguar. Then, many years later, I saw the F-Type on Top Gear, and it was love at first sight. I've always gravitated toward cars that are a little different from the crowd—cars with personality. The F-Type checks all of those boxes for me.

To me, the F-Type represents the end of an era, when sports cars were designed as much for emotion as for performance. It isn't just transportation—it's an experience every time I press the start button.

I've owned a number of interesting cars over the years. Probably the most unique was a second-generation Saab 900. It was such a quirky car—huge turbo, fun to drive and fantastic in any road condition.

I've also owned just about every generation of the Volkswagen GTI from the Mk II through the Mk VII, and of course I couldn't resist modifying and tuning every one of them along the way. Before making the jump to an all-JLR household, my last Volkswagen was an

Arteon...which, naturally, was modified too. These days we've become a little more "sensible." Our daily driver is a 2024 Land Rover Defender 110 (also modified—there seems to be a theme!), along with our Jaguar F-Type R-Dynamic Convertible powered by the 3.0-liter supercharged V6.”



Regarding their other interests and passions, Cj adds, “Road trips are probably at the top of the list. Michele and I maintain a small travel blog where we document day trips, scenic drives, hikes, and interesting places we've visited—or hope to visit someday.

I'm also passionate about fitness and cycling and spend several days a week riding and working out. Finally, I've practiced martial arts for many years and hold multiple black belts and instructor-level ranks in several disciplines.

Michele and I both have New England roots. I grew up in Gloucester, Massachusetts, before moving to Maine as a young man, where I met and married Michele. This year we celebrated our 41st wedding anniversary.

We're the proud parents of twin sons, age 36, and recently became grandparents to our first granddaughter, who is now eight months old.

I graduated from Maine Maritime Academy and began my career at Bath Iron Works in Bath, Maine, helping build Guided Missile Cruisers and Arleigh Burke-class destroyers. From there I transitioned into IT and engineering management, where I spent the next 27 years. I recently retired from Amazon Web Services (AWS) after nine years there.

One story I always enjoyed sharing with the younger engineers I managed at AWS was that I had been part of the team at L.L.Bean that launched something called a "website" back in 1999. At the time, that was actually a pretty novel concept!

Michele graduated from Kennebec Valley Community College and spent much of her career managing medical offices before retiring a few years ago.

Right now, we're simply looking forward to getting to know everyone and enjoying the camaraderie of fellow Jaguar enthusiasts. Everyone has been incredibly welcoming, and we appreciate that.

As we become more involved and learn about the club's activities, I'm sure there will be opportunities for us to contribute. We enjoy volunteering and won't be shy about jumping in and lending a hand wherever we can."



Eric Liljegren keeps Jim Sanders' XJ in the club. Eric explains: "Thanks for the welcome. I'm a lifelong car enthusiast, having owned Fiats, Alfas and more recently BMWs. I've always loved the design of the XJ. My interest in Jaguar ownership was kindled during the Top Gear era, and helped by some expensive repairs to my BMW 335D, decided to find a well-preserved Series III car to care for and enjoy. I was introduced to Randy Pickett by my cousin Jim Giordano of Giordano Vintage Motors in Carnation. Randy connected me with Jim Sanders, and as they say, the rest is history.

When I sell the BMW, my daily will become our 2008 Tundra, which we use for towing our camping trailer - one of our favorite things. Scott's [Shiebler] daily is a 2007 Volvo XC70 which is getting old and rattly, and is likely to be replaced with a newer one. In addition to camping, I enjoy off-road motorcycles (trail riding) and we own a sailboat, so lots of gear to care for!

We have a young-adult son, Isaac, who has inherited my car enthusiasm. I am retired, having invested in real estate. I'm a local, born in Seattle. I'll let Scott share his story if he wants.

I enjoyed my BMW club membership but did not socialize with club members much. I am looking forward to participation in the Jag club, socially and for information and support caring for the XJ6. Both Randy and Jim have spoken highly of the value of club membership - I've been telling my friends, 'I don't want to enter Jaguar ownership alone.' Unfortunately, we're unable to attend the ABFM this year, but hope to start meeting club folks soon."



Greg Hilsop has driven and ridden a variety of machines. The Bothell resident shares, "A little bit about me. I am a transplant from the UK, came over in 1989 to work in aerospace and never left. Married a girl from Seattle and we had two kids, now grown with families of their own. I am an engineer by training and worked for various aerospace companies supporting Boeing and others beginning in 1978. I have worked on many of the Boeing commercial aircraft including 737, 767, 777 and 787, also some military aircraft.

I bought the 2000 XKR in 2006 because I wanted a convertible, the wife wasn't super happy because I already had a 2001 XJ8 long wheelbase VDP at the time. The XKR outlasted the XJ8 which I ran for 10 years as my daily driver.

I am a past member of the club, but was not super active the first time around due to kids and work etc, but I did enjoy the magazines etc. I am now retired so in theory have more free time on my hands.

Over the years I have had a number of cars that might be considered as interesting including:

- 1972 MG Midget
- 1978 Jaguar XJ6 4.2 (start of the addiction !)
- 1985 Ford Fiesta XR2
- 1984 Lotus Esprit S3
- 1986 TVR 350I (2 seater V8)
- 2003 Audi A6 twin turbo
- 2001 Jaguar XJ8 VDP (Emerald Green) ran for 10 years
- 2000 Jaguar XKR (Red) car I've owned the longest, 20 years now.

I've also had a smattering of motorcycles over the years including Yamaha, Suzuki, Kawasaki, my latest ride is a 2020 Triumph Bonneville T120.

I am looking forward to meeting up with other enthusiasts and sharing stories etc."





Western Washington All British Field Meet

Article by Bill Holmes, photos by Sharon Case and Kurt Miyatake



Bill Bennett and his XJS

The 2026 Western Washington All British Field Meet was held on Saturday, July 11 at St. Edward Park in Kenmore. This year's event brought together over 300 British cars, and over 40 Jaguars! I've been on the Board of Directors for a few years now and am always impressed by how well this event seems to come together each year. It takes quite a bit of work to put on an event of this size, so I wanted to give a huge shout out to all of our members who assisted with the show: Brian & Sharon Case, Doug Jackson, John & Cathy Holmes, Kurt Miyatake, Kent Wiken, Ray Papineau, Randy Pickett and Susanne Nelson. Apologies if I missed anyone.

As I think about it, the ABFM is probably the event with the biggest Seattle Jag Club presence outside of our own Concours! We even managed to pick up a few new members at the show.

We try to put together a theme for each year, usually a featured marquee. This year the team opted to feature the cars of the James Bond franchise. Club President Kent Wiken was instrumental in making this happen, and covers it in his article later in this issue.

The show is best communicated in photos, and following pages contain the highlights from another great event:



e-types usually get parked up front



Ray Papineau parking a Mark 2



Members enjoying company and shade in the Jaguar tent



Sun is out and bonnets are up



Brian Case and new member Ken Decousey



Brian Case with Canada member Adam Korbin



Steve Gutzmer's 3rd Place e-type



Steve Hiestler's 2nd Place e-type



John Chudy showing off his e-type for the first time, taking 1st in class



Randy Pickett's 1st Place XJS



Long time members Cathy Holmes and Adrian Brennan enjoying the shade



John Holmes and Kurt Miyatake manning the ABFM tent



The Lotta Family with their 1955 XK 140



Randy Plckett, Cathy Holmes, and Susanne Nelson helping with packet pick up



Ray Papineau, Linda Roberts, and Brian Case



Ray and Linda's XKSS



New member Antonio Torres' XE-R Sport

What to Take? Preparing for a Rally

Article and photos by John Holmes



The Case's e-type and the Holmes' XK 150 on the 2024 Spring Thaw Rally

I recently saw an online inquiry from an owner of a later model Jaguar embarking on a multi-day trip. They asked opinions on whether to take and use a car cover while staying overnight. That made me think about what we take on trips.

We have taken many multi day road trips over the years. Most were in modern cars such as my all-time favorite Audi A6 or our very practical Honda Passport. Deciding what to take in those cars mostly involves decisions re: clothes, skis and cycling equipment and food.

We have also taken many multi day road trips in our classics, including our XK 140 roadster and XK 150 coupe, our 1974 Cadillac and, earlier, in our E Type coupe. Many of these trips were organized vintage car tours, such as the Hagerty Spring Thaw. Deciding what to take on a multi day trip in vintage cars is a whole new exercise in setting priorities.

I will share what we have learned in packing for multi day trips in our classics. Below are categories of what we take in a rough order of importance. I would love to hear comments, suggestions and criticisms at jaholmes141@gmail.com.

Jack stand: Never jack the car up to change a tire or, especially, to get under it without having it supported by a jack stand of some sort. Granted, it takes up precious space, but I would not work on the car without one. A good rock can be substituted for a wheel chock, but it is handy if you have room.

First Aid Kit: I take a small one on all our trips and include things I might forget otherwise, such as extra contact lenses, eye drops, sunscreen and medication as well as bandages.



Lay out your tools and make a checklist before the trip

Tools:

The only tools most people need in a modern car are a cell phone and AAA card. In classics, though, it is imperative to have basic tools and to know how to use them. We carry a tool bag with what I consider essential tools. Some of my “must haves” include:

Sockets and wrenches: I include the most commonly used sizes of both metric and standard because vintage Jaguars have both, either as original or “upgraded” over the years. I also include an adjustable wrench. I usually don’t take wrenches because they take room and I can make do with an adjustable wrench or channel locks.

Pliers: Channel locks have saved me several times.

Screwdrivers: Of course.

Bailing wire and wire cutters: This is old school stuff that I learned trying to keep a 1950 Harley Davidson running when I was in high school. It was a valuable education that still holds true. The list of possible uses for bailing wire would fill a book. I still use it to temporarily hold the car together until I can repair it properly.

Zip ties: The modern equivalent of bailing wire. If I could only take one, though, I would still rely on old fashioned bailing wire.

Tape: Duct tape and electrician's tape are the universal repair kits you have to take.

Cutting tools: Box cutter, knife, scissors or some type of cutting tool is a must have. I take a box cutter because it is small and works well in multiple situations.

Multi-purpose tool: Many people swear by a Weatherman or other multi-purpose tool. I have never included one, probably because they were not available when I was growing up. I have seen them be very useful, though.

Tube of J-B Weld: J-B Weld can be a lifesaver for plugging temporary holes or repairing cracks in a pinch. We've seen enough rally entrants cobble together fits with J-B Weld that would otherwise be trip-enders that we never leave home without some.

Electrics: I always take extra wire, connectors and tools (including a tester) for rewiring whatever fails. Again, this may not be necessary for modern cars, but invaluable for older Jags. I also take gauges for setting points and plugs.

Jack: We tend to forget about the jack because it is always just hidden somewhere in the back of the car. When you need it, though, you need one that works. We keep two jacks in our vintage Jags because the original jack is a bit of a Rube Goldberg design. It does work, but . . . Also, don't forget the Jack stand and wheel chocks.

Flashlight: It is dark inside that old car. A small flashlight and extra batteries don't take much room and are very useful.

Keys: I take a spare key on all our trips. That spare key you have in a drawer at home doesn't do much good if you lose your keys in the snow at Sun Peaks, B.C. I give the extra key to my co-driver or navigator so it doesn't get locked inside the car when I lose my own key.

Parts:

The older or more unique the car, the more spare parts you need to take. Many of the vintage car tours find us in remote places and towns far away from any sort of source for parts. The list of spare parts I would like to have for our old Jags could fill pages. We have to prioritize the parts we take based on the amount of room we have, what failed part would cause a game over result and what might be found in a small town parts store.

Ignition: A sad fact is that parts are just not made the way they used to be. This is especially true with ignition. If your classic has been converted to electronic ignition, take an extra set. They fail without warning. Points, plugs, and even coils are prone to failure and hard to find in places like Nakusp, B.C. Voltage regulators have a habit of failing on long trips.

Electric: Fuses, extra wire and connectors have saved many trips. We have occasionally even taken a spare generator, but it is usually left behind because of the room.

Fuel: We take an extra fuel pump on long tours. We also take extra fuel line and hose clamps. If your car requires additives, make sure you take some.

Engine: Fan belts come apart at the worse possible times. Take an extra. We often take a water pump and extra hoses.

Gaskets: Even newer cars can blow gaskets without warning. It is difficult to take extra gaskets for everything, so we take a sheet of gasket material. This is usually enough to get the car going to the next repair spot.

Tires: Tires, including the spare, should be no more than 7 years old. If your classic uses inner tubes, take an extra. Most tire shops will not repair holes in tubes and they rarely have a new tube of the correct size. I am told that some modern cars have odd tire valves differing from the common Schrader valve. If so, take an extra.

Fluids: A couple bottles of oil take little room. We also take some coolant and brake fluid, just in case.

Navigation: Take a paper map. Like most people, we often rely on GPS. Many remote areas, however, are not amenable to GPS due to weak signals, etc. Also, GPS systems don't always keep up with changes or closures. We try to take a detailed paper map of the area we plan to be in.

Comfort: I'm not talking about pillows or warm clothes. We try to plan for the worse, which is a breakdown in the middle of nowhere. A pad or large blanket to put on the ground while you are trying to replace that fuel pump can greatly ease the pain or keep you warm while you are waiting to be rescued.

Detailing equipment: IF we have room, we take some materials to clean up the car. Some spray is handy, but not necessary. Cleaning rags or cloths have multiple uses and take very little room.

Car Cover? Finally to the question of the car cover. We generally do not take a car cover. It takes a lot of room and we have never had a problem. If it rains, the cover gets wet and is a mess to deal with in the morning. We have found they are more trouble than they are worth, especially considering how much room they take. The exception, though, is our XK 140 roadster. We don't have a top in the car, which opens more room behind the seats. We have a light waterproof cover that we take on trips and put on overnight. It has saved the interior from a downpour on more than one occasion.

Everything Else: When taking the Jags, we are lucky if we can fit most of this stuff in and still have room for a very small overnight bag. When we take our 1974 Cadillac Coupe deVille, though, we can take all this and everything else. On the Hagerty Spring Thaw in B.C., we included a table, chairs, cooler, food, drinks, a large battery jumper and steer horns. We even took a 5 gallon can of gas because the tour went into remote areas of the province. Ah, the joys of a land yacht!

John A. Holmes

Jaholmes141@gmail.com



Regional and National Awards: Judge's Corner

By Bill Holmes



Wagon entries at the 2025 Heritage Classic in Langley, BC

Just a quick article for this month as we are currently preparing for the 2026 Jaguars on the Green Concours, which should be happening right around the time this edition hits your inbox.

If you've been to any of our events, I'm sure you've heard me or Brian or Sharon or Kent talk about upcoming events around the region, so I wanted to do a quick write up about regional and national JCNA awards.

After a formal Jaguar Concours concludes all scores are submitted to JCNA. Members that have entered in two events will be automatically eligible for a regional award for your class. If you enter in three events your scores will be averaged across the three events resulting in a final national score. After the Concourses conclude for the year, JCNA will contact you if your entry won an award! You can see results from around the nation at <https://jcna.com/standings-by-year/Concours>.

So, hopefully you had a great experience at Jaguars on the Green, and there are two more Concours events in the region coming up:

Heritage Classic: August 21-23 in Langley, BC <https://jaguarmg.com/2026-heritage-classic/>

JOCO Concours: September 5 in Portland, OR. Part of the Portland All British Field Meet <https://joco.org/joco-concours-delegance-2026/>

The Impact of James Bond

Article and photos by SJC President Kent Wiken



Kent Wiken, John Blackburn, and Roger Moore

The 2026 Western Washington All British Field Meet (WWABFM) was great fun, with a share of credit going to the License to Thrill theme, a tribute to 60 years and 26[1] James Bond movies made between 1962 and 2021. Most of these films included fabulous British cars. Apart from the Jaguar XJ which chauffeured “M” around, the many other Jaguars featured in the films were used by the cunning villains! Beautiful examples of cars in the Bond films were displayed in the center circle hill of the WWABFM at St Edward Park, and included SJC member Andrew Hewitson’s convertible XKR. A heavily modified bright green XKR was used for an over-ice chase scene in Die Another Day, and included a gatling gun in the back, rockets coming out of the grill, and ice crampon tires!

[1] Officially 25 James Bond films were made, but I include Sean Connery’s last Bond movie Never Say Never again in 1983 which is not recognized by the franchise.



Andrew Hewitson’s XKR, front-grill rockets and gatling gun not included

Like many of you, I grew up with the James Bond films, and really enjoyed watching them. I recall being excited to find the Sunday night TV movie was going to be a Bond flick! It was snowing outside and 10°F below where I lived, but I grabbed a big bowl of popcorn and Coke and would escape for 2-3 hours! The movies would take the viewer through exotic locales around the world, plot twists, fantastic colorful cinematography, beautiful actresses, wonderful gadgets (on and off the cars), and mentally-deranged villains for Bond to survive and foil their world-dominating plans. Bond was who every man wanted to be and women wanted to be with! During the WWABFM, I reminisced with several people about enduring scenes and lines from the Bond movies; fun memories and a real impact to people in my age range and beyond.



1962 Sunbeam Alpine from Dr. No, along with other Bond cars on the hill at St. Edward Park

Six different actors played James Bond: Sean Connery (7 movies), George Lazenby (1), Roger Moore (7), Timothy Dalton (2), Pierce Brosnan (4), and Daniel Craig (5). Who was the most popular actor? Who better to find that out than from the WWABFM participants? Like me, I am sure many British car owners in the USA were likely influenced to own them by the James Bond movies (hmm what does that say about us Jaguar owners?). To vote for the most popular Bond Actor, we purchased life-size cardboard props of each actor in his black tux and pistol. Then we set up the James Bond actor boards around the marquee circle with a ballot box stuck to them. WWABFM attendees were then asked to vote via \$1 tickets for their favorite Bond actor. One ticket purchased by each person was marked and counted for voting, and the rest were used for raffle/chance-to-win the Bond actor cutout prop they selected.

The WWABFM results:

James Bond Actor	Percent of Votes
1. Sean Connery	58
1. Daniel Craig	17
1. Timothy Dalton	11
1. George Lazenby	10
1. Pierce Brosnan	4
1. Roger Moore	0

Poor Roger Moore! Many (including Sean Connery) were saying that the writers of the Roger Moore Bond movies made the films too campy and silly so that may have something to do with the vote. The other voting results are also surprising to me, and I am not convinced that the 3rd through 6th places would be the same with a larger voting population. It was all in fun anyway, and I was pleased that we could see the representative cars on the field and with the life-size bond actors.



The Lotta family with their haul of Bond cut-outs

Once the voting was decided, we raffled off the Bond Actor props. SJC's Lotta family won 3 of the six Bonds (pictured above)! Their kids gleefully ran up to accept each one to the delight of the crowd. For me personally, it was so fun to see the shared nostalgia of the James Bond franchise. Thank you to the WWABFM committee for making this all happen and sharing my enthusiasm for the James Bond prop idea.

Happy Motoring!
Kent Wiken



Doug Jackson guiding an Aston Martin DB6 onto the Bond Car hill. 1964's Goldfinger featured the famous DB5



The JagMag editor's favorite car from the WWABFM, a 1980 Lotus Esprit from For Your Eyes Only with skis!

Chip Tricks: Paint Repair at Home

Article and Photos by John Holmes



The 'model' for the article; XK 140 at Jaguars on the Green

If you drive your car, you will get chips. The chips mostly come from rocks thrown up by other vehicles. Even if you don't drive your car, you might get chips. I discovered this when I accidentally dropped a screwdriver on my XK 140.

I am not an expert and am certainly not a body and paint technician. However, I have found that most chips can be repaired surprisingly well with a little effort and a lot of patience. In this article, I will discuss what I have learned about chip tricks.

Paint:

Finding the right paint is an absolute must and is more difficult than you might think. If your baby is fairly new, and has not been repainted, it is fairly easy to find the paint number and simply buy or order matching touch up paint. I did this with my wife Cathy's 2002 Subaru to purchase a small rattle can of spray paint to match the rubber bumper trim. When I first sprayed it on, I thought it was incorrect. When it dried, however, it was a perfect match. Several online sites offer paint in small quantities, for either brushing or spraying, if you have the paint number for your car.

If, however, your ride is old and repainted, like my old cars, finding the right paint can be more difficult. The usual approach is to take the car to a reputable auto paint supply store and ask them to match the paint. They have magic tools that "look" at the paint and provide

a formula for the store to make up the paint. My XK 140 was originally black but was painted cream or “Old British White” sometime in the 1970s. The paint is faded, but somewhat uniform. I took the car to a paint store who matched it perfectly. We had the same result with our TR 6 in British Racing Green.

My XK 150 was originally white but was painted bright red long before I bought it. I took the car to the same shop at the same time as we took our TR 6. They used the same magic tool to match the red paint. The results were very different. The TR 6 green paint matched perfectly. The XK 150 red was way off. Since then, I have purchased various small touch up paint kits trying to match the red and have still not found the right shade. I am amazed at how many shades of bright red exist in the paint world. I will try again with the paint shop.

It is also important to match the type of paint. Back in the day, auto paints were generally either enamel or lacquer. I was taught that you could apply enamel over lacquer. Applying lacquer over enamel, though, can be disastrous. It can melt or dissolve the underlying enamel. Many modern paints have formulas that may avoid this issue. Metallic or metal flake paint can be a particular problem. The metallic often will not match the original area, no matter how careful you are. Be safe and ask a knowledgeable technician at the auto paint shop for the correct paint.



Tools:

Once I have the right paint, I then try to find the right tools to prepare the chip and apply the paint. A chip is a small divot where a rock (or screwdriver) has chipped away a small piece of paint. I want to sand or grind out the chip so my new paint will hold. This can be difficult for a tiny little divot. I have found several tools that work well for this. A sharp pointed tool, such as an awl or hole punch can be used to scratch out dirt, old paint, etc. I often use a type of “scratch repair pen” that has firm bristles that work like fine sandpaper to prep the chip. Anything that will get into the chip and remove old paint and debris will work.

Paint applicators for chips come in all sorts of shapes and sizes. A normal paint brush, even for detail work, generally is too big for chips. I use a small dabber that applies just a tiny bit of paint. These dabbers come in various tiny sizes and in sets of 20 to 100. They are cheap and made to be disposable after one use, so clean up is easy.



Touch up paint at the auto supply store often comes in small applicator bottles with its own brush or applicator. The brush is usually too large for chips, so I use the little dabbers.

Preparation:

As with any paint job, preparation is the key to success. Applying paint directly onto the chip may result in the paint coming off and making a bigger mess than I started with. Removing paint and debris from the chip will make better results. I often try to get down to bare metal. This may make the divot deeper but will provide better results.

After getting the old paint and debris out of the chip, it must be cleaned with good quality paint thinner and allowed to dry.

An open question for me is whether to apply primer on a chip before I paint it. Primer is usually necessary when painting on bare metal. I have applied paint on a bare metal chip without primer and it seems to work. It may be that it works on a very small chip, or if the chip is not taken down to bare metal. If the chip is any size and I can see the bare metal, I always apply primer first.

Now, I am ready to apply the paint.

Painting:

Painting is the easy part. Patience is the hard part.

Painting is as easy as dabbing a bit of paint onto the chip. If I have properly prepared the chip, though, the chip will be deep enough that the newly dabbed paint will not rise above the edge of the existing paint. However, I want the new paint to be thick enough to rise above the edge around the chip so I can sand down the new paint without sanding into the existing paint.



Auto paint takes a long time to dry and properly cure. I follow the directions on the paint, but it often takes days between coats of paint. Once the paint is thick enough, I wait until it cures completely before sanding. If the paint is not completely cured, sanding it will gum up the sandpaper and ruin the new paint. Waiting for it to cure can take many days or weeks, thus patience is required.



Chip in mid-process of repair

Sanding:

I have applied my paint and waited for it to cure. I now have a small bump where my chip existed. I want to take the bump down to the level of the existing paint. I do this by carefully sanding only the bump of new paint. I do this by cutting a narrow strip of sandpaper, just the width of a pencil eraser. I hold the strip onto the pencil eraser and carefully sand down. I usually start with 220 grit and go to much finer grit, and finally a bit of rubbing compound.

Conclusion:

My chip repairs are not all perfect, but they usually turn out better than not trying at all. Repairing the chip protects the chipped area from getting worse and, if it is successful, can make the chip almost disappear. Please let me know of any great ideas or slick tricks that I missed at jaholmes141@gmail.com.



Job finished, no more chip!





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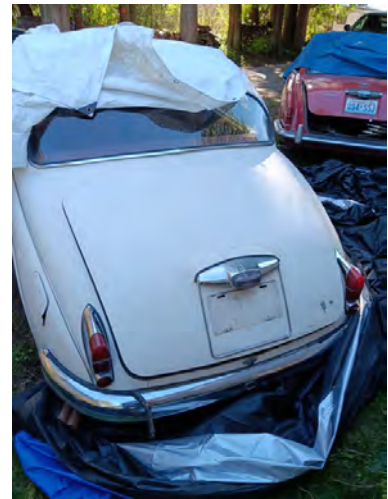
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