

# HOLIDAY PARTY



# PRESIDENTS' CORNER



## **Greetings to all club members.**

Allow me to introduce myself as your new club President in 2016.

I am a recent convert to loving Jaguars. Two years ago I was out on a Saturday with a friend from high school, looking at cars and happened to drive by the Jaguar

dealership... By Monday afternoon, I had a new Jaguar.

I traded in two cars for the gleaming black XJL. One of the cars I traded was a convertible. After Jeff Cotter showed me another convertible I could fit in (I'm 6-ft 1) I bought my XK convertible. So now I have a PRTKITY and SKY KITY (license plates).

Lots of fun activities are planned for this year. I am looking forward to meeting you during the upcoming events. I am always open to suggestions, and appreciate your feedback.

Congratulations to George Arthur for our newest lifetime member, and a big big thanks to Daniel Buchen for your service as club President over the past two years.

Cheers to you all, and looking forward to getting our cars back on the road!

Holly K. Richmond

# JAGUAR F-TYPE SVR TAKES A LEAP MORE POWER, AND AGGRESSIVE LOOKS.



Jaguar's new F-Type SVR just leaked online, and according to the German brochure, Autovisie. The new model in the range is a powerhouse with 567 horsepower and 516 pound-feet of torque from its 5.0-liter supercharged V8. Those figures give the SVR 25 hp and 14 lb-ft over the current all-wheel drive F-Type R.

The F-Type SVR is solely available with an eight-speed automatic and all-wheel drive. The powertrain can get the coupe to a top speed of 200 miles per hour or 194 mph for the convertible. Acceleration is brisk with the run to 62 mph lasting just 3.7 seconds, which makes the new model even quicker than the Project 7's 3.8-second sprint to 60 mph.

The SVR shows off extra power through a more aggressive nose with larger intakes and slats behind the front wheels to pull cool air past the brakes. The rear gets a wing and larger diffuser. The brochure lists optional carbon ceramic brakes that are 46 pounds lighter. A titanium exhaust also sheds about 26 pounds and makes the supercharged V8 sound even fiercer.

Spy shots have shown the SVR testing, but Jaguar hasn't said anything official about it. Still, the German brochure looks legit. The document makes no mention of price, but you can expect a premium over the F-Type R's \$104,595 (after \$995 destination) for the coupe and \$107,445 for the convertible.

Excerpted from *Autoblog*

# JAGUAR CLASSIC HEADING TO LE MANS WITH VINTAGE RACERS



A grid full of vintage Jaguars will rumble into France in July to race in the Jaguar Classic Challenge during the famed Le Mans Classic. The event should give motorsport fans plenty to watch with a bevy of pre-1966 Jags on the famous circuit, including E-Types, XKs, C-Types, D-Types, and even the company's sedans.

Jaguar launched the vintage racing series last year to build on the success of the popular E-type Challenge. It continues with a five-event calendar this season but swaps out a meeting at Brands Hatch to go to Le Mans. The drivers also get to lap Donington Park, Silverstone, the Nürburgring, and Oulton Park.

Le Mans is practically a home track for these Jags. The British automaker dominated the 24-hour race there in the 1950s, including overall victories in '51, '53, '55, '56, and '57. Watching an array of pre-1966 Jaguars racing on the iconic circuit, some of which even raced there in period, will be a sight not to be missed.

Excerpted from *Autoblog*

# JAGUAR WILL BUILD 9 XKSS CONTINUATION CARS AT \$1,4000,000 EACH

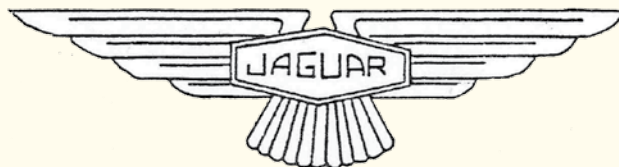
The Jaguar D-Type was a cutting-edge race car back in the 50's. It was a car that could drive from Jaguar's Browns Lane factory to winning the Le Mans race in France and back to the UK.

The XKSS was a D-Type with a bare nod to road-going conveniences, such as wind protection. With some unsold D-Type racers cluttering up the shop after three successive Le Mans wins, Jaguar converted 16 into XKSS spec, and had more in the works. A windshield and a passenger door were added; a cabin partition and the fin behind the driver were removed. Otherwise, it wasn't much different than the all-conquering Le Mans winners.

Then tragedy struck. A factory fire destroyed nine of the cars, and the company never picked up continuing production after the wreckage was cleaned up. Jaguar aficionados, and the company itself, keenly felt the absence of the "lost" cars.

After the contemporary success of the continuation E-Type lightweights built by the Jaguar Classic division of Special Operations, the company will finish the XKSS run. Nine cars will be handcrafted for a select group of customers and collectors, much as the company did for the lightweights. Jaguar expects the cars to fetch more than \$1.5 million each. Considering the mystique of these "lost" cars, and the fact that actor Steve McQueen was heavily associated with the XKSS, they may trade hands for considerably more after the initial owners part with them.

Excerpted from *Autoblog*



# JAGUAR MODELS COULD REV AGAIN . . . WITH INLINE-SIX ENGINES

By Chris Bruce

Rumors are swirling once again that Jaguar might return an inline-six engine to its lineup. *Autocar* claims Jaguar Land Rover will use the modular Ingenium engine family to create a 3.0-liter straight-six. The new motor will replace the automaker's current V6. As with the Ingenium 2.0-liter four-cylinder, JLR will likely offer the powerplant in gasoline- and diesel-fueled versions.

A rumor in May 2015 also suggested JLR would create an Ingenium-based turbocharged 3.0-liter inline-six and a 1.5-liter three-cylinder unit. According to *Autocar*, the engine bay in the XE, XF, and F-Pace can already fit the longer engine. The automaker isn't talking, though. "We can't comment on future product one way or another," company spokesperson Nathan Hoyt told *Autoblog*.

Jaguar built much of its performance legacy with straight-six-powered vehicles. While the C-Type and D-Type were winning races with the engine layout, practically every Jaguar production model used them as well. Today, straight-sixes are less common. BMW continues to use them, and Mercedes-Benz reportedly also plans to offer one soon.

While *Autocar's* report is still just a rumor, the move to an inline-six could be advantageous for JLR. For example, using an Ingenium-derived design could simplify manufacturing by allowing the company to build the powerplant in one factory alongside the 2.0-liter version. Returning to a design with such an important heritage for Jaguar would also make life easy for the brand's marketing team because it could link the new engine to past racing glory.



# FUN & FROLIC: THE ANNUAL HOLIDAY PARTY

Once again Gloria and Mike Lynch opened their beautiful Chanhassen home for the annual Holiday party. Limited to 40 couples (you see why we always warn members to get their checks in quickly) the enthusiastic members filled the Lynch home and spilled over into the attached, heated garage (naturally also filled with the Lynch fleet of vintage Jaguars).

Following the triple main course gourmet dinner, salads, and a trio of delicious deserts, outgoing President, Dan Buchen presented former president George Arthur (2004) with not only an achievement plaque, but also a lifetime membership in recognition of George's many, many services to the club over several decades.

Next, Dan handed over the traditional presidential gavel to incoming President (and 10 year U.S. Navy veteran) Holly Richmond, who crossed the Mississippi River (and the state border from her home in Hudson, Wisconsin) In her shining black XJL Portfolio sedan to enthusiastic applause from the attendees. Then Dan also presented her with a somewhat more dangerous mallet-gavel she might find useful during rowdy board meetings.

A great time for everyone!



# WHAT ABOUT THOSE TWO CARBUETTERS\* (\*AS THEY LABEL THEM IN ENGLAND) ON YOUR CLASSIC JAGUAR?



The almost dozen club members who attended the “carbuetter” seminar enjoyed a great presentation on February 13, 2016. Mike Lynch and Jeff Flynn put on a genuine “show and tell” that passed on a great many practical tips and tricks for the sometimes obscure method of tuning and keeping up the classic SU (Skinners Union) “carbuetters” on your XKs, Marks, and E-types. The lucky dozen also enjoyed a great food spread after the class.





# WHAT YOU'VE BEEN WAITING FOR (FOR YEARS!) GOOD NEWS FOR OWNERS OF SERIES 1 E-TYPES

Jaguar's Special Projects Division that is tasked with redeveloping parts supplies for vintage Jaguars, recently announced they will be remanufacturing body panels for Series 1 E-Types. Check with club member Gene Berghoff for details.

The Jaguar website for these parts is: [www.jaguarheritageparts.com](http://www.jaguarheritageparts.com)

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Contact Karen Kopitzke. (651) 436-1181.  
(or) [kakopizke@q.com](mailto:kakopizke@q.com)



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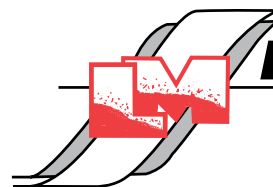
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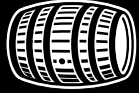


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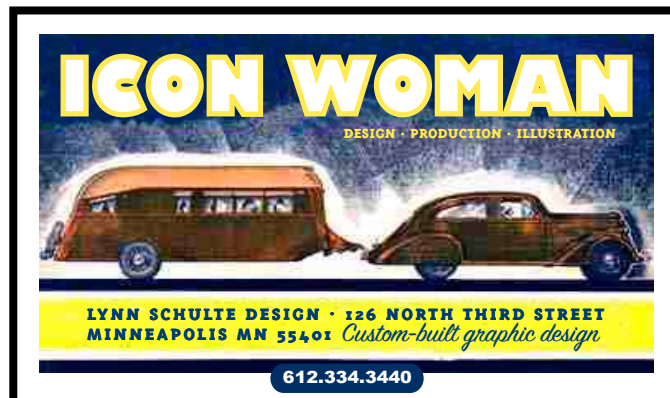


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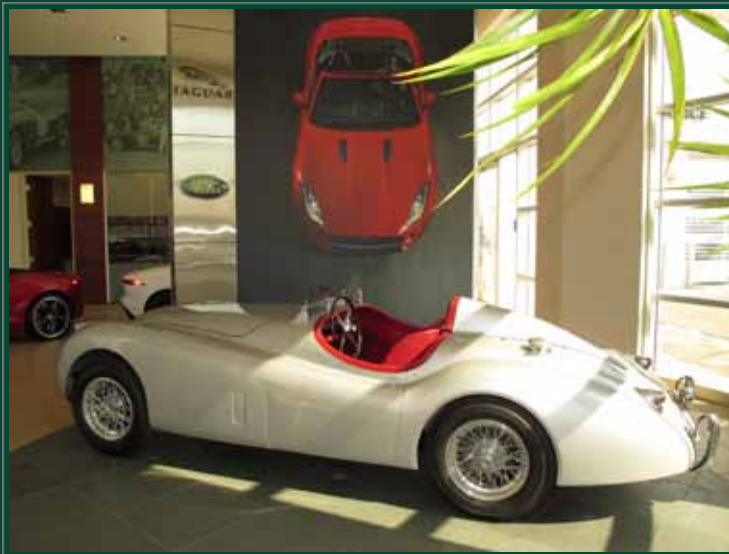
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