

# Anniversary Picnic



# PRESIDENTS' CORNER



*Hello Fellow Jaguar Club Members,*

This evening as I put pen to paper it is 93 degrees outside with possible storms looming. It seems to have been an unseasonably warm summer this year. With rain coming at least I get a reprieve from mowing for a few days. PHEWW!

Even though Fall is fast approaching, we still have more than ample time to link up and attend a variety of club activities. Cruises, drives, car shows, car races, etc. etc. Pick the ones that appeal to you and that you can fit into your busy schedules and go for it. It's pretty hard to attend an event and have a bad time.

Time just flies and as we each get a little older it passes even more quickly. Soon we will all be classics like our cars. Lets make the most of the summer and spend some quality time together. Hope to see you at an event in the near future.

I would like to bring up one more important item. If you have not already, please make an effort to thank the behind the scenes members of the club that do so much work for us but usually go unrecognized. I personally want to thank all the club boards members that do work that cuts into their free time and takes them away from something they might rather be doing. Thanks a lot for your time and effort.

In closing may the rest of your summer be filled with fun, food, friends and family (and maybe a cold one or two).

*Sincerely,*

*Dick Bass*

*Jaguar Club President*



# JUNE 5 CHICAGO PREMIER

We set off from Overlook Park over by the Ford plant on that threatening Saturday, finishing a couple of hours later as a wet assembly of mostly Jaguars at Joe's eatery. Sounds foreboding, but we had a great time!

We did most of the Minneapolis Parkways: West River, Theodore Worth, Cedar Lake, Dean, Lake Calhoun, William Perry, Lake Harriet, Minnehaha, Ford, and Godfrey...yes, all parkways. Sure are a lot of these in Sin City. I only remember two in Chicago.



Some of the cars at the start



A fitting finish, everyone's happy



After that adventure we turned our sites on the pretty bits of Saint Paul, ending up at Joseph's Grill. It rained about half the way, but the scenery made it worthwhile.

Dale Martin did a superb job of putting this jaunt together again this year. Is that the third or fourth? How many cities can you actually enjoy driving through and around on a Saturday afternoon? Not many. It does however take a good planning.

Participants were Dale and Barb Martin, George Arthur and Dick Jones riding together, Mike and Gloria Lynch and their friend Betty, the Welters William and Diane, Brent Poppenhagen and Kathy Berg, Russ Colber and his guest, Boss Dick and Wendy Tweed, and for most of the way, Bob Nordin.

Geore Arthur

# MEXICAN FIESTA



This fine afternoon brought to you by.....



Fine dining in the garage

One of the nicer events of the year, Lynch's Mexican Fiesta again earned high kudos for great things to do on a Sunday afternoon. This year included both Healey and Jaguar Club members for added fun. Folks, you just can't get any better food than what is always offered at Mike and Gloria Lynch parties. This year was no exception. I didn't get a head count, but the deck, the formal dining room, and the "informal" dining room (aka known as a garage) were full of people every time I looked. And don't forget about the tire kickers inspecting both the Jags and Healeys there, too. And for the natures lovers, there were plenty of nice gardens to enjoy. I will repeat here.....you've gotta go to a Lynch party sometime. You'd be silly not to.

continued on page 5



George was always the ladies man



Jim Slavik and Sharon



Al and Mary Kaeding



Tacos, tamales, and enchiladas were catered by Diane Cruz, specially trained in Mexican cooking. She operates her own catering business called Tacos by Diane. Mike Lynch offered up a coastal rice dish, three salads (mixed with edible flowers, oregano tomato w/lettuce, and Mexican fruit). Wendy Tweed prepared apple and peach empanadas along with sopapillas....wow! As I left I grabbed some extra sopapillas to ease the ride back to Stillwater.....after all, there's lots of road construction out there. Anything to alleviate that stress is most welcome.

Thanks again to the Lynch's, Diane Cruz, Wendy Tweed, Coke (Gloria's sister), Rhonda (friend of Lynch's, I think), Beth Flynn, and Callie Flynn for the great afternoon.

Glenn Nickleski



# JOHN NARDUCCI HAD A 'THING' FOR SELLING CARS

MOLLY YOUNG, Star Tribune

John Narducci, a World War II veteran who would become the Twin Cities' go-to Jaguar salesman, died Monday after breaking his hip and suffering a heart attack in April. He was 88.

Until his retirement in 2007, Narducci had spent almost 50 years selling Jaguars and other British cars. His wife, Gerri Narducci, said selling cars was his career and his retirement -- the only thing he knew.

"Even at his early 80s, he'd be up on the roof, moving cars," said longtime co-worker Rolf Essmann. "He just loved work. That was his life."

Customers and co-workers knew him as John Nardi. During the early days of his career, when British cars had notorious electrical problems, his name became so synonymous with British makes that people would call him at home to tell him about the problems.

Narducci became such a fixture at Downtown Jaguar that he was part of the package when Luther Auto Group purchased the dealership in the late 1980s, former boss Ted Terp said.

"I had a sales staff of eight, all younger than John, but he worked the longest hours."

When sales were slow, Narducci filled his 12-hour days keeping in touch with customers, whose contact information he religiously kept on lined legal pads -- his own version of a Rolodex. Daughter Theresa Narducci said that when a young salesman once asked her dad for advice, he offered four words: "Just make the calls."

Born in 1921 in St. Paul to Italian immigrant parents, Narducci learned "you have to work to eat," said his wife of 63 years. When work became less of a necessity, Narducci still found joy in it. "He became this icon in the industry," she said.

Narducci spoke Italian and German, the first picked up during his childhood and the second during his World War II imprisonment in a German prisoner of war camp.

The Air Force flier was held at Stalag 17 for a year and a half, captured after his plane was shot down near Holland. "That was the defining experience of his life," said Theresa, who learned recently that her father -- known for his humor -- would tell jokes and try to make light of the situation. He returned to Minneapolis in 1945.

In recent years, he and Gerri had attended reunions with other former Stalag 17 inmates.

When Narducci began his career selling pots and pans, he impressed families by preparing a meal, not a pitch. He made the switch to cars in the early 1960s and developed a devoted following of customers. One man stopped by the Downtown Jaguar dealership recently with his 1974 Jaguar XKE that Narducci had sold him new, Essmann said. He wanted to take a picture with the salesman.

Essmann expects many of Narducci's former customers to attend his funeral. Essmann has called several, and asked them to drive their vintage Jaguars (all sold by Narducci) in the funeral procession. "It would be a testimonial to John," Essman said. "He was Mr. Jaguar in this town."

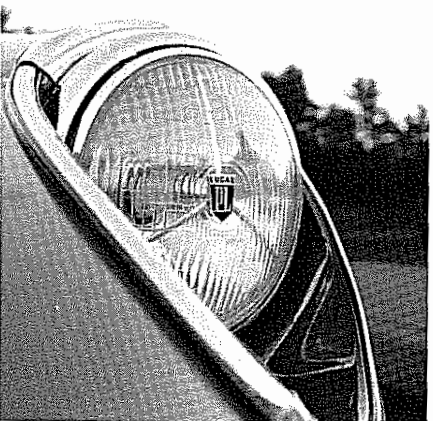
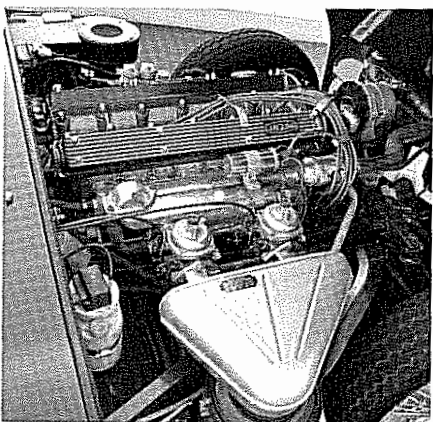
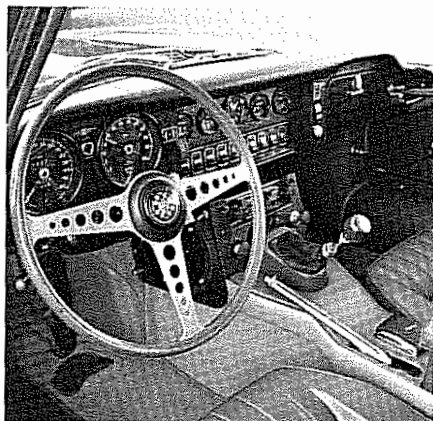
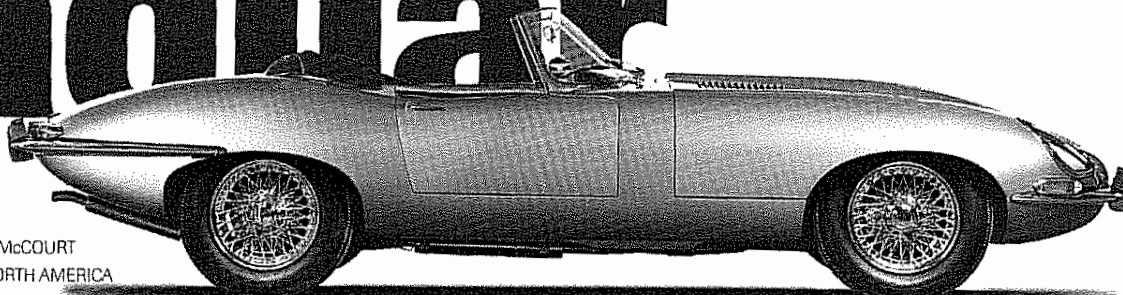
In addition to his wife and daughter, Narducci is survived by two sons, Joel of Minneapolis and Peter of Dassel, and three grandchildren. Another son, Stephen, preceded him in death.

1961-1975

# Jaguar

## E-Type

BY CRAIG FITZGERALD

PHOTOGRAPHY BY MARK J. McCOURT  
AND COURTESY JAGUAR NORTH AMERICA

### THE WORLD'S MOST BELOVED SPORTS CAR

**T**he earliest E-Types had it all. They were built with all of the objective characteristics that appeal to the right side of the brain: power, all-out-speed, handling, braking, modern construction techniques. But they were also jammed with the less tangible, subjective qualities that stop the left side of the brain cold in its tracks: perfect styling, class, grace and pure sex appeal.

But lots of cars of the early 1960s had all these features, too. What Jaguar did was offer it all at around \$5,600, less than half that of its competitors. The earliest E-Types were held in as high esteem as any Ferrari or Aston Martin of the period, whether the venue be a concours or a race course, yet the E-Type was the car that—with a stretch of finances—anyone with a decent job could afford. It was akin to finding a supermodel who preferred to date guys who pumped gas.

The very first prototypes used the legendary D-Type race car's construction as the basis for a new road-going machine. They used a monocoque body affixed to a tubular framework which provided mounting points for the engine and suspension. The framework also provided the pivot point for the front-hinged hood, which was also borrowed from the C- and D-Type Jaguars, and allowed full access to the engine and suspension.

The production E-Type debuted in March of 1961 for export only. Four months later, E-Types were launched for the home market. In testing, the E-Type was the first production car to ever top 150 MPH. These Series 1 cars were powered by the same 3.8-liter, triple carbureted inline six-cylinder engine from the XK150S, delivering 225hp. In October of 1964, engine displacement increased

to 4.2-liters and engine power went up to 265hp. The first 500 cars featured a flat floor and exposed bonnet latches, but quickly, the floor was scooped out to provide more legroom, and bonnet latches moved inside the passenger compartment. The Series 1 was available in Coupé and OTS (Open Two Seater) form until 1966, when Jaguar added the 2+2 variant, with a body nine inches longer to accommodate a rear seat. Series 1 cars were produced between 1961 and 1967, with a total of 38,419 units built.

As a means of placating the U.S. Government's increasingly strict safety rules, Jaguar announced the Series 2 E-Type in 1969. The glass-covered headlamps had disappeared in 1968, and the body gained a new wraparound rear bumper, and larger front turn signal lamps and taillamps. Inside, the aircraft-inspired toggle switches gave way to rocker switches deemed to be safer. The barrel-backed seats were revised for comfort, but weren't as aesthetically pleasing. In three years of production, Jaguar built 18,809 Series 2 E-Types.

The last gasp for one of Jaguar's greatest cars was the Series III, introduced for the 1971 model year. (Series II and Series III E-Types were sold alongside each other in 1971). Its defining characteristic was the 5.3-liter V-12 engine, developing 250 SAE net hp. The engine was the first entirely new powerplant from Jaguar since the XK120, which dated to the early post-war years. The all aluminum V-12 was only available in the OTS and 2+2 body styles, with the convertible using the longer 2+2 floorpan. Jaguar produced 15,287 Series III E-Types between 1971 and 1975, when the curtain finally came down on this legendary sports car. 🏁

# 33<sup>rd</sup> Anniversary Picnic and Golf Outing

BROOKVIEW PARK, GOLDEN VALLEY



If ever the Jaguar party planning bunch ever would fall into hard economic times, it would be a natural progression to turn to catering. If you made it to the 33rd Anniversary Picnic on July 11th, I'd think you'd agree. Picnic food galore. From a great selection of grilled meats to veggies to salads, following up with the traditional Anniversary sheet cake, everything was top notch. And the weather was fine, too. Clouds looming, but the rains held off until the way home. Unfortunately this year no one took advantage of the optional golf, but it was a good thought anyway. And don't forget the door prizes. Everyone came home a winner, with most being double winners.

continued on page 9





Here's a list of who did what for this year's picnic.

- |                         |                                      |
|-------------------------|--------------------------------------|
| Wendy Tweed & Dick Bass | Planning, scheduling, and flyer prep |
| Wendy Tweed             | Chief food organizer                 |
| Mike Lynch              | Head grill chef                      |
| Dan Flynn               | Assistant grill chef                 |
| Dick Bass               | Door prizes                          |
| Ken & Ruth Smith        | Anniversary Cake                     |

Another nice "option" was a personal test drive in a brand new Jaguar XJ. John Sherrock of Jaguar Minneapolis brought a loaner for anyone to sample. Quite a few took it out for a spin. Smooth as silk. Luxurious. Fast. High tech. Quite a statement car. Thanks, John!

Glenn Nickleski



# Rendezvous 2010 : Thunder Bay, Ontario

## “WAKE THE GIANT”

Such a reporter I am! Even though Gwen, son Todd, daughter-in-law Kris and I attended this year's Rendezvous in Thunder Bay, called "Wake the Giant", I have no idea of who this giant is. I believe though, it may be some sleeping native out in the bay somewhere. Maybe by the time the Rendezvous event gets back to Thunder Bay I'll have it figured out.

However, I do know what a Inukshuk is. A statue of sorts, created from natural stones arranged to look like man. These statues were constructed along highways of Thunder Bay, meant to guide travelers to safety. They were also constructed to serve as trophies for Rendezvous 2010. A nice touch.

The Jaguar Club had a stalwart crew in attendance this year. There was lots of stuff to do. Tours of the area, golf, a funkhana, 2 car showings, casino, both a Time Speed Distance Rally and a trivia rally, plus a Saturday night banquet with speaker.

continued on page 11

Award Winner,  
Lynch's "Henry"  
1959 MK IX



Joe and Sue Werner  
at the rally start



I believe  
this Mini  
was a rally  
winner



Mid engine wonder



# Rendezvous 2010 : Thunder Bay, Ontario "WAKE THE GIANT"



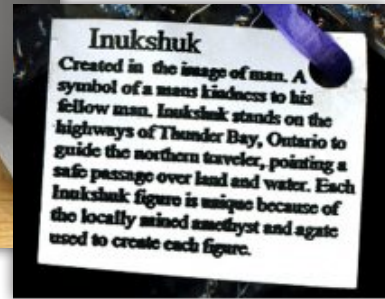
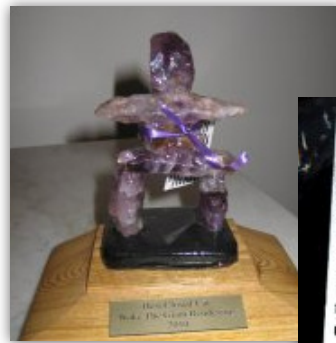
Purple haze, man



A nice young couple with the last name Nickleski



Swedish entry



Award Winner, Martin's 1958 XK-140



Tough Luck Award Winner, Baker's 56-XK-140

And, of course some Jag Club members took home some trophies, cleverly disguised as those interesting Inukshuks. These were extra special, as the stones used were locally mined amethyst and agate. Mike and Gloria Lynch earned the "Most Popular" Inukshuk award for their 59 Mk IX. Dale and Barb Martin garnered the "Best Closed Car" with their 58 XK-150 Coupe. And the "Tough Luck" award went to Doug and Kay Baker after they were side swiped by one of Thunder Bay's city buses. I suppose some people will do anything for one of those Inukshuks! At least no one was hurt.

On another Rendezvous note, some of you may have received a phone call regarding the need for volunteers for next years Rendezvous meet. The Jag Club was thinking about organizing R' 2011. We were trying to pin down about 30 people to do the various jobs that needed to be done. Things were going well, I believe, but rather quickly the British Iron Society from Fargo decided R' 2011 was for them. . . . .all 20 of them, in fact. Yes, I believe they have 20 to 25 people total in their club. So next year Rendezvous will be in Fargo. Good luck to the British Iron Society! Uffda.

So if anyone has a bumper for a XK-140, please talk to Doug Baker.

Glenn Nickleski



# Road America, 2010



Submitted by  
Gene Berghoff



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## Annual Open House

September 19<sup>th</sup>, 2010  
1pm-4pm

**Mark your calendars now!**

Join us for food, refreshments, and a good time! Staff will be on hand to answer any questions.

## Jag Trivia Question

Sir William Lyons and William Walmsley are the founders of Jaguar. What was the original name of their company and what did they produce before Jags?

Answer on next newsletter

*"The car is the closest thing we will ever create to something that is alive."*

~Sir William Lyons  
Founder of Jaguar



'66 Shelby

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## All Aboard!

The year 2009 crept upon us, like so many others, and seemed to pass us by just as quickly as it had arrived. The '09 year blessed us, not only with our best year of business, but also a wonderful expansion to our staffing. Co-Owner and VP, Cory Bremseth alongside his father John Bremseth Owner and President of the body shop, added four new members to their team. **Jerico**. A lifelong car enthusiasts with a love for the trade, was hired on as a body tech. and mechanic. A hard working and dedicated employee, Jerico was the very first of the new crew. **Chris**. A veteran and lifelong car enthusiast himself was also hired on as a body tech. and mechanic. He has an incredible knack for metal work and the quality of his works proves just that. **Casey**. With a 2 year diploma from Madison Tech. in Auto Collision Repair and Refinish Tech, came aboard as a Body Tech. and Painter. He hails to us from a nationally known shop, specializing in resto-mods. His experience and knowledge for someone his age is incredible and brings something special to the shop. **Angela**. Gracing your ears when you call Bremseth's is John's daughter Angela. The newest member to the team, she is in charge of some of the office work. She also works with promotions and advertising for the business. Her creativity has become an asset to our company.

We feel so blessed to have a wonderful and talented crew on board with us. And are excited to see what the 2010 year has in store for us, either way, as a team, we'll conquer it head on.

## Off to the Shows

We were pretty excited to hear that a 66 Shelby we restored was off to be shown at some shows. A four year long project ended up getting rave reviews and received a few trophies. In August of the current year, the Shelby's owner is taking it to the nationals to be shown, in California. We wish him the best of luck and are excited to hear how he does!

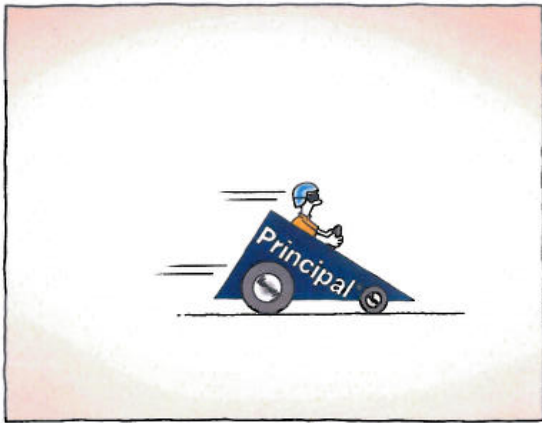
We are also excited and proud to share that a '74 Pontiac Trans Am Super Duty 455, a low production vehicle, will take part in the National Pontiac Trans Am Circuit, in Dayton, Ohio this August. The VW Classic Circuit in June, out in California, will feature several of our completed projects as well. Again, we wish all our customers, taking their vehicles to various car shows nothing but the best!

With a full crew, we're able to keep the work rolling in and out of the doors and are currently scheduling work for the 2010 fall season. We hope to see you all in September at our Open House or even if you stop in just for a tour or visit!

All of us at Bremseth Body Shop wish you all a happy and successful 2010!

Some of you may know  
that Jaguar founder  
William Lyons started out  
his illustrious career in  
the mororcycle industry.

Picture submitted by Gene Berghoff.



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# MINNESOTA JAGUAR CLUB

## September Drive and Luncheon

SUNDAY, SEP 19, 2010



The drive and luncheon will begin at 10:30 am and is in three parts:

- **PART A:** Birkmose Park in Hudson, WI, through some beautiful western Wisconsin back roads (all paved) to Red Wing. This first leg will cover 50 miles and take about an hour and a half.
- **PART B:** The Norton's Restaurant in Red Wing. Chefs Sara and Greg Norton will lay on a special menu for the Jaguar Club in the mezzanine overlooking the main dining room of their beautiful new Restaurant. Cost will be \$15 including salad, choice of entrée, non-alcoholic beverages, tip, and tax. Cash bar available.
- **PART C:** After lunch, the drive will continue (for those who wish), covering an additional 80 miles of great sports car roads. We will end at about 3:30 pm at the corner of I-94 and U.S. 12 (Exit 4) in Hudson at Paddy Ryan's Irish Pub for those in need of a refreshment before heading home.

### Directions to Birkmose Park

I-94 to Wisconsin Exit 1 to downtown Hudson. North at first signal at Dairy Queen/gas station and turn east (right) onto Coulee Drive. Continue east on Coulee Drive to first possible right (concrete Tee-Pee) into Birkmose Park. Up the hill to the Scenic Overlook. Enjoy the view as we get ready for the drive.

Questions?

Call Brent Poppenhagen or Kari Berg at 952-906-1541 or [bwpoppenhagen@yahoo.com](mailto:bwpoppenhagen@yahoo.com).

**RSVP REQUIRED BEFORE MONDAY, SEPT, 13.**

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Please RSVP by September 13 to Brent Poppenhagen, 3505 W. 134th St., Burnsville, MN 55337.

NAMES: \_\_\_\_\_

Number of lunches: \_\_\_\_\_ X \$15 = \_\_\_\_\_

Make checks payable to Minnesota Jaguar Club.






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# Sunday Drive

What a day for a drive! One of the nicest days this summer just happened to occur on Ken & Karen Kopitzke's tour of western Wisconsin. A nice assortment of handsome machinery came out for the day. Ken had a nice route of near 100 miles all set to go, on towards Prescott and then some. Man is that corn high this year.



DBL SIX leading the way



Smitty and Jan Smith's awesome XK8



Kopitzke's XK-120 Replicar



Rumor has it these are the original "3 Amigos"



Just a great day for a picnic



Ladies relaxing

After the drive we were all treated to a great picnic of bratwursts, fresh picked corn on the cob, beans, salad.....not to mention some well earned liquid refreshments.

We also got a chance to inspect some results from Ken's hobby of rebuilding horse drawn sleighs in his "Wacky Workshop". If you ever want to know how to permanently bend a length of wood into a multiple curved masterpiece, Ken's your man. Restoring a wrecked or broken sleigh into brand new condition is one of his specialties.

Thanks to the Kopitzke's for a fun afternoon. Will be looking forward to more drives in the future.

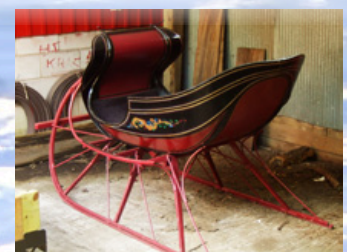
Glenn Nickleski



Keep the line moving



One of Ken's restored sleighs



Another sleigh almost finished

# For Sale

## EARLY 50S JAGUAR MK VII

Light Green, 3.4 liter  
Good paint, mechanics, and wood  
Interior needs a little work  
Mike Lynch, (952) 474-5642

## WANTED

Nice front bumper for a 1956 Jaguar XK-140. Please see the picture in the writeup of Rendezvous 2010 (page 12).  
Call Doug Baker @ 651-635-9386.

## FOR SALE (spotted by Smitty and Jan Smith)

1991 XJS V-12 Collector's Edition, 54M,  
Great shape inside and out.  
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References available upon request

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# Jaguar Club of Minnesota

## Calendar of Events (May - September)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen: 651.222.3899 dwbuch@hotmail.com
Saturday August 14	Ellingston's All-British Car Show & Swap Meet	Ellingston's Car Museum Rogers, MN	Brian McCullough: 715 832 8316 Drindt5953@hotmail.com
Sunday August 22	**Boat Cruise and Brunch	TBD	Richard Bass & Wendy Tweed: 952 933 2490 Wendy.tweed@morries.com
Sunday August 22	Wheels of Italy	Lake Calhoun Minneapolis, MN	wheelsofitaly.com
September 10-12	Elkhart Lake Vintage Festival (VSCDA) Road America	Elkhart Lake, WI	Brent Poppenhagen: 952 906 1541 bwpoppenhagen@yahoo.com
Saturday September 11	Wings & Wheels Car & Plane Show	Classic Motorbooks Osceola, WI	Daniel Buchen: dwbuch@hotmail.com
Sunday September 12	The Salisbury Concours d'Elegance	Des Moines, Iowa	Mike & Gloria Lynch: 952 474 5642 cmi@cmeters.com
Sunday September 12	**BBQ and Golf Outing	Brookview Park Golden Valley, MN	Werners & Lynchs
Saturday September 19	**Drive and Luncheon	Meet at Birkmose Park, Hudson WI	Brent & Kari Poppenhagen: 952 906 1541 bwpoppenhagen@yahoo.com
September 23-26	SCCA National Championship Runoffs	Elkhart Lake, WI www.roadamerica.com	Brent Poppenhagen: 952 906 1541 bwpoppenhagen@yahoo.com
Sunday October 3	**Drive and Luncheon	TBD	Russ Colber: 651 772 3153 Xjr96@msn.com
Saturday October 10	Drive for Kids	St. Paul to Redwing	William Welter: 612 825 3117 Wmxj12@earthlink.net
Tuesday October 26	**Pub Night	TBD	Richard Bass & Wendy Tweed: 952 933 2490 Wendy.tweed@morries.com

\*\* Jaguar Club of MN - Sponsored Event. For event details and latest updates, see [www.jaguarminnesota.org](http://www.jaguarminnesota.org)

## New Members

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