



Annual Holiday Dinner & Awards Party



PRESIDENTS' CORNER



Hello Everyone . . .

It's been a great two years as your club President and now it's time for me to hand the gavel over to our New President, Richard Bass.

We've had so many good times these past couple of years and I want to thank everyone who has taken on the responsibility of hosting an event as well as all of the members who have joined us on these outings. We had a great Planning Breakfast and our 2010 calendar is full of events for the coming year so I hope that you can pick one or two or more and join us.

Thank you to everyone for your support; it's been a privilege to serve as your President!

*Elaine Brahms
Past President
Jaguar Club of Minnesota*

Hello and Happy New Year to all.

We have just concluded another Holiday Season as well as our yearly Planning Breakfast. The year was capped off with our Holiday Party, hosted again by Mike and Gloria Lynch. If you have not attended a function at their beautiful home, you have missed out big time. Kudos' to Mike and Gloria for another wonderful evening.

Getting back to the Planning Breakfast, I believe we have set forth an agenda which should satisfy most everyone's desires and tastes. This is why I am asking all club members who we don't normally see, please come and join us in the activities. You have my solemn word that you will not be asked to do any work. (Unless you want to help). We would love to see you at an event and we will look forward to any stories you would like to share.

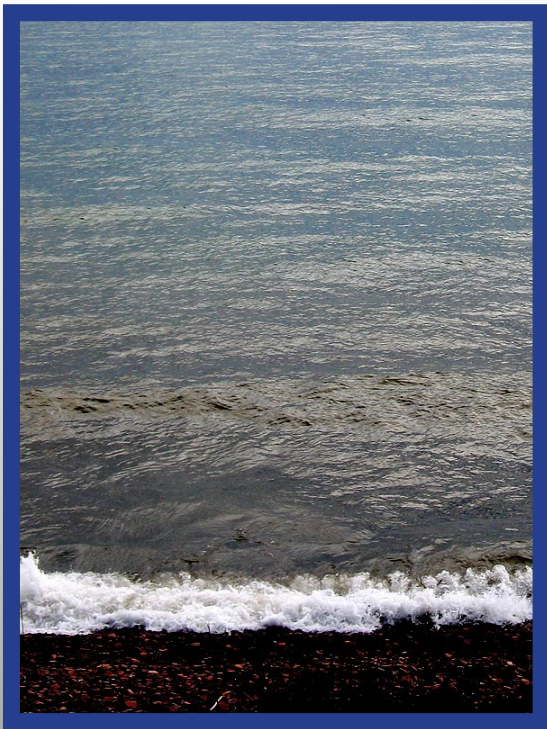
I have another request. Throughout the course of the year please offer up a simple Thank You to some of the past and present officers and members for the outstanding efforts put forth by them to ensure the high level of success of our club. In this fast paced and disposable world we live in, there are not many entities that survive as long as our club has. That is all do in part to the efforts of our members.

Get In, Sit Down, Buckle up!

It's going to happen.

Be There!!!!

*Thanks to All,
Dick Bass
Jaguar Club President*



Round Lake Superior Drive

From time to time members of the Jaguar Club of Minnesota have embarked on a "Round Lake Superior Drive." It has now been a number of years since this adventure was undertaken. Perhaps this is the year for an excellent adventure!

The last time this drive was undertaken it was led by Ken Smith who knows the ins and outs. Ken suggests that it will take four nights to complete the trip allowing for some sightseeing in addition to the great sports car roads that ring a good portion of the Lake. Of course, good accommodations and good food would be part of the trip as only the Jaguar club can do it.

Initial thinking is that the trip should be scheduled for late in the Summer, such as Labor Day weekend (to reduce the necessity for those who work to take extra vacation), or some time early in the Fall.

At this time, we would like to gauge interest in such a trip. If you, or you and spouse, might be interested you should call or write Brent Poppenhagen at 952-906-1541 or bwpoppenhagen@yahoo.com. If there is sufficient interest, we will hold a meeting in the Spring to settle on dates, itinerary and so forth.



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OF THE **ST. CROIX RIVER VALLEY.**

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Chateau St. Croix Winery, 1998A State Road 87 St. Croix Falls, WI 54024

MINNEAPOLIS JAGUAR-LOTUS

New Model Introduction Nights

The folks at Minneapolis Jaguar/Lotus have been busy. On December 2nd the dealership introduced the new 2011 Jaguar XJ in all its stunning glory. The new XJ "base" version comes with a 5.0 Liter V-8. However, I don't think the word "base" really fits here. This is a Jaguar, for Pete's sake! Grace, Pace, Space ... and now more of each. Also coming along is an extended version XJL, a XJL Supercharged, and a XJL Supersport. Keep up with the Jaguar website as in March Minneapolis Jaguar will have another XJ Intro night, complete with test drives! Now you're talking.

Along with invites to existing customers and the Jaguar Club, Minneapolis Jaguar also had plenty of refreshments on hand ... wine tasting, appetizers from Crave Restaurant, and brochures galore. Quite a few Jag Club members were on hand to see the show. Mike Lynch and Kenn Kopitzke were invited to bring their large and not so large classic Jaguar Saloons for display for the night. A nice touch, for sure.



The 2011 Jaguar XJ



Kenn Kopitzke's 61 MK II looking sharp



Lynch's 59 MK IV (Henry) in somewhat a historical pose



A nice crowd took advantage of Minneapolis Jaguar's offer



Elaine would look fabulous in this car. Carol Shorrock agrees.



Dick Jones and George Arthur deep in thought. Maybe we can go halvesies?



Jeff Flynn looks like a natural in the Evora



0-60 in under 5 seconds. No drink holders in this car!

ANNOUNCING

The Salisbury Concours d'Elegance

SUNDAY, SEPTEMBER 12

DES MOINES, IOWA

Each year, the Salisbury House and Gardens in Des Moines welcomes thousands of visitors for a wide array of cultural, educational, and social events.

A 42-room architectural wonder built between 1923 and 1928 by pioneer cosmetics magnate, Carl Weeks and his wife Edith modeled the House after King's House in Salisbury, England. The house was deeded to Drake University during the Great Depression, then sold to the Iowa State Education Association. In 1999 the Salisbury House Foundation took over ownership. Since then, the grounds have been preserved as a historic site, dedicated to educational and cultural pursuits for the enjoyment of the public.

For the past some years the Salisbury House has hosted the Salisbury Automobile Classic on its grounds, which has now grown into the 2010 Salisbury Concours d'Elegance. Feature classes this year include The Cars of Frank Lloyd Wright, British and European Luxury Automobiles,



British and European Sports & Racing Cars, Supercars, Mitchell Class, and Early Compact Cars. Something for everybody!

Interested? Contact Mike & Gloria Lynch for more information, or visit the Salisbury website at www.Salisburyconcours.com. It looks like a group trip might be forming for the ride down.

Glenn Nickleski

2009 British Television Advertising Awards

A very special Holiday event was held last December 27: the 2009 British Television Advertising Awards at the Walker Art Center. The event took place under the joint sponsorship of the Rolls Royce Club of Minnesota and the Jaguar Club of Minnesota.

Ron King was organizer from the Rolls Royce Club and we thank him for including Jaguar Club members. Eighteen people turned out for the event that included 59 commercials from the BBC and other British networks. Most of the works were hilarious, particularly to our American ears and eyes. What was it that Winston Churchill said speaking of Yanks and Brits, "...we are two peoples separated by a common language."

Since these presentations are scheduled at the Walker every year, we look forward to another December outing with our colleagues from the Rolls Royce Club.

New Members

Christopher & Sheila Hoehn
610 Golfview Ct
Mantorville, MN 55955
507-635-5714
cshoehn@kmtel.com
97 XK8 Convert Blue

James R. Slavik
302 Fisher St NW
Montgomery, MN 56069
507-364-7509
jamesrs@frontiernet.net
96 XJS Convert BRG

2010: BEST YEAR YET!

(That's the Plan)

Thanks to all who contributed to our 2010 Planning Breakfast held in "The Jaguar Room" at Al Baker's on December 12. Houston, we have a Plan!!



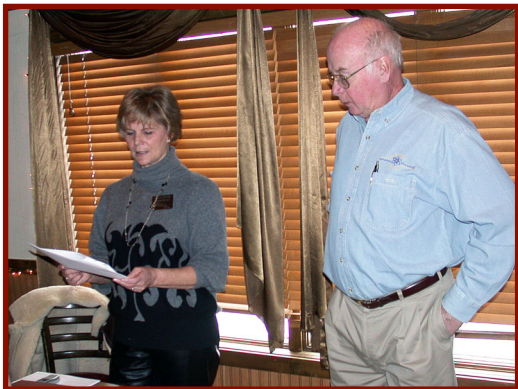
Elaine and John seem a little too pleased that Dick and Wendy will soon be in charge

After a hearty breakfast, Elaine, our President for the last two years, and incoming President, Dick Bass, handed out 2010 calendars and led the group through figuring out the dates and hosts for this year's events -- an excellent mix of traditional and new activities. Elaine had it down; Dick took notes (tough shoes to fill). As we moved from month-to-month, volunteer's hands sprung up like Jack-in-the box's. By the time final coffee arrived, all 12 months were filled in with primo events -- always an impressive sight to behold.

Planning session in full swing



A few years back, George Arthur introduced the Free Breakfast Quiz for participants at the annual planning session. It was so popular that it's



"Elaine seems awfully good at extracting commitments ... hope I can do as well next year!"

now a tradition. If you get the fewest incorrect answers, Dude--your breakfast is free!

Well, remarkably, I flipped a few coins and accidentally won the Free Breakfast Quiz last year, meaning I had the pleasure of putting together this year's

quiz. Someone had warned the group that I might just put a trick question in there -- heck, they were all trick questions! Twelve multiple-choice, plus two tie-breakers, just in case.

Cutting to the chase...our winner this year with 10 correct answers was none other than one of my favorite people: charter member Wayne Lindell. Congrats, Wayne! Uh, I have some good news and some bad news for ya: you won the free breakfast/you have to prepare next year's quiz.



Everyone seems to be finished with the quiz except William...who appears to have dozed off, or is taking this much too seriously

If you weren't able to make it to the planning session this year, you can still give the quiz a shot (see the following page). Answers are on the last page of the newsletter.

Please have a look at our new calendar on page 19 of this newsletter which lists immediately upcoming events, and be sure to check the club's website, www.jaguarminnesota.org, where the calendar for the full year is posted and updated regularly.

See you soon,
Dick Jones
Jaguar Club of Minnesota



Some people always seem to take a great photograph.



Wayne carries the day earning a free breakfast, but soon the realization sets in that he has to put the quiz together next year

The 2009 Jaguar Planning Event

FREE Breakfast Quiz!

1. The newly-styled and powerful 2010 Jaguar introduced at Minnesota Jaguar on December 2nd had what model designation?

- a) The Ram 9000 b) The XFi
c) The XJ d) The XF Turbo

2. What model Jaguars had the following now famous registration numbers? (2points)

NUB 120 _____
9600 HP _____

3. How many different people to date have been President of our club?

- a) 16 b) 21 c) 24 d) 33

4. What year did Japan eclipse the UK in exporting cars to the USA?

- a) 1964 b) 1968 c) 1972 d) 1976

5. In 1957 and 1958 Jaguar cars were assembled in what foreign country?

- a) Mexico b) Canada c) USA d) Brazil

6. When the Jaguar XJS was discontinued in 1996 after 21 years of production, it was replaced by what model?

- a) XKSS b) XK-8 c) KKK d) XXX

7. The Mark VII Saloon had tool trays mounted in the front doors. True or False?

- a) True b) False

8. Which of the following Malcolm Sayer body designs were based on aircraft technology?

- a) C-Type b) D-Type c) E-Type
d) All of the above e) None of the above

9. The XK engine with two Stromberg carbs was introduced in order to :

- a) Increase horsepower b) Balance torque
c) Satisfy emission regulations d) Look cool

10. "Lucas" is synonymous with:

- a) "The finest electrical systems" b) American films
c) "The Prince of Darkness" d) All of the above

11. How many valves in a red 1985 XJS Sedan (V-12)?

- a) 6 b) 12 c) 24 d) 48

12. Who designed the iconic leaping Jaguar bonnet ornament? (2 points)

- a) Bob Hill b) Bill Lischeid
c) Ron Pensinger d) Bill Rankin

Tie-Breaker Questions

Tie-breaker #1

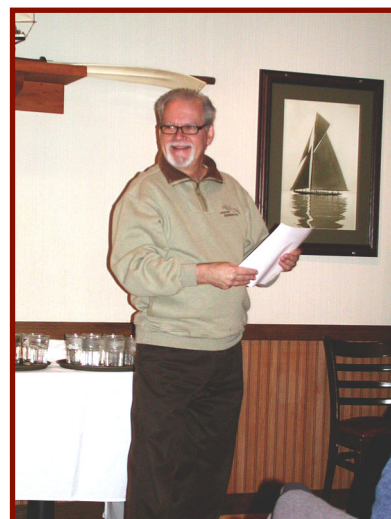
The sale of Jaguar and Land Rover to Tata Motors was completed on:

- a) October, 2007 b) January, 2008
c) June, 2008 d) March, 2009

Tie-breaker #2

The Tata Companies produce Jaguars and many other things. What do they not produce?

- a) Hoes, sickles, pick-axes b) Salt and pepper
c) Handbags d) Coffee and tea e) Air filters





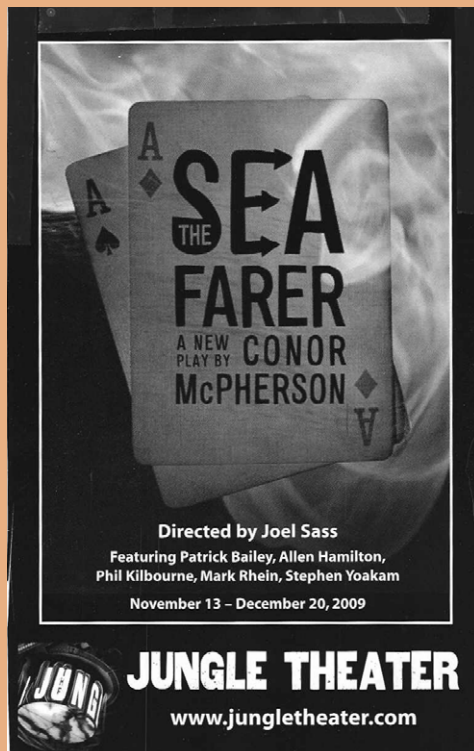
Community Service Project: Feed My Starving Children

Thanks again to Dale and Barb Martin for again organizing this year's service project at Feed My Starving Children (FMSC) in Eagan. This year the Jaguar Club partnered with the Austin Healey Club to provide some British labor in packaging meals for needy children.

FMSC as an organization was started in 1992. It has grown over the years to service 60 countries with basic meals specially formulated for malnourished children from the ages 4-8. The meals were defined by food scientists and nutrition experts from both Cargill and General Mills companies. Of donation monies taken in, a whopping 94% gets used to produce these meals, with the remaining 6% going towards overhead costs. The current cost to produce a meal for one child for the day cost \$0.17.

If you are a member of a group looking for ways to make a difference in peoples lives, please consider FMSC. You can access their Web site at www.FMSC.org for more information.

See you next year!
Glenn Nickleski



Theatre Night

It's Christmas Eve and Sharky has returned to Dublin to look after his irascible, aging brother who has recently gone blind. Old drinking buddies Ivan and Nicky are holed up at the house too, hoping to play some cards. But with the arrival of a stranger from the distant past, the stakes are raised ever higher. In fact, Sharky may be playing for his very soul ... A stunning, towering new play by the author of *Shining City*.

Thanks to Kay Baker for setting up this event. About a dozen Jaguar enthusiasts ventured out to the Jungle Theater on Sunday Nov 29 to attend. The Jungle Theater is a nice, intimate setting. We had GREAT seats ... 2nd row! If you haven't been to the Jungle Theater, you will be pleasantly surprised.

Glenn Nickleski

Annual Holiday Dinner & Awards Party

A near capacity crowd once again happily assembled at the Lynch's house for the Jag Club Annual Banquet. And a banquet it was! Beef Wellington, Argentine Cornish Game Hen, appetizers, salads galore, and of course, that great dessert bar (love those trifles, Wendy!). Not to mention the appropo Jaguar talk!

The whole evening was just great. Cocktails at 6, buffet dinner following, and awards wrapup for 2009. This year the Jaguar Club recognized two pair of outstanding members for long and distinguished service ... Ron and May Jo Nordwall and Don and Linda Messer. You might remember that Ron was a past president and for the last umpteen years he has

Phil & Marianne Kanning, Dick Krentz, Kathleen, Russ Colber, Amanda Hawkinson



Dick Jones and Russ Colber in fine form



Daniel Flynn (son of Jeff and Beth) looking quite dapper as the beer man



Looky what's behind door #3!

been securing all the door prizes for the Anniversary Picnic in July. Don had been treasurer for a number of years as well as handling the printing duties for the yearly directory for as long as I can remember. Unfortunately for the Jag Club, but super fortunately for themselves, both couples are now fully retired and living the good life in warmer climes. We all hope we see them this summer. As Vikings fans say about Brett Favre ... please come back!



Elegant Desserts

continued on page 9



Mike talking Jaguarese....how about the fine art of engine cooktops?

Speaking of awards, I'll give you 3 guesses who has done the most for the Jaguar Club in the last few years. Of course, the first guess doesn't count. A heartfelt Distinguished Leadership Award was presented by incoming president Dick Bass to ... ta da ... Elaine Brahms and John Gullickson!. Elaine has done double duty being president two years in a row, and John has steadfastly kept up with support. Three years ago Elaine was one of the main drivers (drivers ... funny, huh!) in making Rendezvous '07 a great success. Elaine and John certainly have earned a Jaguar Club organizational breather. But don't fret, they will still be around to lend a hand.



Elaine couldn't wait for this moment as she hands off the presidential gavel to new president Dick Bass with Wendy Tweed looking on

Well deserved awards for a job well done!



Brent announcing plans for a 2010 Challenge Tour!!!



John Shorrock with details concerning Minneapolis Jaguar's 2011 Jaguar XJ launch day in March



So, Dick Bass and Wendy Tweed ... it will be a hard act to follow, but we are all confident you can do it!

Glenn Nickleski

"Wake the Giant"



20TH ANNUAL LAKE SUPERIOR VINTAGE SPORTS CAR RENDEZVOUS JUNE 17, 18, 19, 20, 2010 THUNDER BAY, ONTARIO, CANADA

Past Rendezvous Participant

This is your personal invitation to "Wake the Giant" in Thunder Bay at the 20th Annual Lake Superior Vintage Sports Car Rendezvous.

This event was first held in Thunder Bay in 1991 with the support of the Austin Healey Club of Manitoba. Local efforts on the part of a few enthusiastic sports car owners yielded a great weekend (even though it rained) with 37 cars registered. Our American Austin Healey guests had such a great time they decided to host the event in 1992 and it has since become an annual multi-marque, multi-club event.

The Rendezvous has continued all these many years due to the combined efforts of the Thunder Bay Vintage Sports Car Club, Minnesota Austin Healey Club, Jaguar Club of Minnesota, Minnesota MG Group, Wisconsin Austin Healey Club, Manitoba Austin Healey Club, Triumph Driver's Club of Manitoba, Mid-Canada Minis and for 2011 we welcome the British Iron Society of Fargo, North Dakota. Soon we will have as many clubs involved as we did participants at the first event.

So what is the secret to our longevity? **YOU!**

We have a common bond, a deep rooted interest in Vintage Sports Cars and a motivation to share a good time with others that possess the same interest. On that note some of our partners might agree that at times we do seem possessed.

In 2010 spirited by the Sleeping Giant we will do our best to "Wake the Giant". A funkhana and rally are planned as well as tours of local points of interest including a trip to Russ Wanzuk's museum of old racing cars and motoring memorabilia. A Friday night BBQ with surprise guests will provide a new twist and perhaps you may find time to squeeze in a round of golf. The "Rockin' Car Show" is sure to rouse the giant in all of us.

HOTEL: Best Western Nor'Wester Resort Hotel @ 1-888-473-2378. A block of rooms is being held until May 1st.

REGISTRATION: [Click Here to download a Registration form](#)

Register by May 1, 2010 to receive a free commemorative T-shirt and to qualify for the Early Bird Draw for one free night at the Hotel!

Come celebrate 20 years



of cross-border motoring.

E-mail – info@tbvsc.ca

Website – www.tbvsc.ca

Call – 807-344-7694

THE THUNDER BAY VINTAGE SPORTS CAR CLUB INVITES YOU TO

“WAKE THE GIANT”

AT THE 20TH ANNUAL LAKE SUPERIOR VINTAGE SPORTS CAR RENDEZVOUS
JUNE 17, 18, 19, 20, 2010 IN THUNDER BAY, ONTARIO, CANADA

Basic registration covers one vehicle, two adults, and all children under 18 years of age. Register by May 1, 2010 to receive a free commemorative T-shirt* and to qualify for the Early Bird Draw for one free night at the **Best Western Nor’Wester Resort Hotel!**

Fees are in Canadian dollars. Cancellations will be subject to a \$10.00 cancellation fee. **Refunds will NOT be offered on or after May 1, 2010.** The club will provide registration packages to those who have paid the full registration fee but were unable to attend.



Questions? Please contact John Colosimo at (807) 344-7694, or email us at info@tbvscc.ca. Visit our website at www.tbvscc.ca for more information and updates.

Name	Spouse/Guest Attending		
Children Attending	(Include names & ages of each child)		
Street	City		
State/Province/Postal Code	Club Name		
E-mail Address	Phone		
(Include e-mail address if you want a confirmation of registration – none will be sent otherwise)			
Vehicles to be registered	(Year)	(Make)	(Model)
	(Year)	(Make)	(Model)
Basic Registration Fee	\$55.00 until May 1	After May 1: \$70.00	\$
(Registration includes one vehicle, two adults, one child under 18, & for early registration one free T-shirt)			
Each Additional Person:	\$5 x		\$
Each Additional Vehicle:	\$5 x		\$
Buffet Breakfast - Friday	\$8.00/Adult x	(\$5.00/Child under 13 – under 5 free)	\$
- Saturday	\$8.00/Adult x	(\$5.00/Child under 13 – under 5 free)	\$
Banquet Saturday Night	\$35.00/Adult x.....		\$
	\$20.00/Child under 13 x..... (under 5 free)		\$
Free Earlybird Shirt Size.....	2 nd Shirt.....	3 rd Shirt.....	\$15 for each addl. after the Free Shirt.....
T-Shirt Sizes: S, M, L, XL, XXL	*NOTE: After May 1 st supply of shirts and sizes cannot be guaranteed		
TOTAL IN CANADIAN DOLLARS			\$

GOLF: I want to play Golf with a Rendezvous group on Thursday June 17th Y / N
(A Rendezvous organizer will contact you with details & green fees information)

HOTEL: Contact Best Western Nor’Wester Resort Hotel directly for headquarters hotel room reservations @ 1-888-473-2378. A block of rooms has been held until May 1st.

Please make cheques payable to TBVSCC and send with completed registration form to:
Thunder Bay Vintage Sports Car Club,
c/o Chris Pyne, 302 Southgate Court, Thunder Bay, Ontario, P7A 7Z5, Canada.



Way Out West

By John Ruggeberg

Name your three favorite letters in the automotive alphabet. For many of us the answer would be C, D and E. Those symbols corresponding to the 1951-53 C-type, 1954-56 D-type (and its 1957 XKSS derivative) and 1961-74 E-type. Now imagine that those cars were as close as your garage.



Terry Larson in front of the d-type driven by Sterling Moss at LeMans

For Terry Larson of Mesa, Arizona, that is a daily reality. Just after Thanksgiving, my father and I visited this incredible shop. In an article in *Sports & Exotic Cars*, the author refers to it as "eponymous." We saw the physical history of Jaguar from an SS-100, C-Types, D-Types and Series 1 E-Types (that's right, plural examples!). Many of these cars see some yearly miles. One of his D-Types, OKV2, was raced by Stirling Moss at LeMans. It was purchased in 1999, raced, and he has put on roughly 20,000 miles since then. Terry organized the world's largest gathering of C and Ds in 2001. Imagine these cars all in one place: 10 Cs, 9Ds and 3 XKSSs.

This is a working shop. One of the current projects is a Lister Jaguar that will be raced. Have you ever noticed that Jags of this era are works of art even as they lay disassembled?



Dual overhead cam, fuel injected v12 designed for the mid-engine xj13

As a bonus beyond the cars, Terry's shop also displays Sir William Lyon's Brough Superior motorcycle and various engines. Of personal special interest is a dual overhead cam v12. These engines, when fuel injected were designed

to put forth 700 hp. There were only four made. Imagine that in the Series 3 XKE!

The original intention in writing this article was to do some research on the "C" and "D" types that won the hearts of so many Jaguar fans. After all, Jaguars won LeMans in 1951-53 and 55, 56, 57. However, going to www.terrylarson-jaguar.net and checking out the various links will provide the reader a far deeper picture than what I can give. It is a superb site with excellent pictures and interesting information. The string of victories earned by those racers in the early days of the marque have given Jaguar autos a rich heritage and pedigree. To put into perspective how special these vehicles are, consider the production numbers: 54 C-Types, 62 D-Types, and 16 XKSS (2 additional were converted D-Types). *Road and Track* in May of '56 stated that the D-Type did 0-60 mph in 4.7 seconds and a top speed of 162mph. Other reports state the cars as faster than that. Outstanding.

In the final reflection of the visit, what strikes one most is Terry Larson himself. In the car hobby, it is good to remember it is always the people more than their cars. The more that you find admirable, witty, and genuine in the owner, the more appealing their cars seem to be. We found Terry's humility and courtesy as special as his incredible Jaguars. His upper-Midwest upbringing: Grafton, North Dakota, and work ethic developed through a farm background no doubt play a big part in the success of his business. Terry states that giving customers value for their money in purchases and restorative work is at the center of his practice. That makes for a business that lasts and worth special attention.

For much more; check-out the mentioned web site, May 2008 and July 2009 *Hemmings Sports and Exotic Car*.

John Ruggeberg
Winona, Minnesota



SS anyone?



Hand-made, track destined, Lister Jaguar in progress



How E-mail Works, And Sometimes Doesn't



We've become dependent on e-mail and the internet. And like the Postal Service, e-mail is very dependable. But unlike the Postal Service e-mail's reputation far exceeds its ability. E-mails don't always reach their destination. Normally an e-mail message will appear in the recipient's mailbox within minutes of the sender clicking the Send button. However, sometimes the message doesn't arrive until hours, or even days later. And there are a number of things that will prevent the message from arriving at all.

E-mail addresses are typo-magnetic, they attract typographical errors. And unlike postal mail, an e-mail address with a misspelling will not get delivered. I live on an Avenue and yet I get letters addressed to Avenue South. Even if the e in my last name is replaced with an a, the letter will be delivered. But if the lower case l (el) in my e-mail address is replaced with the number 1 (one), that message will never get to me. Through a lot of hard work the Jaguar club's e-mail list currently contains no typographical errors. But keeping the list error free is a never-ending task.

The next most likely cause for delivery failure relates to mailbox size. Each mailbox has two size limits. One limits the total size of messages that the mailbox can hold. The other relates to the size of the individual message. Even with a nearly empty mailbox a message that is over the per-message limit will not be accepted. We have changed our e-mail protocols so that we should never exceed per-message limits, but there is nothing that we can do if a mailbox is already full.

The e-mail system's normal response to such delivery failures is to return the message to the sender with a note explaining the reason for the failure. This allows the sender to make any corrections needed and resend the message. There are times when the message is delivered but is never seen by the recipient. Many e-mailboxes have multiple folders and rules that control which folder a message gets sent to. If a message from the Jaguar Club gets diverted to

a Junk or Spam folder then the message will be considered delivered and there will be no way for the sender to know that the recipient never looks in their Junk folder. To help make sure that messages from the Jaguar Club get past efforts to reduce spam members should make sure that the club's domain name (jaguarminnesota.org) is in their address book and/or on their white list. Also, members should check the club's website for the personal e-mail address of the Communications and Membership officers and add those addresses as well.

Next we come to Blacklists. Your e-mail provider may employ a Blacklist to reduce spam. Blacklists attempt to collect the IP address of people who send spam and then block that address. True spammers use sophisticated means to get past spam filters and a Blacklist is a barrier that they can easily overcome. But a Blacklist can stop us cold. If our IP address is on a Blacklist that is used by a member's ISP then that member gets added to our Postal Mail list. There is nothing else we can do.

The e-mail system is not immune to outages. Whether it is the sender's or the recipient's provider that suffers the outage, the sender may never know that the message wasn't delivered.

Last comes: Everything Else. Sometimes, for reasons unknown, an e-mail message just disappears into the ether. Leaving no trace and no clues that it went missing.

Members who are not receiving regular event notices from the club should contact the Communications officer at Events@jaguarminnesota.org and check our Calendar on the club's website (www.jaguarminnesota.org). Also, let the Communications officer know if you change your e-mail address.

An Old Fart's Journey with Jaguars

I've always felt that there are three kinds of people in this world. They are: them that own Jaguars; them that would like to own a Jaguar; and them that just don't have a clue. Furthermore, I think almost all of us that own or love Jags have a story that partially explains our feelings. We may have had a life changing experience, we may have had a very pleasant experience with a Jag, or, more likely, we may have suffered a blow to the head. This is my story.

In 1953, our family moved from a small town in southwestern Minnesota to Van Nuys, California, in the L.A. area. I was a sophomore in high school and went from a class of 23 to a class of about 1300—twice the population of my home town. You did not get to know all of your classmates but you developed a cadre of close friends. To this day, we still get together. One of these friends was Vic Lock.



Kenn Kopitzke's "Common Sense" Mark II

When Vic turned 16, he got his driver's license. Shortly thereafter he called up and said he had something to show me. Boy did he! His daddy gave him his XK120 white roadster with about 7,000 miles on it. I was impressed. Then I rode in it and was really impressed. At the time, my means of transportation was a very used Cushman motor scooter. I got an immediate and severe case of Jaguaritis. That was the beginning.

A couple of years later we moved back to Minnesota and I enrolled in the UofM. In 1958, while at the Lutheran Student Center, I met a guy named Dale "Jug" Huhtala. We're still close friends. Jug's dad had just bought a new 1958

Chevy and then proceeded to die. Jug inherited the Chevy which he promptly swapped for a used 1953 XK120 coupe with wire wheels. Everyone else thought that was the stupidest thing anybody ever did. I thought it was a very logical move. But after a couple of years, even a dumb young Finnish kid from Duluth realized that trying to work your way through college and supporting a Jaguar was virtually impossible. The Jag got sold.

Eventually Jug and I graduated, got jobs, and scraped a couple bucks together. Jug decided he again needed a Jag. He responded to an ad from a guy in Prescott, Wisconsin, who had a Jag coupe with a Chevy engine. After Jug bought it, he realized it was his old car. He found a complete running gear for a 120 for about 300 bucks. I towed it home with my Falcon station wagon and we put his body on the new running gear. Jug still has this car in Texas.

But back to my cars. About this time—1965—one of my fellow workers was reading a Hemming's catalog and found an X150S roadster, good condition, but not running with about 50,000 miles. Price: \$850. It was in Lincoln, Nebraska. It was nice and I bought it and we towed it home. It turned out the owner had severely burned the valves. I got a valve job done for a little over 200 bucks and, boy, was it something to drive. The S had the triple carb engine that I think was identical to the early E's. It made a great stable mate for my Falcon station wagon. I even proposed to my wife in it and, to this day, I'm not sure whether she was attracted to me or was looking forward to half ownership in that Jag.

After about 5 years, we got involved in building a home and decided the Jag should leave. On three different occasions, I cleaned it up for sale, test drove it, looked at it, and said, "No man with a soul could sell a car like that." Finally, I responded to an ad for a guy wanting a Jag. I called him and said I had a good one but he had to look at it dirty. He bought it.

In about 1986, I decided I'd like a fun car that I could drive. On a vacation out East, I tricked my wife and son into taking a side trip to Eagle Coach in Buffalo, New York. They made a replica XK120 roadster kit car. In the showroom was a primrose roadster. Before long, my son and I were disassembling a donor Mustang II with a stick, V6 and power steering. After about a year, we had a pretty desirable car that my son drives to this day. As a sidelight, he did most of

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the wiring and is today a very successful Electrical Engineer with Lockheed Martin.

About the year 2000, I decided it was probably time for another vintage Jag. I wanted an XKE roadster and my dear wife even said, "Go for it." I found one, the price was right, it was exactly what I wanted and then I got into it. But alas! I damned near could not get out of it even with the top down. My E days had quietly slipped away.

In early 2008, I decided I should really get another final Jag. After all, I'd survived prostate cancer, cataract surgery, stints in my heart, 17 gold teeth and 4 hip transplants, two heart attacks and several skin cancers. Maybe I would soon be lucky to get in and out of bed much less a Jaguar. I found a nice 1961 Mark II that many of you have seen. I love it and when I get too old to get in and out of it, I'll park it in my garage and just look at it. Does that make sense? No! But, after all, just what does owning a vintage Jaguar have to do with common sense?

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MY JAGUAR TO CHEVY CONVERSION

Bill Piepgras, Jaguar Club of Minnesota

FEBRUARY 2010

THE HUNT

I think I inherited my passion for cars from my brother. He taught me to identify every car built in the 50s, 60s or 70s by make, model, and year. But my passion for Jaguars probably began during the seven summers I was a caddy at Hillcrest Country Club, a private golf course in Saint Paul. The members were doctors, lawyers, and grocers--the leaders of our business community. Most arrived in Cadillacs and Mercedes, but a few drove Jaguars. I remember the first XJ-S that I saw; it was the most elegant car I had ever seen. And who couldn't love a car with a color named "British Racing Green"? I was hooked on cars.

After starting my career, getting married, and buying my first house, the itch to find a classic car got stronger and stronger. A hot-rod would be cool, but I knew it had to be a Jaguar. But which one? An XKE would be out of reach, but what about XJS or XJ6? I knew that some car guys put Jaguar suspensions in their hot-rods, and I knew that some people put Chevy engines into their Jaguars. Maybe, I didn't have to decide between buying a hot-rod and a Jaguar. With the Chevy conversion, I could have the best of both worlds!

During the spring of 1999, I started looking and looking. I scoured the ads and my wife Ellen and I looked at several in the Twin Cities. Ellen would cringe at most of them, like the one that didn't have reverse or the one with the broken door handles or the one with the leaky gas tank or the one where the back doors didn't open or the one with the sagging doors or the one where the seller was fiddling in the engine compartment when we arrived to look at it. None of these would do. So I expanded my search.

That year Ellen and I drove to a conference in New Orleans. It was a great opportunity to look at some out-of-town Jaguars. In Ames, Iowa, we looked at a 1972 XJ6 that came with its own parts car. Neither of them ran. On the way home, we looked at a 1980 XJ6 in a seedy part of Chicago. To my wife's delight, we didn't purchase either of them.

IDENTIFYING MY PREY

That same summer, however, I found an advertisement for a 74 XJ6 in Kansas City. I happened to have a friend, a mechanical engineer, working in Kansas City. He gave the car a test drive and emailed his report. It sounded like a great car, and the price was right. The previous owner had already done a Chevy conversion, although it was a six-cylinder. I was excited, and I drove right down to Kansas City, paid cash on the spot, and towed it home.

I learned a few things with this car purchase. First, it is a long

drive from Kansas City when you're towing a Jaguar behind your Ford Crown Victoria. Second, a mechanic might perform a more thorough used-car inspection than a guy who designs buildings for a living. Third, in my excitement, it seems that I may have overlooked some of the problems that my friend noticed. I guess I read his report with rose-colored glasses.

MY KITTY'S FIRST YEARS

I drove my XJ6 a lot those first few years, and it was a lot of fun. I started to prioritize the upgrades and repairs: suspension, interior, engine, electrical. I started with all new shocks, springs, and tires. Wow, the car drove nicely! I can't say how many miles I drove each of those years because the speedometer and odometer didn't work; and, well, let's be honest, nothing electrical worked. However, I would bet that I drove it a couple thousand miles each summer.

I especially enjoyed taking it on road trips. Lacrosse and Waseca were pleasant and uneventful. However other trips started to highlight the car's problems. Driving home from Eau Claire, I was fidgeting with switches on the dash. I pressed a button and the cabin filled with smoke. Because the power windows didn't work, all I could do was coast onto the shoulder and open the door to clear the smoke. It was just a burned up relay; and I drove the rest of the way, nervously, but without problem.

INJURED CAT

As I was returning from a trip to Detroit Lakes, MN, in the spring of 2003, the engine overheated. Luckily, I was only a couple miles from home. The engine had been making a lot of noise, smoking like a chimney, and leaking oil faster than the Exxon Valdez. I admit that's an exaggeration, but it was time for an engine replacement.

I found a posting on the Internet that detailed how a guy name Bruce Bowling had done a Chevy swap in his XJ6. He talked about different kits that were available and their differences. It all seemed pretty straight-forward. This was just the kind of project for me and my brother. All we needed to do was pull the motor out, install spacers under the motor mounts, and bolt in a bracket to mount the transmission. So, I ordered the parts from Jaguars That Run, and we were on our way.

But I started to have doubts. I considered selling my Jaguar and buying one that was already in working order. I found a 77 XJ6L in Madison that had a Chevy 307 V8 with a four-speed automatic transmission with an overdrive. I really liked the car, but unfortunately it had been stored in a barn. It had the unmistakable stink

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of chicken coop. The seller acknowledged the smell and told me that as an auto detailer even he was having a hard time. Surprisingly, six months later he called to tell me that he had finally gotten the smell out of that car. It was too late; I had started my rebuild.

IT'S RESEARCH TIME!

I started my research on Chevy motors and transmissions. There was terminology to learn: big block, small block, short block, and long block. But the most interesting thing I learned was that Chevy engine parts are mostly interchangeable. As long as I found a V8 from the 1960s, 70s, or 80s, whether it was a 283, 305, 307, 327, or 350, the parts would be compatible. Then I learned that Chevrolet only had a few different automatic transmissions. I could choose between a three-speed (TH350 or TH400) or a four-speed with overdrive (200-R4 or 700-R4), and any of them would work with any of the engines! This was awesome!

I wanted to pick an engine and transmission that would provide a great driving experience because I planned to drive my car as much as possible. This meant the overdrive transmission was a must. It would dramatically reduce engine RPM—and noise—at highway speed, and I didn't want to waste gas with a big motor. That test drive in Madison had shown me that the 307 (5 liter) had plenty of power. I figured I could find one of the smaller V8s, rebuild with some performance parts, and hook it up to an overdrive transmission.

I found a Chevy 307 motor in the newspaper that someone had taken out of a 69 Camaro. Then I found a 700-R4 transmission that came out of a Corvette. They were both in pretty rough shape. I planned to have the engine rebuilt and use the transmission as a core-deposit on a remanufactured tranny. I ended up with the same engine and transmission combination as the car I saw in Madison.

BUILDING THE ENGINE

I brought the engine to the machine shop at Kath Auto Parts in Roseville to be cleaned, bored, and checked for cracks. They also rebuilt the heads and installed hardened valve seats in order to support unleaded gas. I brought it all home and put it all back together.

The birth of my first son, however, slowed my progress. After reading books to my son at bedtime, I would assemble pistons and rings, install the lifters, camshaft, and timing chain. I spent a lot of evenings on the Internet searching for the other parts I needed. Since my motor came without any accessories, I had to hunt down a water pump, oil pump, alternator, alternator brackets, pulleys, distributor, valve covers, etc., and the instructions said that I needed a specific oil pan so it would clear the steering rack.

I found that E-Bay was a great research tool. Most sellers de-

scribed their parts in much greater detail than auto parts stores, and since all the Chevy parts were mostly interchangeable, it was pretty easy to find everything I needed. I was always excited when UPS and FedEx delivered a new package!

I MISSED MY JAGUAR

It was spring of 2005, and my engine-less XJ6 has now been sitting in my garage for two years. I missed driving my Jaguar, and I needed a new daily driver. I wanted to find a newer Jaguar, and I did. It was a six year old Vanden Plas in Chicago. The price seemed too good to be true, so I bought a one-way plane ticket to Chicago, bought it, and drove it home. I was surprised how many questions airport security asked me when I bought one-way airfare and flew the same day, but I guess airport security was still pretty tight after 9/11/2001.

Again, I learned some lessons. There was a reason the price was so low. I've never owned a car with a broken shift interlock, or a car that needed new wheel hubs and bearings. I remember going to a Jaguar Club meeting, and someone said that nobody else in the club was brave enough to own TWO Jaguars. I loved the car, but saw their point. With two small children, I could not afford the time commitment and inconvenience required to deal with the maintenance issues. I sold it after two years. I still miss it, but my wife doesn't!

The end result of the second Jaguar was that Ellen now encourages me (her word is "requires" me) to have someone else inspect any used car before I buy it.

COLD, COLD WINTERS

Then, in 2006, my second son was born, and my progress slowed down even more. Ellen and I had been parking our daily drivers outdoors for five winters. Yes, she is very understanding! The new assembled engine was on the engine stand, and it was ready to install. I needed to get back on track.

So, I ordered a rebuilt transmission over the Internet. They asked whether I wanted it painted a particular color, and they warned me it would arrive in an unconventional crate. Well, I must admit that I was somewhat surprised. It came stuffed into a Rubbermaid tote packed with pillows and it was painted purple! But it was the 700-R4 overdrive transmission that I wanted. This was the first FedEx package my wife was excited about, we have made use of the extra pillows which were brand new and still wrapped in plastic!

I borrowed an engine hoist, rounded up a few friends, and we installed the new engine and transmission. It dropped right in place. The motor mounts bolted right to the spacers. After mounting the transmissions I had to have the drive shaft shortened. This sounds complicated, but it was probably the easiest part of the whole project. I made one measurement, and I brought it to Universal Driveline in Hugo, and they had it shortened in a day.

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Since the Jaguar driveshaft uses the same u-joints as Chevrolet, it hooked right up.

It was the spring of 2008, and I was getting close, but there were still a lot of small things in order to finalize the installation. I reattached the shift cable, reinstalled the radiator, electric fan, oil pressure sensor, gas line, and distributor. Unfortunately, I could not get the car started. I needed help.

LEARNING FROM THE JAGUAR CLUB

Does anyone remember the final Jaguar show at Har-Mar Mall? My car was there! I don't remember how I was introduced to the Jaguar Club, but it was very soon after I bought my first Jaguar. The club has been a valuable resource. When I first bought my Jaguar, the club referred me to GT Cars when I needed a repair shop.

Again I looked to the club for a referral. Elaine Brahms pointed me to Ron Nordwall who pointed me to Century Auto/CA Performance in Oakdale. The folks at CA Performance helped me finish the project. It was my first big car project, and it was no surprise to me that I made a few mistakes. They identified and fixed my mistakes, completed some wiring, and found an exhaust shop that would hook up the exhaust.

By late fall of 2008, my Jaguar was drivable for the first time in over five years. One of my first trips was to the fall Jag Club Tech Session at David Meek's garage. I almost ran out of gas because the gas gauge didn't work. Thanks, Dave, for pointing me to the nearest gas station!

LESSONS LEARNED

There are a few things that I could have done to make my project go smoother. Next time, I think I would choose to buy a crate motor. This time, I chose to build a motor and assemble it myself so I could learn how engines work. I don't regret my decision because I learned a lot, but if I had purchased a crate motor, it would have saved money and time—probably years.

I also decided that some things, like the transmission, are better left to the professionals. I bought my transmission on EBay, and when it arrived, I just put it in the garage. I didn't install it right away. It turned out that it had been shipped to me without any

fluid, and because I let it sit for so long, the internal parts began to corrode and rust. It would not shift. Kennedy Transmission in Oakdale identified the problem, and they rebuilt it. They also solved the problem I had with the bracket that attaches the kick-down cable to the carburetor. I had ordered a couple different brackets that were supposed to be correct, but none of them fit quite right. Next time, I will buy a transmission locally where I can talk with an expert.

A few of my errors caused inconvenience. For example, I bought three sets of exhaust manifolds before I got ones that fit. The instructions told me exactly what I needed, and I thought I bought the right thing. Oops! I also had a difficult time with the air cleaner. The first one hit the inside of the hood. So did the second one. The third hits the distributor cap. It's not too big of a problem, but I'll be ordering my fourth air cleaner very soon.

I learned that when buying a car, it would be smartest to buy the nicest car you can afford. Although a low-end car may cost less up front, any savings will be offset by the time and money it takes to fix all the little problems. From the club events I've attended, I also learned that Jaguars have some special issues, from the door handle issues on the XJ40 to the Lucas wiring. I even had difficulty finding someone that could do a front end alignment due to the special equipment required.

My Jaguar still has plenty of projects, the biggest one being electrical. In retrospect, it would have been better to rebuild the motor that came in the car, and I should have tackled the wiring project first. The fuel gauge doesn't work; the speedometer doesn't work; the defroster fan doesn't work; the power windows and locks don't work; and there is no interior lighting—even on the dash. A complete electrical re-wiring may be the best way to exorcise the Prince of Darkness. I should have done a better job of prioritizing my repairs. Oh, well.

When springtime comes, I'm looking forward to getting my Jaguar out of storage and driving, driving, driving! See you on the road!

And remember, driving is never better than when you're looking over the leaper's left shoulder.



Bill Piepgras' Chevy powered XJ6. Look for it this spring!

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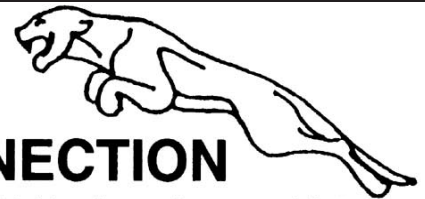
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Jaguar Club of Minnesota Calendar of Events (February - May)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen: 651.222.3899 dwbuch@hotmail.com
Tuesday, March 9	**Jazz Night	TBD	Dick Jones: 952 828 0829 dick_jones@comcast.net
Saturday, March 20	Tech Session	Tim Keseluk & Betsy Rockwell 9433 Blaisdell Ave So Bloomington, MN 55420	Tim Keseluk: 952 884 2545 keseluk@earthlink.net
Wednesday, March 24	**Pizza Night	Green Mill Bloomington, MN	Tim Keseluk: 952 884 2545 keseluk@earthlink.net
Saturday, March 27	10th Annual Go-Kart Challenge	Pro Kart Indoors Burnsville, MN	Dave Meek: 612 799 5555 Xk150dhc@hotmail.com
Saturday, May 1	**Art in Bloom	Minneapolis Institute of Art	Kari Berg: 952 906 1541 Kari.berg@yahoo.com
Saturday, May 8	**Sweetheart Luncheon	TBD	John Gulickson: 651 454 0626 elaineb@dakcom.org
May 14-16	SVRA Vintage Racing Road America	Elkhart Lake, WI www.roadamerica.com	Brent Poppenhagen: 952 906 1541 bwpoppenhagen@yahoo.com
Saturday, May 22	British Car Show MN Scottish Fair & Highland Games	Dakota County Fair Grounds 4008 220th Street West Farmington, MN	Jim Harris: 612 803 5530 JHarris@MNScottishFair.org
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see www.jaguarminnesota.org			

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- The 2009 Jaguar Planning Event Free Breakfast Quiz! **ANSWERS**
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 - car, the 'press mule', the only production E to honestly hit 150 mph); 3-c; 4-b; 5-a; 6-b; 7-a; 8-d; 9-c; 10-c; 11-c; 12-d (Bill Rankin was a
 - keen amateur sculptor. The first 3 (a-c) are the first 3 presidents of our own Jaguar Club!; TB#1-c; TB#2-e.
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