



Smiles All Around



.Ever seen a cuter foursome?

# September Drive and Luncheon



# PRESIDENTS' CORNER



*Dear Club Members,*

Soon another year will have passed and we will all be a little older, a little slower and hopefully a little wiser. Our next year's events I hope will be bigger and better than ever. We hope that many of you will make an effort to attend more events this coming year. In our case, the old saying "The More the Merrier" is usually true. Please join in the fun this coming year.

With the Holiday season quickly approaching, perhaps a piece of Jaguar apparel would be a great gift for someone. Gloria Lynch is in charge of the club regalia, check out the web site. The Jaguar dealership would also be a good source and it would be nice to support our advertisers. I would like to wish all the club members a Happy Holiday Season!

I would like again to acknowledge the members that do so much for the club by doing various jobs for us. I can't say enough about how much I appreciate all your hard work. Advertising, communications, membership, directory, the web site, regalia, events, etc, etc. You know who you are and the club really appreciates all your effort. If someone is looking to step in the club to help out with some of these jobs, we would really like to hear from you. Many of the active members have been doing a great job for quite awhile and are looking to hand over the reigns of their jobs. If you have any interest please make it known.

The upshot of winters approach is, it is now the time to do that maintenance on your car that you've been putting off during the driving season. Get them already for that first spring drive. Hopefully we will be having some useful tech sessions this winter. I know some members had to start that process a little early. Some cars decide for themselves when you are going to work on them.

Cleaned the gutters, put away the hoses, raked the leaves, found the shovel, tuned up the snow blower. Get ready, you can't stop it. Winter is coming. Mother Nature, bring it on!!

Best Wishes for a Happy Holiday Season,

*Dick Bass  
Jaguar Club President*





# JAGUAR MINNESOTA



As smooth as a finely tuned Jaguar, this year's City Tour again provided a delightful way to spend a Saturday, right here in the River Cities. Traversing on the Mississippi River's Parkways and ending at Joe's Eatery, what could be more entertaining? This year the Austin Healey Club joined in making a nice selection of classic Brit mobiles. And again, Dale and Barb Martin were the organizers.....for how many years now? This event is still one of the nicest on the Jag Calendar.



Glenn Nickleski







## JAGUAR CLUB OF MINNESOTA **DRIVE FOR KIDS** OCTOBER 9, 2011

The morning of Sunday October 9th dawned quite nicely. It was a warm, sunny October day. About 200 (don't quote me) cars of all types gathered in Mounds Park in St. Paul. The largest group was street rods but many other groups were present as well. However, there weren't as many "inter-Marque" types as there had been in the past.

We received out packets of information and had coffee, juice, donuts, and muffins before we departed. There were four cars representing the Jaguar Club; a supercharged MGB, a Range Rover, a Lexus (the XKR was in the shop) and a Morris Minor Traveller with MG engine.

As our group left, we found ourselves in the middle of a group of Fords; Thunderbirds and others. (I guess that's alright since Ford was instrumental in Jaguar's survival.) We drove down Highway 21 from Afton to Prescott, WI where we ditched the Fords.

We continued down WI highway 35 to Nelson, WI, stopping at Stockholm, WI for snacks, and a scenic overlook along the way. From Nelson it was over the Mississippi to Wabasha, MN and up MN highway 61 to a stop at Pepin Heights in Lake City for apples. Then on to Red Wing for lunch and a car show featuring the cars from the tour and others that only came to Red Wing.

We had a nice lunch at the VFW next to the car show which was included in the registration. There were a few additional Jaguar Club members at the car show; two E-types and an XJS. At the end of the car show, there were 20 trophies awarded based on viewers voting and a Mayor's Choice Trophy. The Mayor liked the E-type with two extra cylinders of our own Eric Hawkinson the best of all.

At the close of the car show, some of us walked a block to the Red Wing Fall Festival of Arts along downtown Third Street. It was a beautiful close to an enjoyable Fall driving day. And it was a very good thing to do as well as our registrations went to support two very good charities: Bolder Options, a Minneapolis-based youth mentoring program, and the Red Wing Youth Outreach Program.

Hope to see you at the Drive for Kids next year.

Jim Harris



Something you don't see very often, an E-Type V-12 Roadster with a hardtop



Eric & Amanda's spectacular E-Type Coupe



Jim Harris' ugraded Morris with side kick MGB



Cobras, always mean looking machines, even as kit cars.

## Need (or rather, desire) a Modern E-Type?

I ran across some interesting successors to the E-Type. The first one from a Swiss company, the 2nd from Jaguar itself. Take a look at the following pictures and related articles. Performance seems to be equal for both. Which would you pick? Retro or modern? Thanks to Eric Hawkinson for the retro Swiss article and William Welter for the C-X16 modern rendition from Jaguar.

Or.....if you are into retro E-Type's with a Red Green twist, take a gander at the 3rd photo. Rumor has it Roger Gillette is considering this backdate option for his 66 Coupe.



The C-X16 Concept certainly looks ready to take its place as a modern rendition of the E-Type with various design cues that pay tribute to the legendary two-seater. The technical aspects of the car are anything but retro, however, with a supercharged 3.0-liter V6 under the hood paired with an electric motor built into the 8-speed transmission. The combination produces 468 horsepower and 505 lb-ft torque, which Jaguar says is good for a 0-60 mph time of 4.4 seconds and a top speed of 186 mph.



Modern E-Type confirmed for production. Sensational Growler E revives Jaguar's sports car legend, Swiss maker has based newcomer on XKR, with more power.

It's the Jag enthusiast's dream come true: the E-Type is back! Exactly 50 years after the original coupe debuted, an updated copy is being readied, based on the XKR.

This is the Growler E, which is being built by Swiss company Classic Factory, working on Swedish designs. While the Jaguar may be flattered, it's not involved!

Power will come from the same 5.0-litre V8 as in the XKR, albeit with an engine remap taking the output from 503bhp to 592 bhp. And with carbon fibre elements to the chassis, the Growler E is 200kg lighter than the car it's based on, tipping the scales at 1,550kg. Performance will in turn be improved, so a four-second 0-62mph time is expected.

While the interior design is still being finalized, we were told it will be "just as striking as the exterior." And even though much of the switchgear is taken from the XKR, the layout will be very different. "The first car will be ready next year if planning goes as expected," said a Classic Factory spokesman. "If demand is overwhelming, we might contract specialists such as Magna Steyr in Austria or Valmet in Finland.

The first hand-built cars will cost from £640,000-£850,000, but if it goes to small series production, the price could fall to nearer £430,000.



*After months of careful aerodynamic research, Bob was able to design a Jaguar E-Type that actually repelled women.*





# JAGUAR VOLUNTEER DAY AT FEED MY STARVING CHILDREN



A typical production line at FMSC



Dan Flynn and your editor making sure the team keeps moving



Organizer Dale Martin happily waving the \$2 bill to put the Jag Club over the top

For many years now the Jaguar Club has organized an event to help a charitable cause. For as long as I can remember, this event has been held at Feed My Starving Children in Eagan. This year our organizers again were Dale and Barb Martin. How many years have we volunteered at FMSC? 10 or more?

Feed My Starving Children is a Christian based organization that supplies dry packaged meals to needy children in over 70 countries. Volunteers package 400 gram "Manna" packs that get distributed worldwide. These packs have been specially formulated with the help of some major food companies to contain nutritious food especially formulated for children. At some point in history we combined forces with the Austin Healey Club for this event. This year we had 15 Jaguar Club volunteers and 15 Austin Healey folks teaming up to help.

The production area is arranged in groups of packaging stations of about 11 people. Our goal for the morning was to package 20,000 packs. We easily met that mark and produced over 23,000 packs in a fast paced 2 hours of production. It was a lot of work, but also a lot of fun. In addition to the volunteer labor, both car clubs donated checks to FMSC. Both clubs agreed to a \$300 donation. Upon presentation of the checks, those sneaky AH people wrote a check for \$301. Even sneakier, Jaguar Club President Dick Bass added a \$2 bill to the Jag Club offering. So the Jag Club won this year's contest. We will see what happens next year.....

To get more information on FMSC you can visit [HYPERLINK "http://www.fmsc.org"](http://www.fmsc.org) www.fmsc.org. It is really quite a well run, efficient group.

Glenn Nickleski



Lunch afterwards for both Jag and Healey clubs at Granite Peak and Brewery in Eagan

# GREAT RIVER ROAD TRIP, October 2011

This year Brent & Kari Poppenhagen took us on a trip that was filled with fun and amazing views of the Mississippi River valley. We traveled along the westside of the river down to our first night stop, Dubuque, IA. Just before reaching our destination that day we had passed through a small town right on the high bluffs of the valley. The view was totally breath taking. The colors, the steep and yet some rolling hills. The patchwork of fields, the river itself, the colorful trees and the fact that I swear you could see for at least 25 miles from the high peak of the bluffs. It was AWESOME!! We tipped a few cocktails, had a nice dinner and rested for our next day.



Off to Hannibal, MO in the morning. Whoops, we lost one! Glenn & Gwen Nickleski were the only ones driving a real collector and as usual those are the ones that like to test your stamina. The hydraulic for his clutch was leaking and forced them to

turn towards home and baby it until it reached it's destination, Glenn's work shop. We enjoyed another day of perfect weather and beautiful scenery. We drove through a stretch of the road that was covered in a canopy of gold and red leaves. It was like driving through one of natures beautiful creations made just to make us say ooohhh, aaahhh! What a beautiful picture it would have made had we stopped and lined up the cars under this wonder of nature.

In the morning we spent sometime checking out Mark Twains home town which was his inspiration for many of his writings. Too much to see in too little time, but still fun and interesting.

We headed for Ft. Madison for lunch before aiming for our evening destination of Galena, Ill. We passed a settlement just before Ft. Madison that was started by John Smith of the Church of Latter Day Saints. Another spot that could probably have proved to be a point of interest. Upon our approach to Galena we again were high above the Mississippi River Valley and again it was absolutely breathtaking. What can I say about Galena except WOW! I loved it. It's like Stillwater only way better. It was like being in the middle of a movie set. It was old, quaint, it was filled with history. You could tell just by looking at the town to know this was a very cool place. We headed down Main St. to our dinner destination and to meet up with another club member Alan Dahl. Alan and his wife own a small cottage in Galena which is said to be the oldest home

in Galena. I think he said it was built in 1824. We got to see it the following morning before we took off for our next stretch of driving. It was amazing to see the little piece of history that one of our own members is lucky enough to part of. I can't say enough about Galena. I will be going back next year on a Girl's trip. What a fun place to be headed.

Next we headed for Prairie Du Chien, WI. Brent & Kari had arranged for us to tour "Villa Louis". An estate first established in the early 1800's by Hercules Dousman. A fur trader and entrepreneur in the area. It was the most stunning restoration of a historical place I've ever seen. The actual curator was our personal tour guide and was a wealth of information about the family, the home and the estate. The house has 90% of it's original furnishing in it and it looked just like you had stepped back in time. That was our last night together for dinner and I think we could all say that it was a wonderful 4 days so far.

We had one more stretch along the river to drive. We drove to Alma, WI for lunch on our last day. We had a great lunch, took a group picture and then bid goodbye to our fellow travelers. I can't say enough how much I enjoyed my trip. The weather was perfect and even the heavy rain we drove through on the last 50 miles was good too. It washed all the bugs off my car. Thank You Kari and Brent for a great trip.

Wendy Tweed  
Jaguar Club, First Lady



Dinner at One Eleven Main in Galena.



Ladies are always smiling when Dale is about.



The lead Jaguars heading north back to Minnesota.



# September Drive and Luncheon

SUNDAY, SEP 18, 2011



Don and Linda Messer came up from Fairmont for the day.



Jags at Patty Ryans in Hudson, also called "Part 4" of the tour



"So a guy walks into this bar..."

In one of the largest turnouts of the season, the Jaguar Club's September Drive and Luncheon came about in fine fashion. Organized by none other than Brent Poppenhagen and Kari Berg, the dynamic duo now offered options for the tour, as such.....

Part 1: A drive a nice 55 mile fall drive through the west Wisconsin countryside to St. Croix Falls.

Part 2: Dining at Grecco's on the St. Croix in St. Croix Falls. Their chef prepared a special menu just for the Jaguar Club. Indeed, a very appropriate first class luncheon! Your choice of either French Onion Soup or a tasty Spring Salad Mix and one of either specially prepared cheeseburger, seared chicken sandwich, goat and cheddar cheese sandwich, or a seared walleye sandwich.

Part 3: Another 50+ mile drive through more of western Wisconsin's great sports car roads.

Part 3+: In lieu of Part 3, one could go wine tasting at the nearby Chateau St. Croix Winery and vineyard.

Part 4: Drive ending refreshments at Patty Ryan's Irish Pub in Hudson.

This multiple options approach certainly appealed to Jaguar Club members as the total headcount hit 46 people. Unfortunately, the weather held a few back, but we did get 40 people for lunch. Great job, Brent and Kari! We will all be anxious to see what may be in store from you two next year!

Glenn Nickleski





In case you hadn't heard, the 2012 Rendezvous will be held in Kenora, Ontario – a magnificent resort community in the heart of the Lake of the Woods. The event has the usual three day program starting on Thursday, June 14th and is designed to let everyone make their way home on Sunday, June 17th, 2012.

Kenora is an ideal location for a Rendezvous and almost all our attending clubs can make their way there in a reasonable day's drive. Hosted by the four Winnipeg LBC clubs: The Triumph Driver's Club, the Austin-Healey Club, the Jaguar Club and the mid-Canada Mini Group, the event itself will be held at the Best Western Lakeside Inn in downtown Kenora right on the water's edge. In fact, the Lakeside Inn and its parking lot look over the fabulous Kenora harbour and you'll be able to watch tour boats, float planes and many kinds of wildlife right from the edge of the LBC parking lot or from the roof-top restaurant and bar in the circular Lakeside hotel.

Our three day program will offer many of the traditional events that everyone has come to expect at a Rendezvous such as a paved road car rally, a funkhana, a Saturday afternoon car show under a spectacular tent and the opening Thursday afternoon golf tournament. To spice things up a bit, our program will also include a few treats such as a 'foot rallye', a guided driving tour to Rushing River provincial park, a number of tech challenge events, self-guided walking tours past the many murals in the town of Kenora and a Friday evening boat cruise through the islands of Lake of the Woods on the MS Kenora – all included in the cost of your basic registration! To top it all off, we've engaged Dennis Gage – the handlebar moustached star of TV's 'My Classic Car' - to spend Saturday afternoon with us at our car show and to be the guest speaker at our Saturday evening Awards Banquet.

We are trying a different approach to registration for 2012. We would like everyone to register, sign up for our events and pay for their registration on our Rendezvous web site. You can still register by mail, but there will be a \$5 registration up-charge

for mail-in registrations to cover for the associated bank charges.

Our 2012 Rendezvous web site is located at <http://www.britishcar.ca>. We are in the process of finalizing our registration details and intend to have the on-line registration with credit card payment available before the end of November, 2011. We will contact each club when the web site registration is available for your use.

After our launch presentation last June at the Fargo Rendezvous, we had a very good initial response and as of several months ago, all the rooms at our primary hotel, the Lakeside Inn in Kenora have been booked. We still have rooms available at our second Kenora hotel, the Super 8 Hotel. To reserve your room at the Super 8, please call the hotel directly at (807) 468-8016 and ask for the 'Rendezvous 2012' room rate of \$95 Cdn plus tax. The Super 8 is located at 240 Lakeview Drive in Kenora; it has a very good view of the Lake of the Woods as well and is a short drive from our main event hotel

If you haven't already made plans to do so, come to Kenora, Ontario in June, 2012 for a memorable Northern Lights Rendezvous experience – and a great Lake of the Woods holiday. Better yet, come early, or stay a few days longer and enjoy the many things that Kenora has to offer on the water's edge in the heart of some of the more breathtaking lake country around.

If you have any questions, please don't hesitate to contact our 2012 Rendezvous co-chairs: Brian Lanoway (204) 261-0915, [blanoway@shaw.ca](mailto:blanoway@shaw.ca), or Tom Struthers (204) 771-5214, [tstruthers@gmail.com](mailto:tstruthers@gmail.com).

See you in Kenora in June, 2012!

Brian Lanoway

# Time For A Change! New Editor Wanted!

Do you enjoy writing a bit? Do you have a digital camera? Maybe a weird sense of humor? Basic computer skills? Of course you like Jaguars of all denominations. How would you like to try editing the Jaguar Club Newsletter?

After 4 years as editor, 2 years prior to that as club president, and 2 years prior to that as club treasurer, it's time for me to take a breather. I'd like to get "back in the field", so to speak. I'm thinking I'd like to organize some drives, maybe some tech sessions, and definitely spend more time in my garage.

This Fall edition will be my last newsletter. If some budding writer could take over the winter edition, that would be great. I would co-edit until a comfort level is reached. I would also be happy to provide write-ups for all the Jaguar events I attend. Most of the job is just organizing. I have over 200 issues of E-Jag Magazines to use for informational articles courtesy of Mel Sigel, a long time Jaguar Club member. The article on the Jaguar Mark 1 is from the June 84 E-Jag issue. Our graphic arts person, Jill Bean (my daughter) does all the tough layout work. Plus she is fun to work with!

So think about it. Contact me for more details.

Glenn Nickleski



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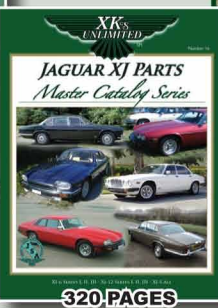
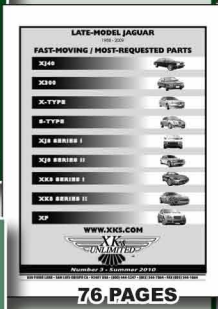
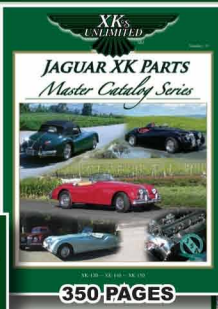
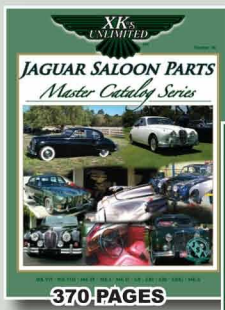
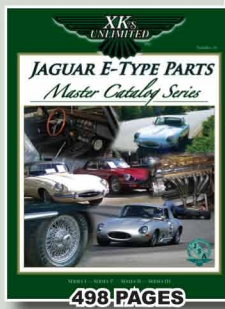
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# MARK 1

Jaguar never produced a Mark I, that is, they never called their 2.4 and 3.4 sports sedans "Mark Is." That nickname has been used since the Mark II replaced the earlier car in 1959.

The "Mark I" was introduced in the fall of 1955 as an "economy" model, despite the fact that it had the wood and leather interior of its more expensive brethren, but that's all it had of the amenities. It took a Special Equipment model to add a heater, windshield washers, fog lights, automatic interior light, tachometer, electric clock and cigarette lighter and a leaping cat mascot.

The 2.4 liter, with a top speed of 100 mph and a 0-60 time of a sluggish 16 seconds, did not appeal to American speed demons who loved their V-8s. The 3.4 liter was introduced in 1957 as a remedy and this car had a top speed of 120 mph and managed 0-60 in a fleeter 9 seconds. The 3.4 liter came standard with a tachometer and twin SU HD6 carburetors replaced the two Solex carburetors. The suspension was strengthened and the engine mountings changed. Dunlop disc brakes all around were offered in place of the standard and less than efficient Lockheed drums.

The 3.4 liter had a few external changes. The rear fender skirts were now "cutaways" and the radiator grille was somewhat wider than the 2.4's.

The model years for the Mark I were as follows:

2.4 LITER SEDAN . . . . . October 1955 - October, 1959  
2.4 LITER Special Equipment. October 1955 - October, 1959  
2.4 LITER Standard Sedan . . . October, 1959 - October, 1960  
3.4 LITER SEDAN . . . . . February, 1957 - October, 1959  
3.4 LITER STANDARD SEDAN October, 1959 - October, 1960

The Standard Sedan or Saloon was the Special Equipment model that continued for one year beyond the Mark I and ran concurrent with the first Mark IIs.


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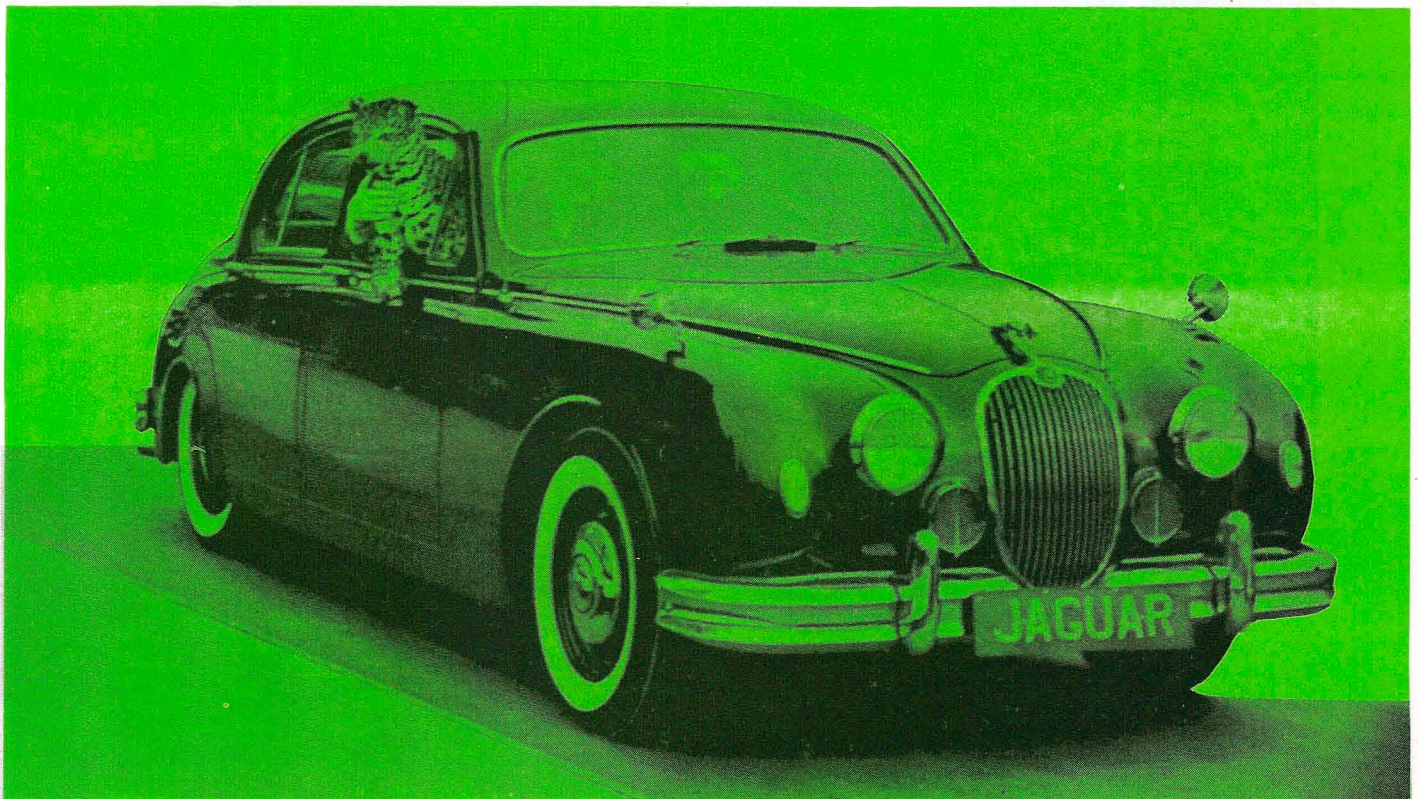
2.4 liter sedan (all models) . . . . 16,250 RHD and 3,742 LHD  
3.4 liter sedan (all models) . . . . 8,945 RHD and 8,460 LHD

Engine and Chassis Numbers:

2.4 liter . Engine BB1001; Chassis 900001 RHD; 940001 LHD  
3.4 liter . Engine KE1001; Chassis 970001 RHD; 985001 LHD

Number Locations:

Engine numbers are stamped on the right-hand side of the cylinder block above the oil filter and at the front of the cylinder head casing. The compression ratio is indicated by a suffix /7, /8, /9 added to the number. Chassis or car serial numbers are stamped in the hood catch channel, in front of the radiator. The suffix DN indicates Laycock de Normanville overdrive the suffix BW indicates Borg Warner automatic transmission. 





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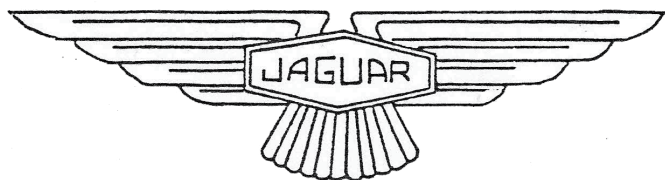
Jaguar XJ6 Series III Dashboard, no instruments, good wood.

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# New Members

Jay & Cyn Brooks  
10527 Bay View Ln  
Woodbury, MN 55129  
(651) 246-8589  
jaymbrooks@aol.com  
94 XJS Convert Green

Beth & Neil Pursley  
5300 Rogers Dr  
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**References available upon request**



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# Jaguar Club of Minnesota Calendar of Events (December)

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, December 10	**Jaguar Club 2012 Planning Breakfast	Granite City Food & Brewery 3330 Pilot Knob Road Eagan, MN	Dick Bass (952) 933-2490
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see <a href="http://www.jaguarminnesota.org">www.jaguarminnesota.org</a>			

Glenn Nickleski  
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