

Annual Holiday Dinner & Awards Party



It must have been a pretty good story Phil Kanning told at the registration table, because Beth and Neil Pursley, along with Ken Smith, lit up the entryway with smiles.



No, these jolly gentlemen aren't doing a little two-step for the guests, club treasurer Brent Poppenhagen is proudly holding the plaque he just received from Dick Bass for the very successful road tours Brent and Kari Berg set up and managed in the past year.

PRESIDENTS' CORNER



Hello to all Jaguar Members,

Lately I've been feeling a little sluggish, sleeping a lot, no vim or vigor. What could possibly be wrong? DUH!! Spring fever. I can't wait to get the car out of storage and take my first drive on a nice sunny day. Top down, hair blowing in the wind. (You now burst into laughter) I'm sure you are all feeling the same thing. Spring can't get here soon enough for me. I will hope to see you out on the roads soon. Check the on-line calendar for upcoming events.

I want to mention the Picnic this summer. We have been lucky the last 5 to 6 years in having very nice facilities for our picnics. This year we were unable to book either Brookview or Eagan Central Park for the picnic. It is not an easy task to find a shelter big enough, nice enough and with indoor plumbing for our picnics. This was the year to have it on the East Side of the cities and we are happy to say that we found a nice park in Woodbury. It's Carver Lake Park. It is on a lake that includes a swimming beach. The picnic facility is just off the parking lot. Your cars will be in full view from the shelter. It is surrounded by mature trees, which will offer the much needed shade in the summer. Bring your lawn chairs and enjoy the surroundings. The beach is a few hundred yards away from the picnic area. Another plus for this place is that we have the facility for the whole day, so PLEASE stay and enjoy yourself. Go swimming if you like. The park is easy to find and is only a couple turns and probably less than a mile off 494. We will look forward to another great turn out for this year's event. See you there!

April we have a Meeting/Pub Night set up for Kip's Pub in St. Louis Park. If you haven't been, it is an Irish Pub that offers Irish brews and Irish Fare. Corn Beef and Cabbage among them. We hope to see more of you attending. The weather should be better and hopefully snow will not be a factor. The more the merrier.

As I said earlier, I can't wait for those fun Spring and Summer events. Get those Beauties out and shined up, it won't be long before Spring is here!

Dick Bass
Jaguar Club President

THAT CAT ON OUR “BONNETS”

That leaping chrome “cat” on the hood of classic Jaguar cars represents the largest feline in the Western Hemisphere. Jaguars are the third largest of the “big cats” that include lions, tigers, and leopards in the other hemispheres of the world. Here in the Western Hemisphere, Jaguars feature prominently in the ancient records of both the Mayan and Aztec empires. An unusual feature of the jaguar, unlike most other cats, is that they enjoy swimming; for example, swimming from the “Mayan Riviera” on the Yucatan mainland to the island of Cozumel (where jaguars have been sighted), is a six-plus mile deep-water excursion.

While jaguars resemble their “cousins” the leopards, the jaguar is sturdier and heavier and can be identified by the rosettes on their furry coats; the jaguar usually has small dark spots within the open inner circle of the rosettes. About 6% of jaguars appear entirely black, although their rosettes would be visible on close examination. The female jaguars provide all the parenting for their young offspring; in fact the female jaguar will not tolerate the presence of male jaguars near her cubs, an unusual “big cat” behavior shared with tigers. Typical lifespan of the jaguar in the wild is 12 to 15 years, and those in captivity live up to 23 years, making them among the longest-lived cats. As hunters, jaguars have an exceptionally powerful bite relative to all the other felines, usually their jaws bite directly through the skull of their prey, going directly into the brain itself using jaw pressures up to 2,000 foot-pounds (twice that of a lion).



Unlike all other cat species, jaguars very rarely attack humans. The scant cases where jaguars took a human for food has been shown that the animal was either old, wounded, or would have had damaged teeth.

Recently the lushly forested nation of Guyana nestled between Brazil and Venezuela joined the regional pact (that also includes Columbia) to protect the big cat’s fragmenting forest habitat. Panthera, a New York-based conservation group, is trying to establish a “jaguar corridor” of safe pathways to link shrinking jaguar populations ranging from northern Argentina to Mexico. Jaguars are considered to have been hunted to extinction in El Salvador and Uruguay. Their present range includes the southwestern United States (where they are protected by federal law), Argentina, Belize, Bolivia, Brazil, Columbia, Costa Rica, Ecuador, French Guiana, Guyana, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Suriname, and Venezuela.

By the way, if you happen to be traipsing through one of these jungles one evening and you hear a flurry of howler monkeys screaming, it may well be because a big yellow cat covered with dotted-rosettes is quickly climbing up one of the trees for a snack.



Alas, A Spectacular Jaguar Bites the Dust (for now)

Brought forth in a flurry of publicity in 2010 to celebrate Jaguar's 75th anniversary, it was recently announced (in 2013) the strikingly-designed C-X75 hybrid "eco" Jaguar will not go into production due to the economic frailty of the present world economies.

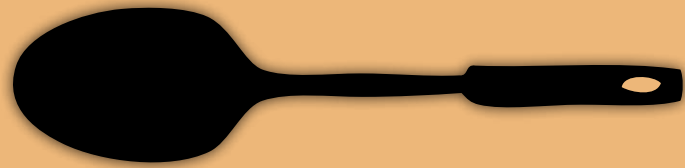
The car advanced an exciting future propulsion system utilizing four electric motors, each driving one wheel, and producing a total of 778 horsepower and 1,100 ft. pds of torque. On the road the car's batteries are recharged by dual turbo generators that can rev up to 80,000 rpm and are driven by a Diesel engine with a 16-gallon fuel tank. The car will sprint from zero to 62 mph in 3.4 seconds. Zero to 100 mph takes 5.5 seconds. Top speed is estimated to be 205-mph.

The two-seat car has a 107-inch wheelbase, and the car itself is 183 inches long (slightly more than 15 feet), and 80 inches wide (about 6-1/2 ft. wide). It features "semi-swallow doors" that lift up and out for entry and exit (much as the classic Mercedes 300 SL, or the current Lamborghini.)

We can hope that the economies of both Britain and our own USA return to sufficient health in order to produce the road-going car one day. After all, the original F-Type (promised and promoted for years) has actually currently come to pass.

Miracles never cease in Jaguar land.

Soup's On!



Saturday March 2, for the second year in a row, club members gathered at the Eagan home of Elaine Brahms and John Gulickson to enjoy a quartet of delicious soups with all the trimmings. This cheerful group included Gloria and Mike Lynch, Barbara and Dale Martin, Jan and Richard (Smitty) Smith, Diane Jensen and William Welter, Kari Berg and Brent Poppenhagen, Dick Bass and Wendy Tweed, Lynn Ault, and Russ Colber. Throughout the evening we were joined by two large and very well behaved felines—Ginger attired in a sleek coat of grey fur, and Tsunami in her shining white fur coat.

The soup menu offered a black bean chorizo with fresh cilantro, a cheddar-and-ale hearty soup, a curried pumpkin soup, and a tasty and robust borscht. A delicate lettuce salad flavored with slices of pear, chunks of blue cheese, and prepared pecans in a light dressing was served. Dessert offered a spectacular chocolate peanut-butter cheesecake to top the menu.



Elaine puts finishing touches on the salad while Brent Poppenhagen fills in Richard and Jan Smith with descriptions of upcoming road touring trips.

It looks like Jan Smith and Gloria Lynch are making a bee line directly to the cheesy ale soup with its popcorn topping.



“After soup” discussions with Dick Bass talking to Kari Berg and Elaine Brahms, whilst Jan Smith and Barb Martin provide their input, and Diane Jensen adds her commentary to Dale Martin as William Welter listens in on the sidelines.

Their salads finished, Gloria Lynch, Barb Martin and Wendy Tweed chat, while Mike Lynch and Dale Martin provide commentary from the “boy’s side of the table”.



Annual Holiday Dinner & Awards Party

Saturday, January 26, 2013 signaled the date of the annual Minnesota Jaguar Club Holiday Party. Once again the place was Gloria and Mike Lynch's beautiful home (with adjoining multiple heated workshop and garages) in wintry Chanhassen. And to spare the guests from tramping through ice and snow, each was brought to the party from the off-site parking lot via "chauffeurs" in heated vans.

This year's theme was Ciao! Italiano. It featured a fabulous gourmet menu, numerous fine wines and sodas, and included a selection of no less than five different desserts for the 40 lucky guests.



The splendid menu of gourmet Italiano-themed foodstuffs.



Continued on Page 6



Jeff Flynn, Dick Bass (his back to the camera), Tom Ryan, and William Bennett busily discuss Jaguars and their "ales".



As club President Dick Bass looks on, a serious discussion seems to be in progress while Betsy Rockwell, Jana Berghoff, Barbara Martin, and Wendy Tweed check out reference books, lists, and electronic devices. Ladies, truth be told: just how many calories are in those five different desserts?



Take a bow! Mike Lynch, Dick Bass, and Gloria Lynch receive applause from the guests for yet another fabulous holiday party.



"All round the table we go..." At the ringing of the dinner bell with Jeff Flynn in the lead, followed by George Arthur, Tim Keseluk, Betsy Rockwell, Ruth Smith, Jana and Gene Berghoff line up for the feast.

A GARAGE FULL OF GUYS ... AND TWO GALS

On Saturday March 23 we came, we saw, and were treated to the rare sight of a gleaming red Ferrari roadster up on a hoist with its red V12 engine sitting below it. Not an everyday sight for sure.

The event was our introduction to Jeff Flynn's new (considerably larger) Special Interest Auto Service facility. Aside from another Ferrari parked adjacent to the hoist, we also admired a quartet of shining E-Types lined up and waiting their turn.

Then we moved out into the office for a huge selection of breakfast treats and coffee.



"I'd say slap some wheels on her and hope for a sunny day."



"Should I offer five grand per cylinder?"



"With Jaguar's new all-wheel-drive, you can even go in the snow!"



Everything You Wanted to Know About TATA, (Jaguar's and Land Rover's Owner), and Didn't Know Where to Ask

Tata Motors Limited (formerly TELCO) is a multinational automotive manufacturing company headquartered in Mumbai, Maharashtra, India and a subsidiary of the Tata Group. Its products include passenger cars, trucks, vans, coaches, buses and military vehicles. It is the world's eighteenth-largest motor vehicle manufacturing company, fourth-largest truck manufacturer and second-largest bus manufacturer by volume.

Tata Motors has auto manufacturing and assembly plants in Jamshedpur, Pantnagar, Lucknow, Sanand, Dharwad and Pune, India, and in Argentina, South Africa, Thailand and the United Kingdom. It has research and development centres in Pune, Jamshedpur, Lucknow and Dharwad, India, and in South Korea, Spain, and the United Kingdom. It has a bus manufacturing joint venture with Marcopolo S.A., Tata Marcopolo, and a construction equipment manufacturing joint venture with Hitachi, Telcon Construction Solutions. Founded in 1945 as a manufacturer of locomotives, the company manufactured its first commercial vehicle in 1954 in a collaboration with Daimler-Benz AG, which ended in 1969. Tata Motors entered the passenger vehicle market in 1991 with the launch of the Tata Sierra and in 1998 launched the first fully indigenous Indian passenger car, the Indica. Tata Motors acquired the South Korean truck manufacturer Daewoo Commercial Vehicles Company in 2004 and the British premium car maker Jaguar Land Rover in 2008. Tata Motors is listed on the Bombay Stock Exchange, where it is a constituent of the BSE SENSEX index, the National Stock Exchange of India and the New York Stock Exchange. Tata Motors is ranked 314th in the 2012 Fortune Global 500 ranking of the world's biggest corporations.

Tata Group, the corporate parent, was founded in 1868 by Jamsetji Tata as a trading company. It has operations in more than 80 countries across six continents. Tata Group has over 100 operating companies each of them operating independently, 32 are publicly listed.

HISTORY



Tata Indica; one of the best selling cars in the history of the Indian automobile industry



Tata Nano, the world's most inexpensive car

Tata entered the commercial vehicle sector in 1954 after forming a joint venture with Daimler-Benz of Germany. After years of dominating the commercial vehicle market in India, Tata Motors entered the passenger vehicle market in 1991 by launching the Tata Sierra, a multi-utility vehicle. Previously the company had launched three vehicles, Tata Estate (1992; a station wagon design based on the earlier TataMobile of 1989, a light commercial vehicle), Tata Sumo (1994; LCV) and Tata Safari (1998; India's first sports utility vehicle).

In 2008, Tata Motors acquired the British car maker Jaguar Land Rover, manufacturer of the Jaguar, Land Rover and Daimler luxury car brands, from Ford Motor Company.



The Tata Prima

Tata Motors is among the top three in passenger vehicles in India with products in the compact, midsize car and utility vehicle segments. [The company's manufacturing base in India is spread across Jamshedpur (Jharkhand), Pune (Maharashtra), Lucknow (Uttar Pradesh), Pantnagar (Uttarakhand) and Dharwad (Karnataka). The company is establishing a new plant at Sanand (Gujarat). Tata's dealership, sales, service and spare parts network comprises over 3500 touch points.

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Tata Prima Heavy Truck

Tata Daewoo is the second-largest heavy commercial vehicle manufacturer in South Korea. Tata Motors has jointly worked with Tata Daewoo to develop trucks such as Novus and World Truck and buses including GloBus and StarBus. In 2012, Tata will start developing a new line to manufacture competitive and fuel efficient commercial vehicles to face the competition posed by the entry of international brands like Mercedes-Benz, Volvo and Navistar into the Indian market.

TATA HISPANO

Tata Hispano Motors Carrocera, S.A. is a bus and coach cabin manufacturer based in Zaragoza, Aragon, Spain and a wholly owned subsidiary of Tata Motors. Tata Hispano has plants in Zaragoza, Spain and Casablanca, Morocco. Tata Motors first acquired a 21% stake in Hispano Carrocera SA in 2005, and acquired the remaining 79% for an undisclosed sum in 2009, making it a fully owned subsidiary, subsequently renamed Tata Hispano.

JAGUAR LAND ROVER



Range Rover Evoque

Jaguar Land Rover PLC is a British premium automaker headquartered in Whitley, Coventry, United Kingdom and has been a wholly owned subsidiary of Tata Motors since June 2008, when it was acquired from Ford Motor Company. Its principal activity is the development, manufacture and sale of Jaguar luxury and sports cars and Land Rover premium four-wheel drive vehicles. It also owns the currently dormant Daimler, Lanchester and Rover brands. Jaguar Land Rover has two design centers and three assembly plants in the UK. Under Tata ownership, Jaguar Land Rover has launched new vehicles including the Range Rover Evoque, Jaguar F-Type, and the fourth-generation Range Rover.

TATA TECHNOLOGIES

Tata Technologies Limited (TTL) provides engineering and design services to the automotive industry. Tata Motors holds 86.91% of TTL's share capital. TTL is based in Pune (Hinjawadi) and operates in the United States and Europe through its wholly owned subsidiaries in Detroit and London respectively. It also has a presence in Thailand. Tata Technologies is a software service provider in the IT services and BPO space. Its global client list includes Ford, General Motors, Toyota and Honda. TTL acquired the British engineering and design services company Incat International Plc for 4 billion in August 2005. Incat specializes in engineering and design services and product lifecycle management in the international automotive, aerospace and engineering markets.

EUROPEAN TECHNICAL CENTRE

The Tata Motors European Technical Centre (TMETC) is an automotive design, engineering and research company based at the campus of the University of Warwick in the United Kingdom. It was established in 2005 and is a wholly owned subsidiary of Tata Motors. It was the joint developer of the World Truck.

TYPE: Public

TRADED AS: BSE: 500570 (BSE SENSEX Constituent), NSE: TATAMOTORS, NYSE: TTM

INDUSTRY: Automotive

FOUNDED: 1945

FOUNDER(S): J.R.D. Tata

HEADQUARTERS: Mumbai, Maharashtra, India

AREA SERVED: Worldwide

KEY PEOPLE: Ratan Tata (Chairman Emeritus), Cyrus Pallonji Mistry, (Chairman), Ravi Kant (Vice Chairman), Karl Slym (Managing Director)

PRODUCTS: Automobiles, Commercial vehicles, Automotive parts

SERVICES: Vehicle leasing, Vehicle service

REVENUE: US\$ 32.67 billion (2012)

OPERATING INCOME: US\$ 3.06 billion (2012)

PROFIT: US\$ 2.28 billion (2012)

TOTAL ASSETS: US\$ 28.05 billion (2012)

TOTAL EQUITY: US\$ 6.44 billion (2012)

EMPLOYEES: 59,759 (2012)

PARENT: Tata Group

DIVISIONS: Tata Motors Cars

SUBSIDIARIES: Jaguar Land Rover, Tata Daewoo, Tata Hispano

WEBSITE: www.tatamotors.com

1971-'74 Jaguar E-type Series 3

The last of the breed remains the most affordable

BY DAVID LaCHANCE

PHOTOGRAPHY COURTESY OF JAGUAR CARS

Some cars that we cherish today were nearly hooted off the stage when they were new, criticized as warmed-over versions of cars long overdue for replacement. The last of the “Big” Healeys, the 3000 Mk III, got a plush interior and other upgrades in an effort to appeal to an increasingly resistant buying public; today, it’s one of the most valuable of the Austin-Healey breed. MG was ridiculed for the pre-war character of its TF roadster by a buying public impatient for something more modern; now, the TF is considered endearing, and more desirable than its TC and TD predecessors.

Jaguar’s Series 3 E-type was also the end result of an evolutionary process, though it has yet to catch on with collectors as its predecessors have. The pressure for change in this case was supplied not by the buyers—and really, how could they have become tired of the shape?—but by the U.S. government. By the time the Series 3 rolled out for 1971, our safety and emissions requirements had forced a vast transformation in William Lyons’s world-beating sports car.

The biggest change was under the hood, with the arrival of a 5.3-liter V-12 engine, intended to restore the performance that emissions controls had sapped from the 4.2-liter, DOHC straight-six. The all-alloy 12, though more powerful and remarkably smooth, was 86 pounds heavier than the six, which affected handling and required that power steering be made standard equipment. It generated more heat than the XK six, too, which dictated a larger grille opening, fitted for the first time with a slatted grille. A scoop was tucked below the grille for additional cooling air.

The Open Two-Seater, or convertible, was now built on the longer, 105-inch wheelbase of the 2+2, and the two-place Fixed Head Coupe was discontinued. The track was widened by 3/4 inches, requiring the addition of flares to the front and rear wheel arches. Bumper overriders on U.S.-spec cars grew from year to year, culminating in the large, black rubber Enersorb blocks that did nothing for aerodynamicist Malcolm Sayer’s grace-



ful styling. Painted steel wheels with chrome rim embellishers were standard, although classic wire wheels could be ordered. Air conditioning and an automatic transmission were on the options list, too.

“Disappointment” was a word many automotive writers couldn’t avoid when describing the new E-type. The changes had completed the car’s journey from lithe sports car to lardy boulevard cruiser; even if the V-12 provided better upper-end acceleration and a higher top speed.

Today, any E-type is a wonderful car, but collectors favor the first-generation cars, which in average condition command nearly double the price of the Series 3s. And, while the values of Series 1 cars have climbed steeply in the past few years, those of Series 3 cars have remained rela-

tively flat. There’s also a growing price gap between automatic and manual cars; what was a 5 percent price differential a decade ago is now at 15 percent. In a market with more than adequate supply, buyers can afford to be choosy—and what they want are stick-shift cars.

For those whose favorite E-type is the Series 3, the good news is that there’s no reason to think that prices are going to run away anytime soon. In fact, it’s possible to find a driver-quality 2+2 for somewhere between \$15,000 and \$20,000. *



Lyonheart K creates a 21st-century E-Type for the moneyed Jag fan



By Justin Hyde | Motoramic – Thu, Mar 21, 2013 12:39 PM EDT

Modern engineering and the nostalgia of the wealthy has combined to create a new niche in the automotive world: the retro-rod, a car with up-to-date technology designed to look like it rolled off the showroom floor a few decades ago. For years, Corvette fans have been able to buy an fifth-generation Vette dressed like it was 1953, and now a British firm plans a similar kind of time travel with the Jaguar E-Type — but the trip doesn't come cheap.

Called the Lyonheart K, the British start-up plans to build 250 coupes and convertibles based off the Jaguar XK designed to look as close to a modern E-Type as possible. (That Jaguar has created an all-new car, the F-Type, meant to evoke a similar emotion has not stopped this plan as of yet.) More than just a custom body, Lyonheart says its K-cars have had their Jaguar V-8s tuned by Cosworth to 567 hp and 510 lb.-ft. of torque, enough to push the K to 62 mph in 3.8 seconds.

Inside, Lyonheart has redone the interior with its own custom woodgrain dash, higher-end stereo and more baubles. Which one would expect given the price tag for this trip into the past: \$466,000 for the coupe, and \$485,000 for the convertible. For that money, a Jaguar enthusiast could buy an original E-Type, a new F-Type and still have cash to splurge on the company's R-tuned models. Sometimes it's just easier to make history than repeat it.



Jaguar Club of Minnesota Calendar of Events (April-July)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen dwbuch@hotmail.com (651) 222-3899
Saturday, April 6	Cars & Café	Auto Motorplex Chanhassen, MN	
Wednesday, April 10	**Board Meeting/Pub Night	Kip's Pub St. Louis Park	
Saturday, April 20	Marque Event	Auto Motorplex Chanhassen, MN	
Saturday, April 27	Midwest Motor Sports Open House		Dan Iberg
Saturday, May 4	Scottish Fair	Dakota County Fair Grounds 4008 220th Street West Farmington, MN	
Saturday, May 4	Cars & Café	Automotorplex Chanhassen, MN	
Saturday, May 11	Intermarque Spring Kick-off	Downtown Osseo, MN	
May 17-19	Road America Spring Vintage Weekend	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
Saturday, May 18	Marque Event	Auto Motorplex Chanhassen, MN	
May 31-June 2	Road America Superbike Doubleheader	Elkhart Lake, WI	
Saturday, June 1	Cars & Café	Automotorplex Chanhassen, MN	
June 6-9	Ruttger's Sugar Lake Lodge	Grand Rapids, MN	
June 7-9	Road America Vintage Motorcycle Classic	Elkhart Lake, WI	
Wednesday, June 12	**Board Meeting/Pub Night	Al Baker's Eagan, MN	
June 13-16	Road America Chicago Region SCCA June Sprints	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
June 15-16	Stone Arch Bridge Car Show	Minneapolis, MN	
June 20-22	Road America NASCAR Nationwide Series	Elkhart Lake, WI	
June 21-23	Back to the 50s	Fairgrounds St. Paul, MN	
Saturday, June 22	Marque Event	Auto Motorplex Chanhassen, MN	
Saturday, June 29	**Drive and Luncheon	Hubbel House/Manterville	Elaine Brahm & John Gullickson elaineb@dakcom.org (651) 454-0626
Saturday, July 6	Cars & Café	Auto Motorplex Chanhassen, MN	
Sunday, July 14	**Annual Jaguar Picnic	Carver Lake Park Woodbury, MN	
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see www.jaguarminnesota.org			



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- References available upon request



No time or money to go on high dollar vintage rallies like the Colorado Grand or California Mille? The "Walleye 1000 Vintage Rally" just might be for you! It's a two day vintage car tour on the back roads of Minnesota and Wisconsin.

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Entry fee is \$249 per vehicle (2 person team, driver + co-driver). Overnight accomodations, finisher's dinner, event T-shirts for all participants and a bunch of other event swag is included, *this is a laid back car event on a budget!*




Visit the website for event info, to sign up for email updates and to download a Participant Application.

www.walleye1000.com

Saturday and Sunday, June 8 - 9, 2012

Contact Event Organizer: Dave Tobin | (651) 216-1265 | dave@daveknowscars.com

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