

Spring Sweetheart Brunch



A selection of English cars gathering at the Machine Shed. George Arthur decided to drive his Jensen.



The ladies were enjoyed a selection of potted plants from Squire House Gardens, just for showing up!



A big, big smile from Randi Beale lights up the room!

PRESIDENTS' CORNER



Hello to all Jaguar Members,

Well I think Summer has finally arrived. Yahoo!

Our first outing of the spring was the Sweetheart Brunch. It was a great success thanks to Glenn and Gwen Nickleski. We had a short 50 mile drive through that St. Croix River area ending in Afton for lunch. The sky was clear and free from rain just long enough for our outing and it started raining as soon as we all headed for home. It was nice to be able to have the top down for the first time of the year. The food and company was outstanding. How can you spend time with your Jaguar friends and not have it be great?

Remember the monsoon rains of May?! Well the weather broke just long enough for us to have three enjoyable days at Sugar Lake Lodge in Grand Rapids for Rendezvous 2013. There was a great turn out for the event. Over 200 cars were in attendance. Jags, MGs, Austin Healeys, and some none-British cars also. There were two cars shows, one in Downtown Grand Rapids and one at the resort. We needed sun for those and the old boy came through for us. I think a good time was had by all. We are all looking forward to next year's Rendezvous which will be in Thunder Bay, Ontario. We encourage everyone to try to work it into your calendar next summer and get your room reservations in soon.

Again we are making a call to action for our members. We are in need of members to step up and take an active role in helping us run the club. Wendy and I will be done at the end of this year and so not only will we need a new President, but we also need someone to take over the job of Membership, help with the Newsletters and Directory, and also Advertising. A small number of the members have maintained these jobs for extended periods of time and are now looking for a break. We would be happy to hear from anyone who would like to become more active in the operation of this club. Call me, or any board member if you can be of help to us.

In closing I hope to see good turn outs at our Summer and Fall events. See you soon!

Dick Bass

Jaguar Club President



JAGUAR MINNESOTA
spring sweetheart brunch
SUNDAY, MAY 19

Upon waking up the morning of the Sweetheart Brunch, as expected it was raining. Need I say this was for the 3rd year in a row! As some of you may remember, the 2011 Sweetheart event at the Outing Lodge (formerly a genuine Minnesota Poor House) was just drenched with water from the heavens. This also was the year of the infamous tornado in Minneapolis, going full bore the same time as the Jaguar event. Gwen and I were leading the pack, crawling along at 10 mph with 10 foot visibility, hoping we would stay on the road and not get hit from behind. Luckily we made it with no ill effects. The next year the event at the Lowell Inn in Stillwater was better, but we still had cold drizzle throughout. I'm quite sure we had the only E-Type Jag convertible on the road in the upper midwest that day.

But, 2013 turned out to be a different story. Though the rains definitely came, someone from a higher power decreed the skies to be dry...not sunny, mind you...but at least dry for this year's Sweetheart Brunch. A crowd of 28 people gathered at the Machine Shed Restaurant in Lake Elmo for a short but nice drive via backroads to the Current Restaurant in Afton, MN. We had a wing of the restaurant all to ourselves and everyone seemed to behave. The restaurant had a nice brunch menu selection ready for us.

Gwen and I also decided to break tradition a bit this year. Normally, all ladies in attendance receive a nice single stemmed rose to add to the occasion. This year we enlisted the help of Squire House Gardens in Afton to offer the ladies a selection of potted flowers to take home. This seemed to go well. A new tradition? Maybe we'll find out next year.

All in all, it was a nice afternoon. We did however have a few drops on the windshield on the way home. A subtle reminder no doubt of how lucky we were for this year's Sweetheart Brunch.

Glenn Nickleski



Jaguars ready for the drive to Afton. Is that shade under the cars?



The Annual InterMarque Spring Car Show



Saturday, May 11, 2013, and a mighty wind swept down on the main street of Osseo, blowing a frosty breath upon a sparkling line up of Jaguar club participants consisting of:

- Two-tone ebony-black and silver Mark 2 sedan
- Forest green and ebony-black Mark IX saloon car
- Ebony-black XK150 coupé
- Cornish grey and mist grey Mark IX saloon car
- Light blue metallic XJ8
- Sky blue E-Type

This display of a few of our club member's cars were surrounded by a colorful galaxy of Austin Healeys, MGs, Triumphs, Citroens, Rolls Royces, Lotuses, Mercedes, and a sprinkling of Porsches, all anchored by an sky blue open-topped Aquacar.

It was the annual InterMarque spring car show. And was it cold! Take a look at the fierce-some sky and clouds and you'll see was it was a day of shivers. But on the bright side, it didn't rain or snow. And some of us discovered a really good Greek restaurant on the main street.





THE 65TH ANNIVERSARY OF THE JAGUAR XK

Presented to us by Terry Jacobson

In 2013 there will be many car marquee anniversaries. One celebration that should not go unnoticed is that of the Jaguar XK. Debuted at the annual Earls Court Auto Show in October 1948, the XK was destined to take the fledgling post-war Jaguar Cars LTD. into a wholly new dimension. Possibly saving the company from financial difficulties and on to flourish in the 1950's.

THE HORSE BEFORE THE CART

“The power came from a piece of alloy as beautiful as the car it was of power, designed during midnight fire watching sessions in a grim wartime factory! The four fire-watchers, William Lyons, Bill Heynes, Claude Bailly and Walter Hassen, drew up the XK engine in a tiny office in Coventry before creeping off to their camp beds. And when the Second World War was over, they set about building a car fit to take their wonderful new engine. First it was to be a magnificent saloon like the pre-war designs being produced as a matter of contingency straight after the war. But that saloon car was too long in coming and William Lyons, the stylist with a touch of the showman, decided to build a few sports cars to emphasize how good the engine was. This sports car featured most of the good things the famous four had dreamed up: the lines of Lyons, the engine of Bailly and Heynes, Haynes's super new suspension, the dedicated development of Hassen and the chassis work of a fifth man, Bob Knight. It is only fair to point out that there was also a sixth man, the freelance gas flow expert, Harry Westlake. Westlake perfected the cylinder head and extracted more and more power as time went into the 1950's.

The brave new machine was christened the XK120 at its unveiling. The 120 stood for 120 MPH, and although it certainly looked as though it could reach that magic speed, some people were skeptical.”¹ The XK engine was 3,442cc; 83 mm bore by 106 mm stroke in line 6 cylinders. It was unique as it was the first production car to use the sophisticated twin overhead camshaft in a cylinder head with hemispherical combustion chambers. In May of 1949, Soapy Sutton took his XK 120 to Jabbeke motor speed way and hit 132.6 MPH thus disquieting the skeptics forever. The XK body (120, 140 & 150) production run totaled more than 30,357 before it gave way to another sensation the XKE.

XK SUMMARY

Introduced in 1948 the Jaguar XK120 sports car was more of a concept at the time, to highlight the then entirely new XK twin-camshaft engine that was designed for a new MK VII saloon model yet unannounced. The engine was fitted to a shortened version of a new chassis with independent front suspension, also destined to the new saloon but the new chassis was clothed in an all aluminum stylish sports car body, not too dissimilar looking to the pre-war BMW 328 Mille Miglia design. The XK concept car was hurriedly prepared for the Earl's Court British Motorcar Show to showcase the 3,442cc 6-cylinder twin carburettor engine in readiness for the new saloon in 1950.

continued on page 6



XK120 (1948-1954)

The XK120, now named, was so well received that Jaguar decided to build the car to meet demand but, for the first two years, only 240 were produced, hand-crafted with the aluminum bodywork. Jaguar's highly successful twin overhead camshaft six-cylinder engine was mated to a four-speed manual transmission, then producing 160bhp with a conventional live rear axle, leaf springs and drum brakes. Initially available as a two-seater roadster, internally the XK120 was well equipped and comfortable. The XK120 achieved instant recognition and its reputation grew with entry into races and rallies along with specially orchestrated high-speed runs.

With incredible overseas and domestic sales success, the XK line was regularly updated to maintain its expanding market position, initially in 1950 as production was increased by utilizing a new steel body and then in 1951 a second variant, the XK120 fixed head coupe was introduced. The fixed head coupe offered the sporting motorist even greater comfort and refinement with rarely seen luxury in a sports car like glass wind up side windows, external door locks, a mohair head lining and a polished walnut dashboard. Nearing the end of production in 1953, the XK120 drop head coupe was introduced offering greater luxury and convenience to the roadster.

In 1954 the XK120 was replaced by the XK140 offering many improvements over the earlier models and still available in all three-body styles and then in 1957 the XK140 was replaced by the XK150. The XK150 model offered more external styling changes, an enhanced interior and over its production period became available with a choice of four engines, up to a 3,781cc triple carburetor 265bhp 'S' model. The total XK production run was 30,381 cars.

The XK120 was then one of the fastest production sports cars in the world. No other production sports car could match the performance, refinement or the value for money. The two models were later supplemented by the drop head coupe that offered the benefits of "wind in the air" motoring with the comforts of a saloon. With a well-designed hood that could be lowered and raised in seconds from the driver's seat, this model also featured the external door locks; wind up windows and walnut trim as the fixed head.



XK140 (1954-1956)

The XK model that was produced for the shortest period was the XK140. Although following the basic styling of the previous model, the XK140 was instantly recognizable by more substantial chromed bumpers front and rear, the heavy cast radiator grille and, on the fixed head, the larger side window area. Internally both the FHC and DHC benefited from occasional rear seating. Overdrive became an option on the manual transmission cars and automatic transmission became available as well. Another improvement was the fitment of a rack and pinion steering system to all XK140 models.

There was further model proliferation in that each of the three body styles were offered in three versions: the standard car, the M version with dual exhaust, wire wheels and fog lamps, and the MC, which received all the M equipment as well as the cylinder head from the competition C-Type. The top of the line MC (known in the UK as SE) was rated at 210bhp.

continued on page 7

XK150 (1957-1961)

Initially only available as a fixed head coupe or drop head coupe, these models were again instantly recognizable by external styling changes. A wider bonnet and radiator grille, a curved one-piece windscreen and substantially remodeled body sides with a flattened swage line gave the XK150 a more contemporary look though underneath the car used the same basic chassis and suspension arrangement. The XK150 was the first production Jaguar sports car to be fitted with disc brakes.



A year later (1958) the roadster version was announced which now incorporated a longer rear deck area to the previous XK roadsters and for the first time this roadster featured wind up glass side windows. Internally, all the XK150s featured revised seating and dashboard arrangements without any woodwork.

The standard engine was rated at 190bhp, but a 210bhp SE version was also offered. More power soon followed with the 'S' version of the 3.4-liter engine, which breathed through triple SU carburetors to generate 250bhp. As before, the four speed manual transmission was offered with overdrive and a three-speed Borg Warner automatic was optional.

Later in 1958, Jaguar added a lighter roadster version to the line-up. Available in both standard and 'S' versions, it had a sleeker appearance but still offered roll-up windows. For 1959, the big news was a 3.8-liter version of the famous XK engine. Rated at 220 in standard guise and 265bhp for the S version, the big cat was seriously quick.

XK ERA RACING, RALLYING AND RECORD-BREAKING HISTORY

The performance was no flash in the pan. The Jaguar management team knew they if they could perform on the world road race tracks; they would have a leg up in the showrooms around the world. Additionally management knew the racing team could be the product development arm for Jaguar and indeed they were correct. The following are the most notable triumphs of the Jaguar racing teams and their privateers glory years:

- 1949 Silverstone Car Race – 1st and 2nd place, XK120 production car.
- 1949 LeMans, 24 Hour Race – 3rd place, XK120 production car
- 1950 LeMans, 24 Hour Race – 12th and, 15th place, XK120 production car
- 1951 LeMans, 24 Hour Race – 1st and, 11th place, C-Type car, Sterling Moss has fastest lap.
- 1953 LeMans, 24 Hour Race – 1st, 2nd, 4th, 9th place, C-Type car, Disk brakes used
- 1954 LeMans, 24 Hour Race – 2nd place, D-Type car; 4th place, C-Type car
- 1955 LeMans, 24 Hour Race – 1st and 3rd place, D-Type car, Hawthorne has the fastest lap.
- 1956 LeMans, 24 Hour Race – 1st, 4th and 6th place, D-Type car, Flockhart has fastest lap.
- 1957 LeMans, 24 Hour Race – 1st, 2nd, 3rd, 4th, and 6th place, D-Type car

XK Production ceased in 1961 to make way for the new XKE.

Sources:

- 1 *The Jaguar XK*, Chris Harvey
- Wikipedia*
- Jaguar Sports Cars*, Paul Skilleter
- Jaguar in Detail*, A.D. Clausager

THE NEW F-TYPE JAGUAR SPORTS CAR

Jim Patten, Executive Editor of *Jaguar World Monthly* in the United Kingdom sets the stage, saying: “Jaguar has made a habit of stunning their audiences with sensational announcements. Way back in 1935 the gathered assembly could not believe the low price of the company’s new Bentley-esque saloon, while the XK120 and E-type releases are now the stuff of legends. It seems that the latest F-TYPE will also join the ranks of sensational entries.”



Here, in London, the “Top Gear” British TV show is filming the automotive “Best of Britain”. We see three of the new F-type Jaguars leading the parade, interestingly, red, white, and blue samples to echo the long series of British flags proudly flying alongside.

Car reviewers for automobile magazines have leapt to take the new F-Type out on the road and here’s a summary of what are they saying.

Paul Walton, Editor of *Jaguar World Monthly* (UK) in an article entitled *Emotional Response*: “I experienced

the new F-type, Jaguar’s first pure sports car in a generation. As an enthusiast of the marque since a child, it’s a car I’ve been waiting for all my life. As much as I love XK120s and E-types, they belong to another era, another time. What I wanted was a two-seater that belonged to my generation, not my father’s. The moment I pressed the starter button, fired the engine and grabbed the SportShift gear selector, I knew instantly that Jaguar had achieved that.”

Kim Reynolds in a review entitled *Cat Fancy* in *Motor Trend*, shouts the new two-seater lives up to its impeccable pedigree. “To be honest, it’s shorter and chunkier than I expected; about the width of a Camaro but 14 inches shorter and 3 inches lower ... its tail sharply pinches after the rear wheels to reduce bulk. There’s an echo of the E-Type in the thin wrap-around taillights, and the rear bumper just sort of disappears, letting your eyes focus on the twin, centered tailpipes. Those twin pipes identify the two V6-engined cars - the V8 has pairs set to either side. All three are coupled to an eight-speed Quickshift automatic transmission and encased in a capsule of stamped, tubular, and cast aluminum riveted and bonded into an unusually solid open-top chassis. it’s a hoot and a half to drive scating to 60 mph in 5.1 seconds, but, more critically cornering like the sports cars Jaguar lacked too long. The steering is simply excellent, with a delicious feel.”

continued on page 9

Don Sherman, in *Car and Driver*, titled his review of the 2014 Jaguar F-type, *Ferocious*. “Just be grateful that Jaguar finally realized that its technology, honed while fighting the German and Asian juggernauts, shouldn’t be exclusive to cars with a surfeit of seats and doors. In growling at the 911, Jaguar is confirming that its F-type is an earnest return to two-seat roadsters. Compared with the spear-like E, the F is a billy club. The social graces this brand has long nurtured - supple paws, a mellow meow, an affectionate disposition - are missing. Some errant strain has invaded Jaguar’s genetics ... at least the initial greeting is cordial. You sink into bucket seats that wrap around your ribs like a chest cast. The driver’s zone is defined in part by a barrier that arcs up to the right of the shifter and into the dash. In the F, the stitched leather and the painted or polished trim are all of high pedigree. A central touch screen flanked by eight buttons handles navigation, car setup, communication, and entertainment functions, while three large knobs and a half dozen classic rocker switches manage climate control. An orange “Dynamic-I” switch engages a more aggressive throttle response, higher steering effort, quicker shifts, and delayed ESP intervention. The stack of V-engine, su-



percharger, intercooler, and pedestrian protection yields a forward perspective more like that of a World War II radial fighter than a modern jet. Because the high hood blends into a high beltline, you wear this sports car like an aluminum flak jacket. What trumps the acceleration - which should be under five seconds to 60 mph for the base F-type, a couple of tenths quicker for the S ver-

sion - is the savage howl from twin exhaust pipes. Full throttle acceleration sounds like open-pipe day at the track, and the overrun is a rich medley of pops and snorts. The 495-hp V-8 is the overkill choice. With fresh Porsches above and below in price and a new Corvette roadster due late this year, the F-type would have been ripped to shreds had it arrived as a lap kitty. Jaguar bred this one to thrive in the sports-car jungle.”

Georg Kacher in *Automobile* titled his review of F-Type, *New Kid on the Block*, asks, “Does the new Jaguar F-Type V8 S have what it takes to do battle with the Audi R8 4.2 Spyder and the Porsche 911 Carrera S Cabriolet? The F-Type V8 S is a roadster on steroids. Think of it as a softtop Nissan GT-R without four-wheel drive or as a transformed Ford Shelby GT500 with British papers. The Jag is, in other words, all muscle, and its presence on the road is accordingly aggressive and unrestrained. You probably wouldn’t want to be identified as the driver of this chariot from hell, but being the devil at the wheel is a whole lot of fun.

The R8 ranks second on the hooligan list. The mid-engine mauler is also a victim of its own proportions: 2.5 inches lower than the Jaguar and 3.8 inches wider than the Porsche. Furthermore, it sports the longest wheelbase, the shortest overhangs, and the most extreme two-plus-nothing packaging. Mean-looking even when parked, the R8 proudly displays its exotic proportions and its ground-hugging, wide-body stance, which is even more firmly planted than the front-engine Jaguar and the rear-engine Porsche.

After seven generations, the 911 feels more like a longtime friend than a recent acquaintance. Similar to a charismatic speaker or a talented musician, the Porsche takes only a couple of minutes to cast its spell.

continued on page 10

The rear-engine layout can be wayward and unpredictable, but even more than its predecessors, the current 911 is a master of grip and traction.

Three keys, three cars, three choices. Which one would I take home? If cost were no object: an R8 with the 525-hp V10 engine. If I could have one built to order and someone else paid for the lease: a 911 with the PDK dual-clutch automatic transmission. However, if it were my own money and if this was to be my only car, it would have to be the F-type. It feels like the right choice for someone who has the body of a giant, the heart of a chicken, and the mind of a child. The Jaguar is not only the newest car on the block, it is also the most pragmatic option, sporting the biggest trunk and the least offensive price tag. Its supercharged engine is a known quantity and a true gem, the eight-speed automatic guarantees even more joyful paddle-shifts per mile, the chassis wear the Entertainment Guild's seal of approval.

Mark Vaughn, in *Autoweek*, titled his review, *Back to its Roots*. He states: We love Jaguars, we have always loved Jaguars. You probably love them, too. Who wouldn't? Maybe communists wouldn't. Everybody else, Jaguar all the way, baby. But for the last 50 or so years, since the E-type debuted a half-century ago, the tendency for Jaguars has been to get more luxurious and less, what you'd call, sporty. And to have four seats. This was not a bad thing, since the carmaker did a good job with four-seaters and 2+2s. And when you consider all the taut, powerful R models we've driven and loved in those years, we really can't complain.

Nonetheless, it comes as a delight to find that Jaguar is now headed back toward sporty without really giving up to much of the luxury that buyers have come to crave: The two-seat convertible F-Type is the embodiment of that change of direction. It's the latest the latest in a long and distinguished line of "types" from the leaping cat: C-type, D-type, and E-type being the famous predecessors.

We say, welcome back cat. ... Going fast or standing still, it's a beautiful car. It looks relatively small for a Jag, and it is. With a \$69,895 starting price, it is a good entry to this level of European sporting luxury. The mighty V8 starts at \$92,895. The V6 S is \$81,895. We eagerly await the inevitable R version."

Chris Chilton, in *Road & Track* headlines his review, *Looks Great. Goes Greater*. "They call it the 50-yard test. That's the maximum distance the F-type's engineers think you should have to travel before realizing that this is a very different kind of Jaguar. What the Aston-esque looks suggest is confirmed by the first roll of the wrists as you inch out of a parking lot. Aiming somewhere between the Porsche Boxster and 911, Jaguar's first two-seat sports car since the E-type is tasked with making the English brand cool again, opening the door to a generation of buyers who grew up cocooned in a Bosch-engineered bubble, not lusting after another Lucas letdown. Comparisons with the E-type are inevitable but irrelevant.

Here's the catch - this thing is really good to drive. What could have been another cushy GT masquerading as a sports car (you listening, BMW?) is a taut two-seater that thumbs its nose at understeer and feels much lighter than it is. The steering, quick but not darty and doesn't deliver that gritty textural feel of a Lotus Elise or an old 911, but it does give you the sort of connection missing from many modern sports cars. Even the transmission is pretty sweet, with fast shifts and the ability to lock the torque converter once in second gear partly assuaging your irritation at the missing clutch pedal. Fortunately for nervous types, the F-type does cruising well too. The ride is supple, and the low-slung seat comfortable enough for hours at the wheel and the canvas top is reasonably quiet. It folds away in 12 seconds, at speeds up to 30 mph, without impacting cargo space.

The specter of the E-type will always loom large, but here and now, this F-type is a great sports car in its own right."

CORPORATE NEWS

Just a few days following Christmas in 2012, a news item in *Jaguar World Monthly* magazine (UK) headlined that “Jaguar Cars Ltd. passes into history”. But don’t worry, Jaguar is still around, in fact, recently once again setting sales records. What actually happened is the corporate name was changed to Land Rover Limited and the registered corporate address of Jaguar Land Rover Limited is given as Abbey Road, Whitley, Coventry, England.

The original Jaguar Cars Limited was first registered in November, 1937. This was a little more than a year after the first Jaguar cars were announced and shown in September, 1935, even though the business itself continued to trade as SS Cars Limited until April 1945. To further complicate things, Jaguar Cars Limited merged with BMC (British Motor Cars) in 1966, which in turn became British Leyland Motor Company and in October, 1972, following the retirement of Sir William Lyons, Jaguar Cars Limited ceased to be an operational corporation.

But hope for Jaguar arose again in 1982 when (Sir) John Egan, having rebuilt and privatized Jaguar Cars Limited, sold it to the Ford Motor Company in February, 1990. Ford then sold Jaguar Cars Limited to Tata Motors of India in June, 2008.

For Sale

1966 Jaguar 3.8s, \$13,000

This is a California desert car. New paint, leather interior, rebuilt 4.2L engine, Rack & Pinion steering, rebuilt XJ6 transmission, stainless wire wheels and a high speed differential.

Very nice driving town and highway 3.8S.

On a scale of 1 - 10 I'd say it's about a 8 to 9 point car.

Call me, Dave Dalsin, with any questions or for more pictures.
Cell # 612-845-3766, any time.



Jaguar Club of Minnesota

Calendar of Events (July-September)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen dwbuch@hotmail.com (651) 222-3899
July 18-21	Road America The Hawk with Brian Redman - Vintage Cars	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
Saturday, July 20	Marque Event	Auto Motorplex Chanhassen, MN	
Sunday, July 28	**Mexican Fiesta	Mike & Gloria Lynch 6630 Horseshoe Curve Chanhassen, MN	Mike Lynch (952) 474-5642 cmi@cmeters.com
August 1-4	Road America Ferrari Club of America (non-race event)	Elkhart Lake, WI	
Saturday, August 3	Cars & Café	Auto Motorplex Chanhassen, MN	
Wednesday, August 7	**Board Meeting/Pub Night	Jake O'Connor's Excelsior, MN	
August 8-11	Road America Grand-Am (Saturday) American LeMans (Sunday)	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
Sunday, August 11	**Picnic	Afton, MN	Kenn Kopitzke
Saturday, August 17	Marque Event	Auto Motorplex Chanhassen, MN	
Sunday, August 25	**Brunch Cruise	TBD	Dick Bass & Wendy Tweed president@jaguarminnesota.org (952) 933-2490
September 6-8	Road America VSCDA Elkhart Lake Vintage Festival	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
Saturday, September 7-8	James J. Hill Days	Wayzata, MN	
Saturday, September 7	Cars & Café	Auto Motorplex Chanhassen, MN	
Saturday, September 14	Wings & Wheels	Osceola, WI	
Sunday, September 15	Jaguar Club Drive and Dinner	Vino in the Valley Maiden Rock, WI	Brent Poppenhagen bwpoppenhagen@yahoo.com (952) 906-1541
September 19-22	Road America 50th Anniversary SCCA National Championship Runoffs	Elkhart Lake, WI	Brent Poppenhagen treasurer@jaguarminnesota.org (952) 906-1541
September 20-22	Waumandee Hillclimb	Alma & Waumandee, WI	
Saturday, September 21	Marque Event	Auto Motorplex Chanhassen, MN	
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see www.jaguarminnesota.org			



MIDWEST MOTOR SPORTS, INC.

728 8th Avenue South
Sauk Rapids, MN 56379
(320) 251-0676
SPORTS CAR SPECIALISTS
www.sportscarguys.com



Special Interest Auto Service

Jeff Flynn
British and Italian Repair Specialist

Mobile: 952-797-6435
Shop: 952-934-4049

3855 Edgewood Ave. So.
Unit #103
St. Louis Park, MN 55426



Mike Nadeau's Street Rods & Auto Restorations



3067 16th Street SW
Backus, MN 56435
(218) 587-5559
mikesrods@tds.net

- ✗ Complete Frame-off Restorations
 - ✗ Partial Restorations
 - ✗ Custom Street Rods
 - ✗ Show Quality Body ~ Paint
 - ✗ Rust Repair
 - ✗ Metal Fabrication
 - ✗ Metal wood graining dashes & garnish moldings)
 - ✗ Mechanical Repairs
- 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.

From the patinated to the pristine, from works in progress to completed projects, blue chip collectibles to vintage fright pigs, all are welcome to participate in the old car hijinx and debauchery that will likely unfold during the 2nd Annual "Walleye 1000 Vintage Rally".

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

"Check your tires, check your oil, check your ego at the starting line and let's go!"

Glenn Nickleski
651 439 3948
gxgnickles@aol.com

Just Roadsters

Personalized Service for your Classic British Car

FULL-SERVICE AUTO CARE SINCE 1968

TWIN CITY TIRE & AUTO SERVICE





8653 Lyndale Ave. S.
Bloomington, MN 55420
www.twincitytire.com

(952) 888-8880
Fax (952) 881-2706
24 hr Towing - Chiefs (952) 888-2201




Original Specification
Jaguar Interiors

OSJI


4301 Old State Rd. 3 North
Muncie, IN 47303
United States of America
U.S.A. & Canada (800) 338-8034
Tel: (765) 288-6613 • Fax: (765) 213-4350
Email: osji@netdirect.net
Website: www.osjimic.com

"OUR QUALITY SHOWS WE CARE"



Raymond Auto Body

1075 PIERCE BUTLER ROUTE
ST. PAUL, MN 55104-1593
651-488-0588
www.raymondautobody.com



JERRY SLOMKOWSKI
E-mail: jslom@raymondautobody.com

CELL 651-470-4360
FAX 651-488-4794



XKs UNLIMITED Is THE Jaguar Source...

The Jaguar Parts Source
The Jaguar Tuning Source
The Jaguar Restoration Source

PARTS & RESTORATION FOR ALL JAGUARS 1948-ON
Discounts For Club Members



1965 E-Type restored by XKs Unlimited



1951 XK-120 FHC restored by XKs Unlimited

**Plan To Join Us October 4, 5, 6
For A Celebration Of Jaguar
At Our 40th Anniversary
Open House**

VISIT WWW.XKS.COM TO ORDER PARTS OR GET ONE OF SIX JAGUAR PARTS CATALOGUES
International Calls: (805) 544-7864 • North American Calls: (800) 444-5247 • FAX: (805) 544-1664 • Email: sales@xks.com

TRUE BRIT



Imported Classic English Dry Cider

Crispin Browns Lane, authentically British from its bespoke British Racing Green tailoring to its superb craftsmanship, but most defined by its World Champion racing spirit.

100% pressed, fermented and produced in England with English Bittersweet cider apples.

A deliciously dry, classic, 100% English cider.

A CLASSIC ENGLISH CIDER ADVENTURE

CRISPINCIDER.COM





Straight Talk and Accurate Directions in Changing Times

In this economy, you need advisors who will give you a clear view of the road ahead – and then give you the best directions. When you've chosen your advisors, you've chosen your advice.

Start taking action now by listening to our podcast series:
www.bpkz.com/resources-podcasts.php

Choose BPK&Z – CPAs and Consultants. *Going beyond what **MUST** be done ... to what **CAN** be done®* in any economy.

Audit & Accounting • Business Advisory • Business Valuation • Financial Services
Management Advisory Services • Succession Planning • Estate Planning
Tax Services • Technology • Buying, Selling and Growing a Business

BPK&Z

BLANSKI PETER KRONLAGE & ZOCH, P.A.
CERTIFIED PUBLIC ACCOUNTANTS & CONSULTANTS

(763) 546-6211
www.bpkz.com

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE
EXCELLENT CUSTOMER SERVICE
AGREED VALUE COVERAGE



WWW.JCTAYLOR.COM 1-888-ANTIQUE
GET A FREE QUOTE ONLINE TODAY

Diamond Interiors

We Do More

To ensure your complete satisfaction

*Restoration
Modifications
Wood Refinishing
Custom Made Interiors*



2932 Drew Ave. N.
Robbinsdale, MN
55422

HARRY (763) 588-9378

JAG CONNECTION



Specializing in Matching Jaguar Buyers and Sellers

Ken Smith
Gene Berghoff

(952) 443-3959
(952) 937-9621



JUST ONE MORE THING TO LOVE.

The 2013 Jaguar XJ. An icon re-imagined, the luxury sedan transformed.

Powered by a standard 385 hp engine, the long-awaited sportier XJ goes from 0 to 60 in 5.4 seconds (the supercharged version does it in 4.9).

A blend of stunning, truly head-turning design, intuitive technology and innovative thinking, the XJ delivers something Jaguar enthusiasts know very, very well: a remarkable contemporary driving experience.

Jaguar enthusiasts also know their search for parts and service for the Jaguars they own begins at Jaguar Minneapolis.

Why? Because we share the feeling.

More than a brand, more than a vehicle, each and every Jaguar is, in it's own way, a classic.

2013
XJ

Jaguar Minneapolis

394 B General Mills
Boulevard,
Golden Valley
763.222.2200



JAGUAR

The Twin Cities' Source
for Extraordinary Vehicles..

JaguarMpls.com