

# JAGUAR CLUB ANNUAL HOLIDAY PARTY





### *Greetings to all,*

At the annual Planning Breakfast in December, The Jaguar Club of Minnesota transitioned through a regime change. President Dick Bass, Treasurer Brent Poppenhagen, Membership Chair William Welter and Board of Directors members Lynn Ault, Horace Beale and Jim Easton have retired from their positions. Join me in thanking them for their many years of service to our Club. Mike Lynch remains our Vice President, Dale Martin is our new Treasurer, Jeff Cotter is Events Coordinator, Terry Jacobs and Beth Pursley will be handling Membership. George Arthur is our Communications Coordinator, Russ Colber is Newsletter Editor, Jeff Flynn is Technical guru and Eric Hawkinson will be handling Marketing and Advertising for the club. As rookie President I am grateful to have such a great group of people to guide me in assuring the Club will continue to be strong and provide members many enjoyable events.

I have been a member of Jaguar Club of Minnesota since 1997. Ken Smith helped me to find my first Jaguar and provided an introductory membership with the car. That was a wonderful gift. Jag Club participation has been a great joy to my wife Ann and me. We have made many good friends through the Club and look forward to meeting many more members this year.

I have always been a Car Guy. This first took hold of me when I hung out at my father's Mopar Dealership in Viroqua Wisconsin where he sold big-finned Chryslers, Plymouths and DeSotos in the late 50's. Chrysler Corp also tried to sell the Simca, a little French car with its main distinguishing feature being a City Horn and a Country Horn. One day when I was about 12, a car drove down my small town street...that car held me transfixed. A neighbor's grandfather was visiting in his new silver blue E-type Jaguar coupe. It was love at first sight. I ran over to see it up close, amazed that such an old guy (he must have been in his 50's) had such a cool car. From that moment, an E-type became a lifelong dream.

Before I could drive I hitched rides to Elkhart Lake for the June Sprints. My fascination with fast foreign sports cars grew. At 17, working a summer job for \$1.05/ hour, I earned enough to buy a Triumph TR3a. I still own that car today. I have had many other sports cars over the years, but I never forgot the E-type. Finally, as I approached the ripe old age of 50, I was able to acquire my dream car: a very original, one owner, 1967, series 1, E-type coupe. I enjoyed that car for about 10 years until it needed a rebuild. I sold it to a Club member who completed a ground up restoration and brought the car back to its original glory. I still visit it occasionally and dream of another Jaguar in the near future. There is nothing like a Jag! I am proud to be the new Jaguar Club of Minnesota President. I look forward to a great year and to seeing you on the road.

Daniel Buchen  
(aka Chumley)

# FEBRUARY IN PARIS

Always a treat to see the Taylors, and certainly in Paris! Doug and Dianne, residing comfortably in Tucson for several years now, assembled a small contingent to sort through the Paris automobile auction scene this February. Plenty of time for the traditional tourist adventures but, for the guys, three stops nailed it...the Bonhams and RM auction previews, and Retromobile. More in a minute.

Sandi and I met up with the four from Tucson and a couple from Holland at our hotel near the Arc de Triumph. With five day museum and five day metro passes we made a full week of it. The metro is just enough challenge to be fun and museums are ubiquitous. And yes, April or February, Paris is always wonderful. The food, the sites, and heck...just the flavor of the place.

Let's get to the important stuff.



Entrance to the RM preview at Place Vauban



1937 SS100 2 1/2 Litre at RM



1955 Jaguar D-Type at RM

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## FEBRUARY IN PARIS, CONTINUED

continued from page 4



Doug and Dianne at our hotel



Doug and a pretty 1938 MG VA tourer at Bonhams

First stop was the Bonhams preview at Le Grand Palais. The 4-color catalogue was just short of 500 pages! Incredible automotive art in elegant surroundings. Serene, no hoi polloi.

The RM auction preview was at Place Vauban, another fine address. Doug knows the girl at reception and we walk in with ribbons tied neatly to our wrists. Spazed at the exhibit entrance...which way to go?!

Retromobile was another deal all together. Off to the Paris Expo Porte de Versailles. Bit of a bother as we arrive near opening hour. Ahead of us roughly 380 exposants. All quality automotive exhibits, parts and paraphernalia. None of that Barrett Jackson cheap bar art, belt buckles, and mattresses on sale here. Doug's arranged pass into the coveted and well restricted auction preview arena was by password no less. Glad the French attendant handled my Chicago accent without a quibble.

Why Paris this year? Doug has two Citroen SMs now keeping the Jaguars company. Bet there are hydraulic lines all over the hanger floor.

Excuse the occasional French word. They're probably misused anyway.

George Arthur



# JAGUAR CLUB ANNUAL HOLIDAY PARTY



Saturday, January 25, 2014 once again signaled the date of the annual Minnesota Jaguar Club Holiday Party. Also once again the place where it was held is Gloria and Mike Lynch's beautiful home (with adjoining heated workshop and garage filled with the Lynch Collection of historic Jaguar cars) in wintry Chanhassen. To spare the guests from tramping through this monumental winter's ice and snow, each attendee was brought to the party from the off-site parking lot via "chauffeurs" in heated vans.

This year's theme featured a fabulous gourmet menu, numerous fine wines, beers and sodas, and included a selection of no less than three different desserts for attendees.



Dick Bass sums up his notable two years as club President.



New President Dan Buchen gives attendees a look into upcoming events for the club.



As former club President Dick Bass and new President Dan Buchan look on, Mike and Gloria Lynch are cited for their work and many events for the club in the past year.



William Welter is presented with an award from Dick Bass for William's work as club membership registrar. Our new membership registrars are Terence Jacobs and Beth Pursley.



# COMING EVENTS:



As I sit here in late February writing this, and look out on the feet of snow outside my window, as well as the negative temps (not to mention wind chills beyond all imagination), it is a bit difficult to imagine a sunny, warm day after the “Cat’s” come out of winter hibernation, and the spring and summer car season begins. I have been re-assured by my wife that it is truly like this every year about now, and the summer does always come. Trusting that she is correct, I think it prudent to start to think about our upcoming events for the next quarter.

March is a transition time, when we shake off the doldrums of winter and start the season. We have two events so far in March:

March 22nd is the next tech session, with Jeff Flynn hosting an open house at Special Interest Auto Service, showing off his new shop location in St. Louis Park. His address is 3855 Edgewood Ave. So, Unit #103, which is just off Louisiana Ave, between Highway 7 and Excelsior Blvd. I hear Jeff is talking about brakes, a topic that should be near and dear to us all as we get the spring kinks out of our old Jags! Hope to see many of you there. Jeff’s phone is 952-934-4049.

Elaine Brahms & John Gullickson will host their annual Soup Dinner on Saturday, March 29th. Details are available from Elaine at (651) 454-0626, or via email at [elaineb@dakcom.org](mailto:elaineb@dakcom.org).

In April, the Cars & Coffee season kicks off on the 5th. It is held at the AutoMotorplex in Chanhassen. The Motorplex is located at 8150 Audubon Rd, between Highways 5 and 212. C&C is a recurring event, happening between 8 and 11 AM on the first Saturday of every month throughout the season, April through October. Free for all, bring your Jag out and show it off! Arrive early, if the weather is good, the place actually fills up fast!

Also in April, on the 26th, Dan Iburg is hosting a tech session/open house at his shop from 10 AM through lunch, which is included. Dan’s shop is located at Midwest Motor Sports in Salk Rapids, MN, just a short, easy drive up the road on the way to St. Cloud. His address is

728 8th Ave. S., in Sauk Rapids, MN. He can be reached by phone at (320) 251-0676 or email at [danielmms@aol.com](mailto:danielmms@aol.com).

Saturday, May 3 is the second C&C event at the AutoMotorplex.

The InterMarque Spring Kick Off marks the official opening of the car show season with their annual show on Saturday, May 10. The InterMarque is happening again this year in beautiful downtown Osseo, MN. Contact our president, Daniel Buchen for details at (651) 431-8833, or email him at [daniel.buchen@results.net](mailto:daniel.buchen@results.net) for details.

Brent Poppenhagen will lead club members, and race enthusiasts on an expedition to Road America in Elkhart Lake, Wisconsin on May 16-18 for the Spring Vintage Weekend. Road America’s Spring Vintage Weekend kicks-off the start of a summer full of racing at the fabled track, featuring exciting wheel-to-wheel action from vintage and historical cars. Over 300 participants are expected to race in ten separate groups, from production and grand touring cars to sports racers, prototypes and formula cars. Contact Brent by phone at (952) 906-1541, or email him at [bwpoppenhagen@yahoo.com](mailto:bwpoppenhagen@yahoo.com) for details for the trip.

For those who remain home that same weekend, On Saturday, May 17 Elaine Brahms is hosting the Sweetheart Drive & Luncheon. While she is still working out the details of the event, she can be reached by phone at (651) 454-0626, or via email at [elaineb@dakcom.org](mailto:elaineb@dakcom.org).

Just as an early “heads-up”, make sure you hold the date for the Jaguar club’s annual picnic. The date is Sunday, July 13, and, thanks to Dr. Bob Olson, our club member/Golden Valley resident, we will be back at the large shelter at Brookview Park, at Highway 55 and Winnetka Ave. Details, and updates for all events are made available on the club’s website at [www.jaguarminnesota.org](http://www.jaguarminnesota.org). We hope to see you often at the club’s events.

Jeff Cotter, Events Coordinator

# NEW F-TYPE COUPE



## U.S. Models

F-TYPE Coupe \$65,000  
F-TYPE S Coupe \$77,000  
F-TYPE R Coupe \$99,000

Originally penned as the C-X16 concept car by Ian Callum, the F-TYPE Coupe brings that concept car design to reality

The new F-TYPE Coupe model line-up is headlined by the F-TYPE R Coupe, with a 550hp 5-liter supercharged V8 engine, enabling acceleration from 0-60 mph in 4.0 seconds, and a top speed of 186 mph (limited)

The F-TYPE Coupe is built on a rigid bonded and riveted all-aluminum platform. Second-generation Electronic Active Differential and All-new Torque Vectoring system deliver enhanced agility and handling at the limit.

V6-powered models complete the range, powered by 380hp and 340hp 3-liter supercharged V6 engines, giving 0-60 mph in 4.8/5.1 seconds and top speeds of 171 and 161 mph respectively.

An optional Carbon Ceramic Matrix (CCM) braking system featuring 398/380mm (15.7/15 inch) discs front/rear will be available.

A ZF Eight-speed 'Quickshift' transmission with full manual sequential control via steering wheel-mounted paddles or the central SportShift lever is provided.

The F-TYPE Coupe has ample trunk space, easily accommodating two sets of golf clubs with an available power assisted tailgate.

The expertise at Jaguar in aluminum vehicle architecture has been essential in enabling both the uncompromised

design aesthetic, while delivering the fundamental dynamic attributes essential to any sports car of low mass and an extremely rigid body.

Due to the lack of B-pillars, Jaguar's engineers were presented with the challenge of keeping the design's sleek, pillarless, low roofline combined with the need to create the optimum amount of interior space while still achieving the necessary rigidity and strength targets.

The solution is a high-strength, hydro-formed aluminum alloy beam which runs from the front of the A-pillar through to the back of the D-pillar, through the door opening line and back to the rear quarter window. The body side of the F-TYPE Coupe is made from a single piece aluminum stamping. This cold-formed aluminum body side eliminates the requirement for multiple panels and cosmetic joints. These exceptionally deep-draw aluminum stampings have totally eliminated the requirement for joints in the panel surface.

The body side panel is fabricated from high-strength and formable AC600 aluminum, which has also been used for structural reinforcement. The use of AC300 T61 aluminum in the body structure of the car provides additional strength thanks to its energy absorbing properties, helping occupant protection.

The F-TYPE Coupe is available with either aluminum or panoramic glass roof panels that are bonded into the main roof structure. Torsional rigidity is identical regardless of which roof is fitted.

The F-TYPE Coupe features a hidden rear spoiler that sits within the tapered shut-line of the tailgate, and rises at speed.



# TECH SESSION AT THE LYNCH'S

FEBRUARY 8, 2014



Jeff Flynn gives an overview of the session



Under the lift



Rewards

We decided to schedule the tech session and let the 3.8S front end refurbish just coast along w/no deadline for the event. As it turned out, the entire front subframe was out of the car, some parts were completely refinished/rebuilt, some in the white from the sandblaster, and some still really nasty.

Everyone got a chance at the sand blaster and paint booth. I really appreciated the work that was accomplished.

We finished up with lunch and beer. Unfortunately, the list of attendees went missing, but we had fifteen, many who were new or first timers at our house. Great turn out with nice guys.

Thanks to all that helped!  
Mike Lynch



**EDITOR'S CHOICE**



**JAGUAR**

Year: 1966

Model: E-type Series 1 4.2-liter OTS

Condition: Restored/#1

Reserve: Undisclosed

Selling Price: \$467,500

Avg. Selling Price: \$175,000

This E-type, extremely fine and the recipient of an astonishingly thorough, bare-metal restoration on an otherwise complete and clean survivor, bested all previous E-type auction results for a non-competition car—and by a wide margin, at that. At \$467,500, including the buyer's premium, the price exceeded the previous record by just over \$100,000. At Bonhams's September 2013 Goodwood auction, a very early Series 1 OTS sold for £225,500 (\$366,972), also including the buyer's premium. In a sale in the heart of New York City that saw no less than 16 cars crack the seven-figure mark (and a toy car sell for \$126,500!), this Jaguar was perhaps the most eye-watering of results.

So, how do we explain such a remarkable sale price? Well, for starters, the car itself was about as impeccable an E-type as exists. There were no visible flaws and the car had recently been judged a 100-point example by the Jaguar Club North America at three different events and was chosen by the factory to sit alongside a D-type, C-type and an all-new F-type at a display at Pebble Beach last year. Secondly, Sotheby's and RM clearly had the right people bidding. And that meant at least two people

who really wanted a beautifully restored E-type and were willing to spend well beyond the market to get such a car. There may also be the "spotlight" factor that a grand stage at Sotheby's may have added to the frenzy, sort of the way a Saturday night, prime-time bidder at Barrett-Jackson may react, knowing the television cameras are on him. Record prices were hammered all afternoon, so why shouldn't this Jaguar have sold for a new high-water mark?

Jaguar E-types are abundant. The factory produced over 72,000 of them, a big percentage of which were shipped to the U.S. and the cars, no matter how forlorn they ended up, were rarely thrown away. And now we are seeing prices go beyond some contemporary 1960s Ferrari V-12 GT cars?

We saw this Jaguar as an anomaly, as opposed to a bellwether for future E-type sales. Plenty of E-types have been well restored, and while this car was restored to an exceptionally high standard, it was neither unique nor of any significant provenance to seemingly warrant such a high price. While we have no idea of exactly how much he invested in the restoration, the seller made out very well here.

[hemmings.com](http://hemmings.com)



# WATCH FOR THE BIG ANNOUNCEMENT

Our Jaguar club has been invited to provide the first club show at the long running Stone Arch Festival of the Arts held on Nicollet Island in downtown Minneapolis. This show by an invited club will be the first in more than 20 years the festival has been running. The cars to be shown must be manufactured before 1976. We should be able to get quite a display of sports cars and sedans.

The festival runs Saturday June 14th and Sunday June 15th, and always brings thousands of people to see the cars and the dozens of booths of arts and artists who make up the annual show along with food trucks and plenty of facilities.

A flyer will come out in April giving all the details (arrival times, closing times, and a map of the downtown entrances to the show).

# bits 'n pieces



## Dash/Cowl Parts

Free to Jag club members; to others, Join the Jag club (\$45) and get it free.  
Contact Lynn Ault, 651-426-1112

## Lost, But Found!

Following the annual Holiday Dinner party, a mystery flash drive was discovered at the Lynch's home.

The drive has a series of pictures showing what appears to be people in a retirement home.

If this is your missing flash drive, please contact Gloria or Mike Lynch at 952-474-5642

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