

# JAG CLUB ANNUAL HOLIDAY PARTY



Dale and Barb Martin receive a  
Life Membership from President  
Dan Buchen

# PRESIDENTS' CORNER



**Spring has sprung.** We are on the grid, ready to shift into driving season. We have had our time in the shop and paddock with tech sessions and social gatherings for food and drink. We are now ready for the checkered flag to signal the 1st driving events of the year.

This year I have new ride. Cholmondeley (Chumley) just bought a Jaguar. After long car and soul searching, last week I acquired a 1995 XJ6. This is the last version of the inline 6 (AJ16) upgraded to 241 HP and the first version of the X300 body later used for the XJ8. I first saw her on Craig's list: an online match-making site for guys and cars. It was love at first sight—the same red finish as my last XJ6, a youthful 85,000 miles, and a rust-free South Carolina chassis. After peeling away the onion-like layers of communication on Craig's list: email, text, phone calls, we met.

Our first date was a little rough. Her finish was not so perfect in person and she was slightly incontinent. I couldn't seal the deal until I had a professional opinion. I made an appointment with Jeff Flynn for a pre-nuptial inspection. The body was as sound and straight as advertised. The leaks proved to be superficial, fixable and not a sign of imminent catastrophe. With knowledge of a good prospect for a long and happy life together, I returned to the seller with a litany of the problems I was generously taking off his hands and haggled down the price. Since my only daughter is getting married soon, I had to bargain down to a price I could feel guiltless about as father of the bride.

It's great to be the proud owner of a Coventry Cat again. I will no longer be embarrassed to arrive at Club events in a Toyota. Maybe my daughter will even drive away from her wedding in Dad's elegant Jag. It's a win-win prospect for both of us.

I look forward to seeing all of you on the road this year.

Daniel Buchen (aka Pres. Chumley)

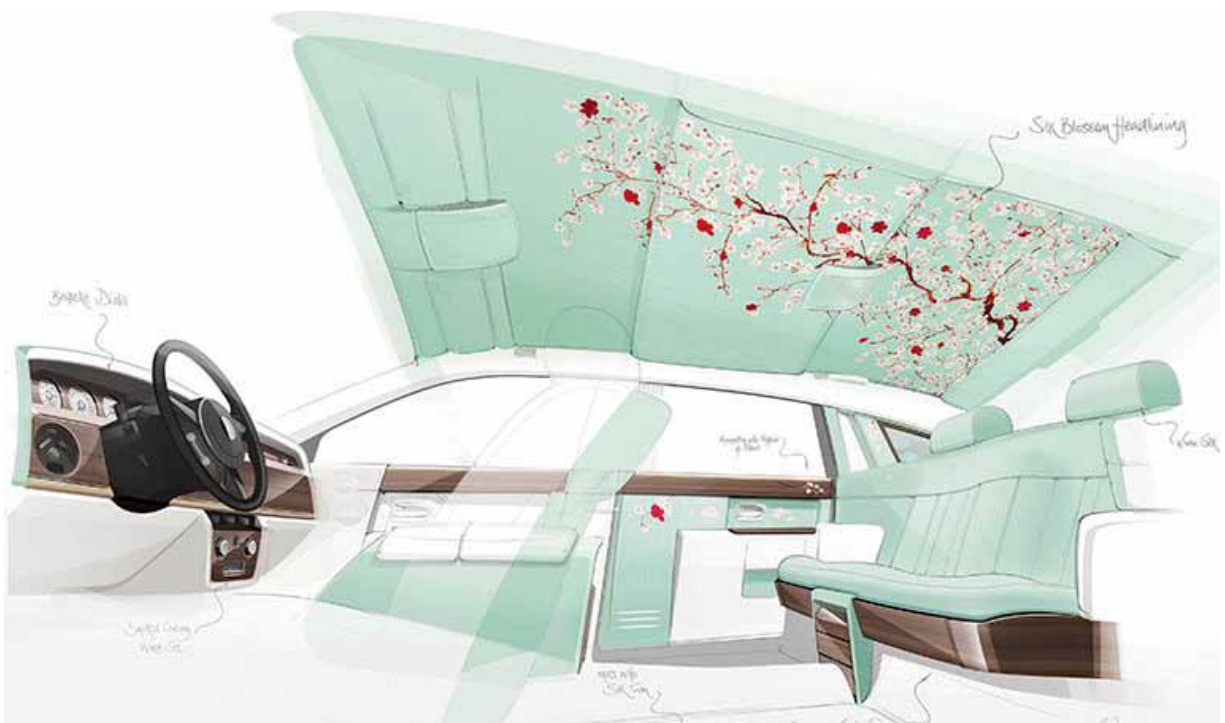
(And you think you've seen it all?)

# ROLLS-ROYCE MOTOR CARS BROUGHT “SERENITY” TO THE 2015 GENEVA INTERNATIONAL MOTOR SHOW

Rolls-Royce Motor Cars showed “Serenity” in Switzerland. Celebrating the historical role played by silk as a symbol of regal and imperial power, the Rolls-Royce Bespoke Design team created a one-off motor car which set a new benchmark for custom luxury.

“Serenity” reintroduced the finest of textiles in order to create perhaps the most opulent interior in the luxury car field. This unique design demonstrates the levels of craftsmanship, creativity, and attention to detail Rolls-Royce can offer. The Bespoke Design team took inspiration from the opulent interiors of Rolls-Royces that have conveyed Kings and Queens, Emperors and Empresses, and world leaders throughout history. While using contemporary European automotive furniture, they combined Japanese Royal Kimono designs to deliver an innovative, modern and tranquil interior.

Since Jaguars themselves are protected species in many countries, we can probably assume we won't soon see a Jaguar car upholstered in fur. . .



Rolls Royce Serenity interior

# JAGUAR'S NORMAN DEWIS KNIGHTED . . . (IT'S SIR NORMAN NOW)



Order of the British Empire

Dewis, 94 years old, the longtime test driver for Jaguar Cars, was made an Officer of the Order of the British Empire for his “services to the motor industry”. Over his 34-year career, he was involved in the development of some of the most important models in Jaguar’s history, including the C-Type and D-Type that won at Le Mans, the XK140 and XK150, the E-Type and XJ6 sedan, and played a crucial role in the development of the automotive disc brake. Today the Shropshire UK resident travels the world as an ambassador for Jaguar.

Dewis’s exploits include driving the 1952 Mille Miglia with Stirling Moss—they were in second place when a crash took them out of the race 123 miles to go. Hitting 172.4 MPH on the Jabbeke Motorway in 1953, Dewis set a speed record that’s unlikely to be broken. But he’s most proud of his work on the disc brake.

“When I look at all the cars on the road and I’m thinking, 1952, when we first developed the disc brake, I wouldn’t have thought all these years later, every manufacturer of every car on the road now would be on disc brakes,” he told *Hemmings Sports & Exotic Car* magazine in 2013. “It’s a great feeling to be part of that progress.”

By David LaChance in *Hemmings Motor News*



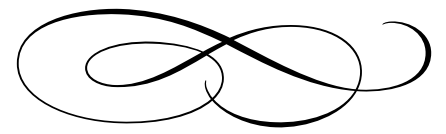
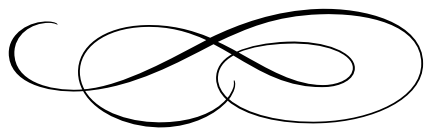
James Bond may be more closely associated with Aston Martin, but Jaguars and Land Rovers have featured in 007 movies new and old. *Skyfall*, the most recent installment in the series, opened with Bond and Moneypenny ripping through the streets of Istanbul in a Defender and saw M being chauffeured around London in an XJ.

The upcoming feature *Spectre* is set to feature some of JLR’s finest as well.

While Bond himself will be piloting the new Aston Martin DB10, the movie will also feature a Jag and a couple of Landies. The Jaguar C-X75 concept will be part of a chase scene against the DB10, now revealed to be set in Rome. We’re looking forward to seeing them all on the silver screen come November.

—Noah Joseph in *Autoblog*





# JAG CLUB ANNUAL HOLIDAY PARTY

Once again 40+ members were quick to send in their \$35 to reserve places at this yearly festivity on Saturday, Jan. 24, 2015.

We snuggled away in the lakeside forests of Chanhassen. And once again Mike and Gloria Lynch provided a feast probably unattainable anywhere else in the Twin Cities. The gourmet menu featured:

Dry rubbed prime rib  
Salmon with caper and dill sauce  
Grilled chicken with pesto

*Paired with:*

Butternut squash  
Green beans with mushrooms in white wine sauce  
Caesar salad  
Parisian potatoes  
Cucumbers and onions in sour cream  
Plus a mixed green salad

*Preceded by:*

Classic Hors d'oeuvres from Peggy Cotter and Ann Buchen

*And followed by:* Banana crème pie, date bars, brownies (with and without nuts), and carrot cake, all prepared by Wendy Tweed.

The copious feast was accompanied by a selection of sodas, red and white wines, beers, and coffee.

This annual event is always quickly sold out, so next year remember to get that check in fast! All in all, it's great fun, conversation, and companionship for everyone attending, plus an escorted tour of the Lynch-garaged fleet of classic Jaguars.

Russ Colber

Jeff and Beth  
Flynn receive a  
Life Membership



L-R, new member  
Judith Barren-  
Maciag, Neil  
Pursley, Holly  
Richmond, and  
Beth Pursley

# JAGUAR XJ220

**This ultimate Jaguar was, for a time, the fastest production car in the world**

When you ponder supercars of the early 1990s, you'll inevitably conjure up the original circa-200 MPH club: Ferrari's F40, Lamborghini's Diablo and Porsche's 959. But for a few years, there was one supercar that was rarer, more powerful and still faster than anything else on four wheels. Taking top trumps was Jaguar's controversial connoisseur's special, the XJ220.

From its debut in the 1971 E-Type Series 3, the prestigious V12 engine was a Jaguar hallmark. A 6.0 liter racing development of that engine would power the incredible XJ220 show car that wowed crowds at the 1988 Birmingham Motor Show. That concept combined a longitudinally mid-mounted V12 each with a permanent four-wheel drive system, akin to the Porsche 959 that was similarly conceived with Group B racing potential in mind. After, in December 1989, Jaguar confirmed the car would enter production, deposits started pouring in, and more than the 220 cars initially planned were spoken for. The automaker didn't have the facility to develop this car fully in-house, so Jaguar Sports joined forces with longtime competition associate firm Tom Walkinshaw Racing to make the show car into a streetable reality.

TWR determined the concept's drivetrain couldn't make the power they wanted without missing emission targets, and the 4WD didn't offer enough handling benefit in relation to its weight and complexity. Instead, the production car got a lighter, more compact Jaguar Group C/IMSA racing-derived dry-sump V6. With four overhead camshafts, four valves per cylinder, two Garrett T3 turbochargers and two air-to-air intercoolers, the 3.5 liter engine made 542 HP and 375-lb. ft. of torque. Power went to the rear wheels through a five-speed manual gearbox, and the aluminum double wishbone suspension at each corner kept 17x9-inch front and 18x14 (!) inch rear wheels planted. All this was covered by a bonded and riveted aluminum honeycomb tub cloaked in sinuous, patently Jaguar alloy body panels over an aero-optimized underbody.

Despite its motorsports pedigree and then mind-blowing performance potential—0-60 in 3.6 seconds, 213 MPH top speed—the turbo'd V-6 didn't have the magic cylinder count or thunderous howl of a racing V-12, and some angry customers refused delivery and filed lawsuits against Jaguar. The production XJ220 arrived in 1992 with less fanfare than it deserved; it cost nearly \$990,000, and 275 cars would be built through 1994, although it took some time for all examples to be sold.

The flagship supercar was not road-legal in the USA, but a handful have been imported under the NHTSA's Show and Display exemption, similar to the aforementioned Porsche 959 and Lamborghini's Diablo GT, as well as the McLaren F-1 that would later take its top speed title. Oh, and while Jaguar may have finally bested the 220's ultimate horsepower figure with its current 550-HP supercharged V-8 XKR-S, the old supercar appears to have a spiritual descendant in the V-6, RWD 2016 Ford GT.

## SPECIFICATIONS

Engine	3,498 (213.5 cu-in.) DOHC V-6, twin turbochargers
Horsepower	542 @ 7,200 RPM
Torque	475- ft.lb. @ 3,500 RPM
Gearbox	Five-speed manual
Length	194.1 inches
Width	87.4 inches
Height	45.3 inches
Wheelbase	103.9 inches
Curb Weight	3,241 pounds



By Mark McCourt in *Hemmings Motor News*

# JAGUAR XJL

## A SPORTY, ATTRACTIVE LUXURY SEDAN

Jaguar's gleaming limo of a sedan, the XJL, is beautiful. It's a long car, hence the L in its name. The XJL looks lean and muscular. This is a spirited road car riding on a 124.3-inch wheelbase. Such length puts it in the league of full-sized SUVs. The car corners like a midsize sports sedan.

There is a 3.0-liter V6 under its long hood. The secret is that it's supercharged to create 340 horsepower. So when you slip the Jag into performance mode with a press of a checkered-flag-labeled button on the console, it rips up to highway speeds. The car feels substantial, yet nimble. This model has AWD, keeping it stable in rain, snow, and slush. Braking from four giant power discs is superb. Acceleration is smooth and strong with the Jag's 8-speed automatic transmission delivering near seamless shifts. The gas-saving "intelligent stop-start" feature is smooth and functions well.



The XJL's interior is quiet. Seats are wrapped in soft leather as are the door inserts. Dark wood trims the dash and doors along with chrome on the doors and armrests. The headliner is a soft suede. This leather aids the car's quietness and allows passengers to fully enjoy the Meridian sound system in comfort. Overhead are twin sunroofs, so despite the car's sizable interior, which will seat five adults, there's plenty of light in back if you retract the rear roof's shade.

Manual sun shades are standard for the rear seat's side windows. Small lighted mirrors fold down out of the roof for back seat passengers, who also have heated and cooled seats, just as the seats up front. The large overhead front seat lights turn on with the slightest brush of a hand, negating the need to find a button to press in the dark

This Jaguar also comes with paddle shifters on the power tilt/telescope steering wheel. They are easy to use and control the car's shift points. The main gauges are projected. Jaguar's video nav/radio screen is large and buttons are logical. The three-setting memory buttons on the doors allow both the driver and front-seat passenger to program in three desired seat positions. The driver also has two buttons to adjust the seat's side bolsters, and both front seats have power-adjusted head rests and lumbar support. On the safety front, there's a backup camera displayed in the video screen, plus a blind-spot warning system.

Trunk space is 15.2 cubic feet. There are loads of legroom front and rear. All told, the XJL remains near the top of the luxury sedan list and has the advantage of distinctive looks, sporty performance, and a heritage that many other luxury makes can only wish were in their DNA.

[Adapted from] Mark Savage on *Wheels*

# SATURDAY, MARCH 25 SOUP'S ON!

For the fourth year in a row, this great event has been filled to capacity to dish up chef Elaine Brahm's creations. Everyone there also seemed to fill themselves to capacity with four new-to-the-event soups with side dishes and garnishments, and that ever popular finish to the meal—dessert!



Plenty to talk about after three bowls of soup



Holly Richmond shares Navy tales with George Arthur

## NEW MEMBERS, NEW WHEELS

It's a new year, and we're happy to announce new additions to our Club – currently at 135 members.  
Please make them feel welcome at the next Club event.

**Jeffrey and Susan Bemel:**

1966 3.8S 4-door – Blue

**Kenneth Jarvis:**

1971 E-Type 2+2 – British Racing Green

1971 XJS Coupe – Red

1991 VDP Majestic – Champagne

**Mark and Laine Langenwalter:**

2001 XK8 Convertible – Bronze

**Jim and Jean McDonnell:**

1965 SR-I-E Fixed Head Coupe – Silver

**Don Wolfe:**

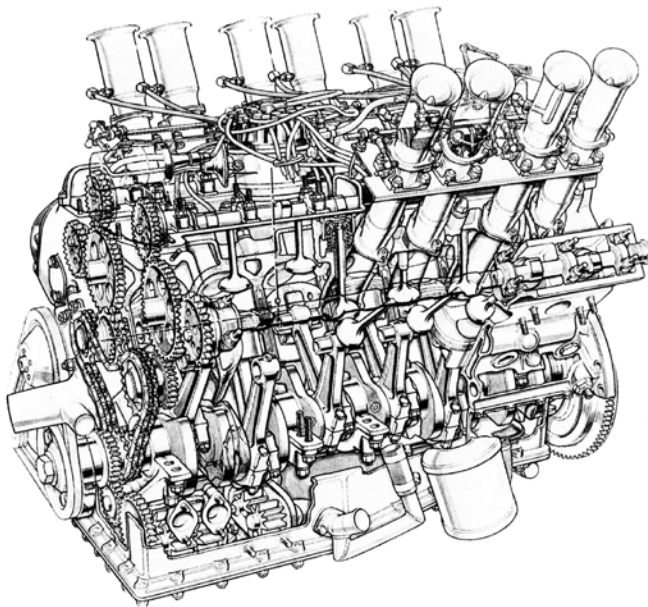
1997 XK8 Roadster – Carnival Red

Know anyone who is also interested in joining us? Jaguar ownership is not required. Please have them visit our website to sign up -- [www.jaguarminnesota.org](http://www.jaguarminnesota.org). And remember to let Jag fans under the age of 30 know about our Associate Membership, free for the first two years.



# THE MARVELOUS XK ENGINE OR ARE WE IN LOVE—OR JUST NUTS?

By Kenn Kopitzke



I submit this is a very logical question to ask any owner of a Jaguar—especially a vintage one. I have been privileged in my life to be the caretaker—they own you—of two such vehicles. In my misspent youth, I had a 150S roadster. I got married, bought a house, and you know the rest of the story.

The 150 was gone but not for one moment forgotten. As I got older, I determined that I owed myself one more jag before the devil caught up with me. So about seven years ago, I bought the 1961 Mark II that resides at our home. Why a Mark II? Pretty simple! I was too old and beat up to enter and exit one of the sportier models. However, I refuse to ask for sympathy because I, quite frankly, am flabbergasted at how well it does the tasks that the sports models were famous for.

The 150 was a real driver's car that was very mannerly. When I drove it, I felt like Stutz Bearcat on his way to "The Club". When I'm in the Mark II, I feel

like I'm on a date with a prom queen and a rather saucy one at that. I sit on a sumptuous leather seat gazing across a beautiful burled walnut dash filled with gauges and toggle switches. I turn the key and hear the fuel pump go click, click, click like it's getting ready to do something great. It is! It starts with a combination of a purr and a rumble that assures you that you have done something pretty special. Then you ease it into gear and by the time you hit third gear, you realize this thing was meant to go as good as it looks. Ditto for the ride and handling. You soon realize that you are not only out with a Prom Queen but that she can cook too.

Sometimes I think that we don't give the power plants of these early post war Jags the credit and respect they deserve. I believe these engines are referred to as the XK engine. It was developed right after WWII and was used for decades with very little modification. When you open the hood (bonnet) on one of these beauties you have to be impressed by the detail of finish. The polished cam covers and carbs and the black porcelain exhaust manifold suggest this truly is something special.

What I'm going to try to do is give you a little insight on why this engine is special. I'm not a mechanic but I am an engineer with somewhat of a curiosity of how things work. Hopefully, I will not confuse you or bore you with very

continued on page 10

continued from page 9

technical jargon. I'm not smart enough to dazzle you with my brilliance.

Okay, so under that aluminum and porcelain lies a dual overhead cam inline six with multiple carburetors and a factory dual exhaust and header system. Even for 1948, none of these were exotic designs. However, to have all these features in a motor that was in the price range of a mortal soul was very, very unusual. In many respects, the XK engine had many of the features of a 1930's Duesenberg. But remember you could buy about 10 houses for the price of a new "Duesie" and that did not include the body.

Let's start by saying that the XK engine is an internal combustion reciprocating engine. This means that fuel is sucked into the engine, ignited with a spark that causes an explosion that drives a piston to turn a crankshaft that eventually turns the wheels. In contrast, engines such as turbines, jets, and electric motors are constantly spinning in the same direction. A reciprocal engine is basically trying to tear itself apart as RPMs increase. So one of the basic goals of these internal combustion reciprocating engines is to get the fuel in and the exhaust out quickly. The second is to prevent this thing from tearing itself apart.

It turns out that a 6-cylinder engine is by its nature more balanced than most other numbers such as 4, 5, or even 8. Multiples of 6, such as 12, share this natural advantage. Even today, you will find many inline 6's in heavy industrial use—large trucks, tractors etc. Even the Duesie was an 8.

In the heart of the engine just below the spark plugs is a hemispherical combustion chamber. A few years later, Chrysler developed a great V-8 with this type of combustion chamber. Any of you grey haired greasers will recall what happened when you went against a street rod with a Hemi at the local stoplight. I understand that it's major downfall at that time was that it was expensive to machine. Today they are making a real comeback.

When you view the engine, you see a line of 2 or 3 carburetors hanging off the left side. The carbs simply mix air and fuel and send it on through the manifold and into the combustion chamber by way of the intake valve. Why multiple carbs? If you had a single carb, it would be in the middle with the result that the two center cylinders would tend to get too much fuel while the end ones would be short changed. So the multiple carbs or, for that matter, fuel injectors are there to attempt to get the same amount of fuel/air mixture to each cylinder.

The function of the exhaust manifold (header) is somewhat the same but the exact opposite of the intake system. The idea is to get rid of the exhaust with the greatest efficiency. Each cylinder has its own outlet pipe, each pipe is about equal length and there are no sharp turns to restrict the flow—think streamlined.

Finally we get to the real icing on the cake—the dual overhead cams. There are three types of valve configurations in most of the motors we'll run into. They are the flathead, the overhead valve, and the overhead cam types in that order.

The flathead has the valves incorporated into the engine block. These are simple, reliable and rugged. However, in terms of breathing efficiently, particularly at high RPMs, they are terrible. Think old Briggs and Strattons.

The overhead valve engine has the valves built into the head. This dramatically increases the motor's ability to breathe efficiently. However, it is more complicated and expensive to build. Without getting too technical, this adds a bunch of reciprocating parts such as push rods and rocker arms. Since valves depend on a spring for closure, this addition of parts and weight makes it harder for the spring to do its job, especially at high RPMs. Valves tend to "float" at high RPMs.

continued on page 11

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Finally, there is the overhead cam engine. These have all the breathing advantages of the overhead valve and then some. But the big advantage is that it replaces a lot of the reciprocating weight in the valve train such as push rods, with a belt, chain, or gear drive. All of these are far less affected by high RPMs.

The XK engines have a chain drive to the cams. Many of the real balls to the wall racing engines have a series of gears that drive the cams. They are great but tend to be noisy and complicated. The chain drive is somewhat quieter. To address this problem, Pontiac in 1966 pioneered a belt drive overhead cam which today is quite common. It's an okay system but you DO NOT wait for the belt to wear out before replacing it. I have heard that the chain is making somewhat of a comeback because of some means of making less noisy chains.

By now, you've probably determined that I think the XK engine was really something in its day. No one can argue with its success as a racing engine in the 50's. But I don't believe Jag set out to design a high performing engine. I think they were developing a modern engine for their bread and butter cars—the sedans. Then someone must have said, "Let's slap this on a sports car chassis. We should get some good publicity and we might even be able to sell a few!" This anticipated limited production is why the first 240 or so XK120's had alloy bodies. The rest is history.

So here it is almost 70 years since this engine was designed. I can open my hood and look at something that is very pretty in an all business like manner. I start it and it smoothly purrs, step on it and it has a very pleasant rumble. Because of the breathing efficiency and good balance, they will run at high RPMs for a long time. Because of their long stroke, they lug down like few others. I know of many that have gone 100,000 miles without major work all while delivering gas mileage in the mid-20's. All this was done without computers or sensors or fuel injectors. A team including a Wally Hassan, a Claude Baily, a Harry Mundy and others worked to design the XK engine. I don't know if any or all were engineers or just smart fellows. I suspect the latter because if engineers had been involved, it would have cost five times as much.

### **Mike Lynch Alerts Members to Some Significant Savings**

He reminds us that our Minnesota club members receive a 10% discount on any work done on their cars at the Jaguar/Land Rover dealership.

Also, if you are one of the National Jaguar club members you will receive an additional 10% discount.

Announce your membership when dropping off your vehicle for service.

# LYNCH TECH SESSION, FEBRUARY 14

On a very chilly morning we had 12 people brave the weather for bumper installation on my 3.8S sedan. Sounds simple you say? Well, then you've never tried it. These are a couple of the most convoluted bumpers ever designed coupled with a car that has a past history of being banged in the front and rear right corners.

Even though Jeff Flynn and I had walked through the install the week before, I still wound up missing a spring nut, which called for a quick trip to the hardware store.

We broke for lunch at Noon for smoked ribs, beans, Texas coleslaw, and fudge cake with ice cream. A few beers went missing as well.

The bumpers finally were finished up after lunch and I was impressed by the large number of folks actually turning a wrench. Our club has gained a sizeable number of members who now actually work on their cars. That is a far cry from the Jag Club of old.

I want to thank all who attended, especially those who lent a hand. The following are those in attendance: Paul Aslanian, Dick Bass, Dennis DeGroot, Tom LeClare, Steve Korosec, Andy Stabell, Brent Poppenhagen, Terry Jacobs, Bill Piegras, Ken Smith, Dick Krentz, Jeff Flynn, and Mike Lynch.



Photos by Dick Bass





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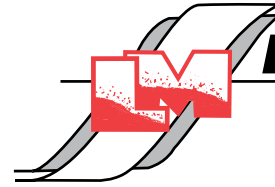


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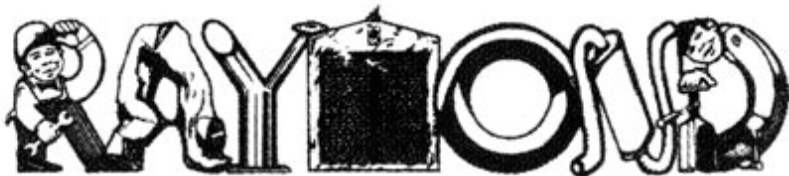
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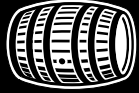
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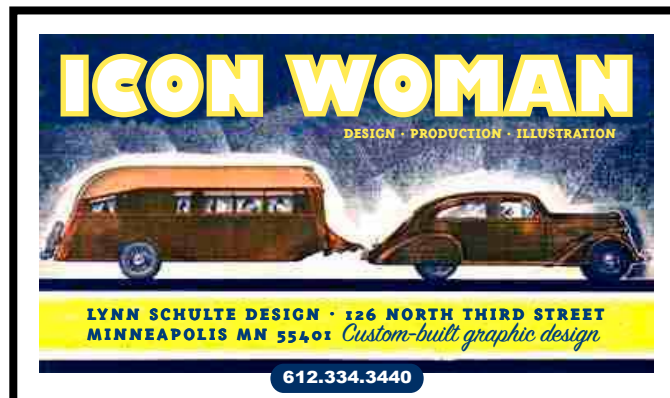


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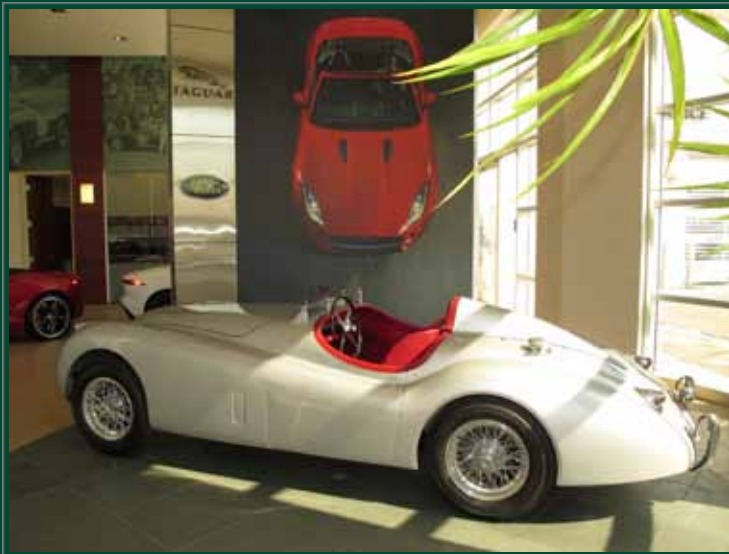
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