

JAG CLUB ANNUAL PICNIC



The new club flag flies over a row of top downs



Rich Lestico's race car decal-splashed car stands out

PRESIDENTS' CORNER



Ode to Joy! It's here. It's now. That time of year we dream about through the long cold winter. Driving Season! The purr of a Jaguar engine in our ears and a smile on our face. Two lane blacktop and the wind in our hair (for those of us with open cars...and hair.) We have already raced down the straightaway and maneuvered through the first curves of the track.

The checkered flag dropped in May at the Inter-Marque Spring Kickoff event in Osseo. A beautiful day, with the best Jaguar turnout I can recall. We filled our allotted space and then some. We even signed up some new members. In June at the 10,000 Lakes Concourse in Excelsior, there were more Jaguars than any other foreign marque. Gene Berghoff's XK120 won Best Foreign Car of the show. Our Club was well represented at the Vintage Sports Car Rendezvous in Ashland WI with at least 19 members in attendance. We were joined by other Jaguar owners from Canada and WI. The next weekend, the Jaguar Club of MN provided cars as the featured marque at the Stone Arch Bridge Car Show in Mpls. Russ Colber organized a spectacular turn out of over 20 Jaguars. His efforts also earned income for the Club since the Festival paid a fee for each car we provided for the show. Recent and long-time members displayed their Cats spanning over 50 years of Jaguar history. The Annual Picnic was a smashing success. As usual it was masterminded by Mike Lynch and executed by his expert and efficient picnic drill team. More than 100 members enjoyed the event. In attendance were charter members of the Club and at least 10 new members attending their first Jaguar event. In addition to the fabulous food, there were notable announcements. Allan and Janie Dahl were recognized for their longtime service to the Club with presentation of the first of our new Jaguar Club car grill badges. The badges were designed and their production supervised by Tom LaClare. They are available for purchase now. Our new website, designed by Adam Leistico, was available for preview at the Picnic.

I am so proud of our members who have devoted their time and energy to make our Club active, enjoyable and visible in the car enthusiast community. I am grateful to all our volunteers, even though I was only able to recognize a few in this article. We always welcome new ideas and participation by members who want to get involved. We are only half way into the season. Please join your Jaguar friends at the many upcoming events. I hope to see you on the road.

Daniel Buchen (aka Pres. Chumley)

THE ANNUAL JAGUAR CLUB PICNIC HAD SOME WONDERFUL SURPRISES

New jewel-like club pins and car badges were unveiled. And they were a hit! A special surprise event was when President Dan Buchan presented long time members Allan Dahl and Dale Martin with the very first club grille badges. Another special surprise was when Beth Pursley's husband, Neil, bought the next two grille badges for Beth's scarlet V12 XJS convertible to create definite "Jaguar bling".

This picnic was probably the largest attendance in the club's history, and many new members came to the Trapp Farm in Egan for the first time. And we're guessing they'll be back for next summer's outing.

Names were picked from a shuffled box of members, and those called out went up to the prize area to select their choice from the enormous assortment of "goodies". The annual prize drawings went on for a long, long time given not only the substantial increase in club membership, but also the enthusiastic attendance of membership to the annual picnic prize drawing.

And everyone had plenty to eat.

Thanks to all the members who worked so hard to put on this annual event.



Club president Dan Buchan asks the many new club members to stand up



The longest eats in club history lines up



The new jewel-like club badges get their first viewing

STONE ARCH FESTIVAL

No rain this year! Just glorious sunshine at the annual Stone Arch Festival in downtown Minneapolis, June 20th & 21st

Saturday and Sunday brought a gleaming, colorful parade of Jaguars to line the cobblestone streets along the Mississippi. Our cars were gaped at by multiple hundreds, if not thousands of viewers. We thank those club members who showed their cars and cheerfully answered the many questions about their “pets”. We appreciate Don Wolf, Chris Stepp, Eric Hawkinson, Beth Pursley, Dan Buchen, Don Wolfe, John Palmer, Gene Berghoff, P. J. Carter, Rich Lestico, Lee Bowman, Dave and Trish Younkin, Steve Korosec, John Neiss, and John and Carol Shorrock, who gave up a lot of a sunny weekend to show their “babies” and answer the many questions of the awed festival-goers. Our club’s gleaming “cats” colorfully occupied the very entrance of the fair, and we also had welcome access to the tables and treats at the excellent Meritage restaurant this year.

P. S. Somewhere I lost my record of all the members attending, and I apologize if your name doesn’t appear here; particularly our newest members who showed up bright and shining and ready to show off their cars.

Russ Colber



Russ Colber's 1959 MK IX is the leader of the cat pack as sits astride the club flag



Holly Richmond, garbed in Jaguar finery discusses her XJL with Lee Bowman's E Type in the background

THE WALLEYE 1000

Many of us get a little disgruntled when a sixty mile driving event turns into eighty. *So what's up?? Hang the organizer!*

How about one that's over 500 miles and takes 36 hours? Now, that would take just a little preparation...and IT BETTER BE GOOD!!

Found someone who is very, very good at it. Dave Tobin, and his able assistants. His annual Walleye 1000 (that's kilometers, and a little on the high side) event is not exactly open to all. Dave has to keep the number within reason. He likes interesting cars that are at least 20 years old, and regulars get some priority. Thirty one eclectic vehicles representing twelve marques participated this year, June 6th and 7th.

This is a self-guided event. We start together, soon naturally breaking into groups, but meet up at collection rest stops and for lunches and dinners. "Take your time, stop if you want to check out an antique shop or bakery, we'll all end up at the same place." Our two lunch towns were so small two or three good eateries were preselected, and probably warned. "Just bring your sense of humor and adventure" per Mr. Tobin. The assemblage had both.



Four couples from your club joined up. Only two Jaguars were involved...and only half of those broke down.

So who went on this expedition, and where did it go? Brent and Kari Poppenhagen talked Joe and Sue Werner, and George Arthur and Sandi Land into it. John and Janet Rugeberg joined for parts.

We traveled the most interesting and scenic roads through small town Wisconsin, and sections of Minnesota just back across the Mississippi. Some of the towns, not in any particular order: Mondovi, Alma, Wabasha, Hager City, Durand, Ettrick (where Brent's loaner Jag to the Werners slept through half the event), Arcadia, Independence, Modena (not the Ferrari one), and La Cross where we stayed the night.

Would I do such a lengthy rally again in a 50 year old Jensen? Legendary reliability, comfort, room for Joe after the Jaguar broke, simply an accommodating piece of kit...very possibly. But with Dave Tobin's organizational moxie...certainly!!

George Arthur

WILL JAGUAR GO BACK TO BIG TIME RACING? THAT IS THE QUESTION.



Jaguar is evaluating the prospect of building a GT3-spec racer based on the F-Type. The Jaguar program would need an established racing outfit to help develop the car and field it, and the automaker is said to be evaluating three potential partners.

The development of the GT3 racer would allow Jaguar to compete (or sell cars for others to compete) in a variety of racing series around the world, including the Blancpain Endurance Series, the European Le Mans Series and, if properly adapted, other series like the United SportsCar Championship and the 24 hours of LeMans. Jaguar's car would have to compete with such rivals as the Aston Martin Vantage GTE, Audi R8 LMS, Ferrari 458 GT, Mercedes-Benz SLS AMG GT3 and Porsche 911 GT3 R.

Current FIA GT3 regulations use a Balance of Performance equation that allows for a curb weight between 2,645 to 2,866 pounds and produce between 500 and 600 horsepower. A more cost-effective GT4 racer could follow. But the best part is that Jaguar is rumored to be developing a road-going version even more focused similar to what Bentley did with the Continental GT3R.

Jaguar has had a rich history with racing, reaching back to its dominance at Le Mans in the 1950s with the C-Type and D-Type, extending through the TWR partnership in touring car and endurance racing in the 1980s and 90s.

SSSSHHUUUSSS. THE RUMORS CORNER

Rumors about Jaguar moving further into electrification for its models have been circulating for several months. Thanks to some spy shots there's more evidence that the company could have a hybrid or electric model on the way.

According to spies, an innocuous looking XE was spied with a group of camouflaged XF and F-Pace prototypes in Spain. Everything about the XE looked fairly stock until you see the rear end. There, just under the taillight, was a circular blue badge with an "E" in it. That emblem, and being with other test cars, hints at the possibility of Jaguar doing something electrified. But there were no other clues to determine what was happening underneath the skin.

Jaguar has been insinuating its intention to build greener models for a while. The company even founded a special engineering location for them in 2013. A fully electric power train is reportedly under development to slot into the F-Pace. Meanwhile, Jag has a trademark on the name, EV-Type. Signs of Jaguar's coming electrification continue to mount.



2017 JAGUAR XE

THE BRITISH ARE COMING AND IT'S REAL



Vital Stats

Engine: SC 3.0L V6

Power: 340 HP / 332 LB-FT

Transmission: 8-Speed Automatic

0-60 Time: 4.9 Seconds

Top Speed: 155 MPH

Drivetrain: Rear-Wheel Drive

Engine Placement: Front

Seating: 2+3

The XE is built on an all-new body structure that forms the basis for all the brand's upcoming sedans. The smallest, most affordable Jaguar also launches with a new engine family, built in a new factory in England.



The XE arrives stateside in early 2016 with two available engines. A 2.0-liter diesel from the new Ingenium lineup is the entry-level model. Above that is the supercharged 3.0-liter V6 familiar to the Jaguar lineup. A turbo 2.0-liter gas engine will come in below the diesel at a later date, with an optional manual transmission. The XE versions on launch will offer rear- or all-wheel-drive. Pricing information is yet to be revealed. Until then, just assume the XE will mimic its competitors for price and content. We spent most of our time driving the 35t with R-Sport trim.

This car has incredible steering feel. The electrically assisted system ranks in the hall of fame. Lightly weighted, the loads build

up in the steering wheel like it's wired to the sidewall of the front tires.

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It's not just good programming that makes the XE steer so well. The rest comes from the chassis. Jaguar engineers claim the double wishbone front suspension uses lessons learned from the F-Type. The rear part of the car's quick responses comes from a multi-link setup Jag calls integrated link. A body 20-percent stiffer contributes to sharp reflexes. Three-quarters of the structure is made of aluminum, and the dashboard crossbeam uses magnesium.



Outputs of 340 horsepower and 332 pound-feet of torque have a way of hiding mass. Paired to a ZF eight-speed, the XE 35t sprints to 60 in a claimed 4.9 seconds. Less brash than the exhaust note in the F-Type, the V6 still emits a medium pitch rasp that never fails to please. What you hear is the sweet sounds of combustion.

Driving around, the XE's chassis and powertrain are in perfect harmony. Like other Jaguars, the ride is soft and compliant. It only hints at the car's abilities. What's most impressive is the car's balance. Find the limits and you'll see that the edge is like a gentle slope. Jaguar engineers are good at ride and handling.

The car shares common styling themes with the XF and XJ. The overall look is genuine Jaguar.

The cabin materials are impressive, with soft leather, a stitched dash, and real metal paddle shifters on the steering wheel. Jaguar did well to make this a first-class cabin.

Thanks to Michael Austin in *AutoBlog*

THE TOP JAGUARS

The Perfect “Ten” models from Jaguar’s rich heritage were chosen to celebrate the global launch of the new XE model at Earls Court, London

The “Perfect Ten” is made up of the most important and iconic Jaguar cars, selected by an expert trio of knowledgeable enthusiasts; Lord March of Goodwood, Brian Johnson of rock band AC/DC, and Jaguar’s Director of Design Ian Callum.

IN DETAIL

The world debut of the new Jaguar XE at Earls Court, London, was supported by a specially commissioned film and display of what a trio of notable motoring enthusiasts and experts consider to be the “Perfect Ten” of Jaguar’s rich and diverse brand heritage. The film is available to view and share at <http://youtu.be/Evq7wcq09H0>

Accompanying the new XE model was a display of the Jaguars, spanning the decades, from the celebrated SS100 of the 1930s, through to the legendary C, D and E-types of the 1950s, 60s, and early 70s, then on to the Le Mans-winning XJR-9 of 1988. This “Perfect Ten” of Jaguar’s past glories was carefully chosen to help celebrate the launch of the new XE model by a trio of well-known and acknowledged motoring enthusiasts. The proud parade of Jaguar’s history is represented in film by significant examples of well-known and popular Jaguar models; as follows:

- 1. SS100:** Jaguar’s first 100mph production car.
- 2. XK120, registration NUB 120:** Perhaps the most famous XK120 in the world. Driven by Ian Appleyard and Pat Lyons (daughter of Sir William Lyons) to numerous rally wins in the 1950s, including the Alpine Rallye des Alpes in 1950 and 1951.
- 3. C-type, registration NDU 289:** Original entry in the 1953 Mille Miglia, and one of just 54 cars built.
- 4. D-type, registration 393 RW:** This penultimate D-type won the 12 hours race at Reims driven, by Hamilton and Bueb, and was sixth at Le Mans with the same driver pairing.
- 5. MK 2:** A great example of the legendary sporting saloon for which Jaguar has become globally renowned, and the genesis of the brand-new XE.
- 6. E-type, registration 77 RW:** The Jaguar ‘Works’ press car, famously driven overnight by Norman Dewis to Geneva for its Motor Show debut to great fanfare. This was the first production Jaguar to reach 150 mph, and is the earliest surviving E-type Roadster.
- 7. XJ13:** Only one example of this car was built, being the first Jaguar to use the V12 engine. The XJ13 was built for—but never raced at—Le Mans, and was designed by Malcolm Sayer.
- 8. XJ6 S1:** Car of the Year when launched in 1968, this particular XJ6 was Sir William Lyons’ personal car.
- 9. TWR XJS:** Tom Walkinshaw was very successful in motorsport for Jaguar in the 1980s and returned Jaguar to the podium with the racing version of the legendary XJS winning the European Touring Car Championship.XJR-9. 10.
- 10. XJR-9:** Tom Walkinshaw won Le Mans in 1988 with this very car, in one of Jaguar’s seven victories in the famous endurance race.

A JAGUAR DIESEL?

LOOK OUT, GERMANY. . . YOU'VE GOT SOME COMPETITION COMING SOON!



2016 Jaguar XE Diesel

Engine: Turbodiesel 2.0L I4
Power: 180 HP / 317 LB-FT
Transmission: 6-Speed Manual (UK only)
(The U.S. version uses an eight-speed automatic)
0-60 Time: 7.4 Seconds
Top Speed: 142 MPH
Drivetrain: Rear-Wheel Drive
Curb Weight: 3,417 LBS
Passenger Seating: 2+3

Cargo: 15.9 CU-FT
MPG: 43 MPG (est)

All 180 peak horsepower come at 4,000 rpm, and the 317 pound-feet of torque are available from 1750 to 2500 rpm.

- The engine is smooth. Credit the low 15.1:1 compression ratio, which helps make the engine's aluminum construction possible. The surge of power from the turbo builds steadily.
- Jaguar engineers focused on friction reduction in the name of efficiency. One key feature is the offset crankshaft. The crankshaft is located to the side of the cylinder centerline, thus reducing side load forces during the firing cycle.
- The manual transmission gears are cupped to reduce mass. A pump sprays oil directly on the cogs, cutting back on the total amount of fluid and cutting back on friction loss due to windage.
- The U.S. version uses an eight-speed automatic, the 8HP45 version of the ZF box. The pendulum-style damper in the torque converter cuts down on torsional vibration between the engine and transmission, enabling low-rpm cruising and higher mpg.
- Jaguar representatives expect a highway figure above 43 mpg

Edited from *AutoBlog*

CALLING ALL S-TYPE OWNERS

Back in 1978 I had a 1976 Mercury Capri. I wanted vanity plates for it. Some old fart had Capri on a Buick. Don't know why. I came up with S-Type, as when ordering my car, the Black and Gold option was the "S" package. This was well before I ever heard of the Jaguar S-Type from the early 60s. I have moved it from car to car ever since. Last month I turned it back in to the state. My reason for writing is partly to apologize for keeping it so long. (It belongs on a Jag.) And to ask you to post in your newsletter the availability of this plate. I have always admired and wanted an original S-Type, but it is out of my budget.

Best regards,
Lee

JAGUAR IS WORKING ON A 600-HP F-TYPE . . .OOFFDAH!



Thinking about buying a new Jaguar F-Type? You've got a number of supercharged engine options to choose from. Soon you'll have one more. Jaguar and its Special Vehicle Operations unit are working on a new SVR version of the F-Type. It's said to pack 600 or more horsepower. That's more than anything Jaguar has previously offered for public consumption. The 5.0-liter supercharged V8 offered at launch in the F-Type convertible was already churning out 500 metric horsepower.

Then came the F-Type R coupe that bumped output up to 550, followed by the limited-edition Project 7 roadster with 575. Topping at 600 would give the F-Type a broad range of outputs, starting at 335 hp and nearly doubling once it hits the top. It would also handsomely eclipse the Mercedes-AMG GT S (503 hp) and Porsche 911 Turbo S (552 hp), rival the Aston Martin Vantage GT12 (592 hp), and give even the new Audi R8 V10 Plus (610 hp) a run for its money.

The big question is what form the SVR model will take, and with what equipment. Coupe or convertible, rear-drive or all-wheel drive, automatic or manual... it's too early to say at this point. We can probably expect much of the equipment from Jaguar's Project 7—active diff, carbon-ceramic brakes. . .the works—to reappear in the SVR as well.

Our thanks to Noah Joseph in *AutoBlog*

Club member Dennis DeGroot owns a British Racing Green Series II coupe. He mistakenly ordered the wrong color floor mats, and since it was a special order they would not take them back. I paid \$250 for the complete set (both mats) and will sell them for \$200.

They are brand new and have never been used. The mats were manufactured by Original Specification Jaguar Interiors of Muncie, Indiana. They are made of "light beige" wool with "biscuit" trim and fit an E-Type (I assume both Series 1 and II roadsters and coupes - not 2 + 2's).

Please contact Dennis directly if you are interested at: 314-484-5541, or ddennis0010@aol.com

THEY SAY IF YOU CAN'T BEAT 'EM, JOIN 'EM . . .

JAGUAR LAND ROVER SIGNS CONTRACT MANUFACTURING AGREEMENT WITH MAGNA STEYR

Whitley, UK - Jaguar Land Rover has agreed a manufacturing partnership with Magna Steyr, an operating unit of Magna International Inc, to build some future vehicles in Graz, Austria.



With plans already in place to take Jaguar Land Rover's three vehicle manufacturing plants in the UK close to their operating capacity, the collaboration with Magna Steyr will create additional volumes needed to support the company's plans to achieve further growth.

Dr. Ralf Speth, Jaguar Land Rover's Chief Executive Officer, said: "The UK remains at the centre of our design, engineering and manufacturing capabilities. Partnerships such as this will complement our UK operations and engineering. "Today marks another step in building our global footprint. This agreement will allow us to expand our award-winning model range as customers around the world demand ever-more innovative vehicles from Jaguar Land Rover."

Over the past five years, Jaguar Land Rover has doubled sales to more than 462,000 vehicles, doubled employment to more than 35,000 people and invested more than £10 billion in new product creation and capital expenditure (\$15+ in U.S. dollars). During this time, the company has invested heavily in its UK vehicle manufacturing facilities at Castle Bromwich, Halewood and Solihull to support the introduction of 10 all-new vehicles, including the Jaguar XE, Jaguar F-TYPE, Range Rover Evoque and Land Rover Discovery Sport.

With more than 100 years' experience, Magna Steyr has extensive contract manufacturing expertise working with many car manufacturers globally.

"The signing of this contract with Jaguar Land Rover reflects the trust in our capability and heritage as a vehicle contract manufacturer," said Günther Apfalter, President Magna Steyr and Magna International Europe. "The partnership with Jaguar Land Rover brings a new customer to our Graz plant. As always, we will work with our fullest commitment and dedication to ensure that we meet our customer's high expectations."

Jaguar Land Rover is strengthening its international manufacturing presence with the opening of its joint venture factory in China and the construction of its new plant in Brazil is underway. The expansion of its international manufacturing operations allows Jaguar Land Rover to develop an increasingly flexible, agile and efficient global manufacturing strategy.



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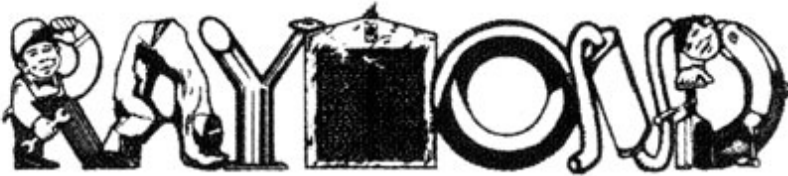
NEW MEMBERS, NEW WHEELS

We're pleased to welcome the following new members to our club.
Please be sure to make them feel welcome!

Chris & Debbie Stepp
Ray DeMont & Lan Chau
Myron & Rhonda Cottrell
Tom Crew & Pat Korum
Jack & Fay Chestnut
Barbara Flaherty
Bobby Islam

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. And remember to let Jag fans under the age of 30 know about
our Associate Membership, free for the first two years.

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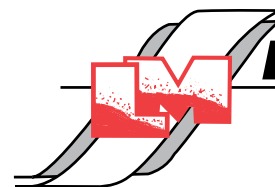
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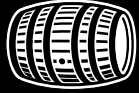


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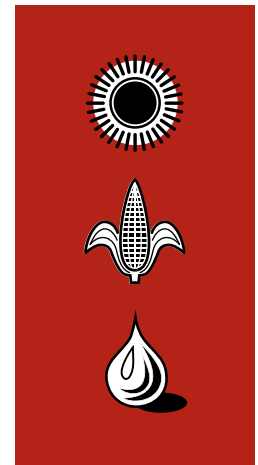
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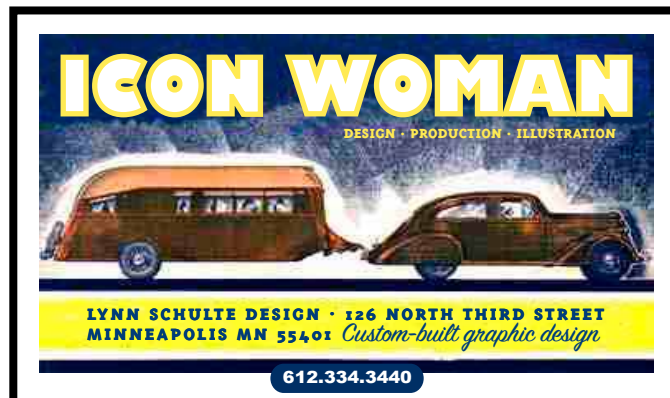


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