



AROUND LAKE SUPERIOR

SEPTEMBER 3 – 7, 2010



PRESIDENTS' CORNER



Hello Fellow Jaguar Club Members,

Remember back early in the year when I stated how nice our Spring season had been? Well, with the exception of that one hot spell, I believe we had an equally fantastic Summer, and what about the great Fall season? We did indeed put some very enjoyable miles on our beloved vehicles.

(11/13/10) WHOOPS!!! Mother Nature just asserted herself in the form of 10” to 12” of very heavy wet sticky white stuff. I suppose it’s time to shift gears and focus on our winter projects.

On December 11 we will be conducting our annual planning breakfast. Here is where you come in. We would enjoy hearing some of your thoughts as to what some of the agendas should encompass. Some have stated more drives, more tech. sessions, more restaurants and maybe a pub crawl.

Actually, when we can plan 12 months worth of events in a couple of hours time, it certainly speaks highly of the members. Do a little brainstorming and bring your ideas to the meeting or contact a board member and give your suggestions to them.

Hope to see a good turn out for the meeting. Come join us! This meeting is open to all club members, not just board members. See you there.

Sincerely,

Dick Bass

Jaguar Club President

Last of the Leaves Tour

TO SCHUMACHER'S NEW PRAGUE INN

OCTOBER 23, 2010



Schumacher's Inn



Ornate front door

We assembled in the scenic parking lot across from the Ford plant on East River Road in Saint Paul with a good turnout, considering that rain clouds and overcast hung heavy above us, following (wouldn't you know it) two solid weeks of summery temperatures and bright sunshine. Oh well, onward we went, down 35E merging on to 35S rolling south amongst a continual stream of gawkers eyeing up the stream of shining

Jaguars, to the Co. Rd. 2 exit, and then headed west out of the town of New Market passing numerous well-tended horse farms to the new British-style roundabout (or as we say on this side of the Atlantic, traffic circle) at Hwy. 13. Successfully navigating the roundabout, we headed south for two miles, and picked up Hwy. 19 west, which shortly became the main street of New Prague and navigated our way through two more roundabouts to reach our destination: John Schumacher's New Prague Inn.

The bar filled up quickly while we waited for a series of Bride and Groom pictures being taken for a wedding ceremony later that day. Then moving into our lovely reserved dining room, we enjoyed an excellent lunch of Reuben and Fat Rascal (really huge) sandwiches, and a frosty samplings of the various excellent beers and ales served up by the staff of this well-known German and Bohemian style Inn.



The gang's all here.



Smiles all around.

Our happy group included club President Dick Bass and Wendy Tweed, Gloria and Mike Lynch, Brent Poppenhagen and Kari Berg, Phil Swenson and Roxanne Krause, Allan and Randi Beale, Bill Loe, Horace and Donna Beale, Roger Gillette and Elaine Johnson, John and Ruth Magnussen, and Phil and Marianne Kanning.

And wouldn't you know it? All's well that ends well, because as we left on our journey back north, the sky had turned to that beautiful Minnesota blue with puffy white clouds to lead us home after a fun afternoon and lots of conversation.

Russ Colber

CHALLENGE TOUR AROUND LAKE SUPERIOR



A while back the Jaguar Club had an event called the “Challenge Tour.” This event was a driving tour, in your Jaguar, having a minimum length of 500 miles round trip. The challenge then was to somehow complete a 500 mile journey as best as possible. Pushing, pulling, wrenching on, praying for, yelling at, and pleading with your Jag from start to finish all were perfectly acceptable, and actually quite normal.

Ken Smith was the ring leader then. There was a trip around Lake Superior, a trip to a Jaguar National Convention in St. Louis, and a trip to Spring Green, Wisconsin as I can remember. I also kinda remember a pink and red honeymoon suite with a heart shaped bed in a motel in Spring Green.....err, at least I think that was a Challenge Tour! If you talk to some of the Jag Club veterans you will probably hear more tales.

This year it appears a new Challenge Tour Honcho has come forth. Brent Poppenhagen, assisted by his trusty partner Kari Berg, organized a tremendously FUN tour around Lake Superior.
continued on page 5



The top of Keweenaw Peninsula near Copper Harbor, MI.



Elaine's choice of foot apparel for rockhounding.



Couldn't resist taking this picture!



Trying to figure out how to get gas in Marathon, Ont.
All the pumps were in French.
Litres instead of gallons also didn't help.



Brent wondering if he took a wrong turn.



Nightly cocktails before dinner.



A great place to stop for lunch in Rosspoint, Ont.



Rock sculptures abound en route.



Sweatshirt and driving gloves were "top down" necessities.

rior. Five cars met at a restaurant in Ashland, Wisconsin on the friday before Labor Day. After lunch we started on a counter clockwise Lake Superior Circle Tour with overnight stops in Hancock, Michigan, Sault St. Marie, Canada, Marathon, Ontario, and Grand Marais, Minnesota. Our last stop was lunch just north of Duluth. Each day Brent and Kari had our lunch spots predetermined, as well as our nightly motels. What a deal!

Tourers included Brent Poppenhagen/ Kari Berg, William Welter/ Diane Jensen, Elaine Brahms/ John Gulickson, Dale & Barb Martin, and Gwen and I. Hard luck goes to John and Elaine (new alternator and starter) in their XJ. William's Jag was in the shop and couldn't go. Martins had a new Jag L-330 which looked surprisingly like a Japanese SUV. Gwen and I had the distinction of driving the oldest Jag. Even though the weather was not the greatest, we did manage to get in some top down driving.

So Brent, where are we going next year?

Glenn Nickleski



One of our many stops for refreshments.



MINNESOTA JAGUAR CLUB

September Drive and Luncheon



Brent Poppenhagen and Kari Berg really kicked you know what this year in the touring department. In addition to the great Challenge Tour around Lake Superior mentioned earlier, they also sponsored a nice September drive. Thirty five people in 18 cars showed up for at least one of 3 parts of this day. And the weather cooperated beautifully!

Part A: Drive the scenic roads of western Wisconsin from Hudson to Red Wing. Part B: Lunch in Red Wing at Norton's.

Part C: More western Wisconsin sports car roads ending at Paddy Ryan's Irish Pub back in Hudson

B & K are making a science of motor touring. Can't wait for next year? Maybe Part D?

Glenn Nickleski

QUIZ TIME!

The first person who correctly identifies all these Jaguar Club members gets a free breakfast at the Dec 11 Jaguar Club Planning Meeting! Send you answers to the editor.



1



2



3



4



5



6



7



8



9



Jaguar Parts

Reprinted from October 2010 and November 2010 Issues of Hemmings Motor News

Several years ago we featured a two-part series on Jaguar parts. In this month's issue, we will update some of those vendors and mention a few more that you may not have considered, based on our previous series of articles. Many of these advertisers are listed not only in the "Jaguar Parts" or "Services" sections of *Hemmings Motor News*, they



PARTS LOCATOR

Jim O'Clair

Visit the Hemmings Parts Locator Service online at www.hemmings.com/partslocator/

are also listed in our sister publication, *Hemmings Sports & Exotic Car*. One of the premier Zenith and SU carburetor rebuilders for Jaguar and other British cars is **JOE CURTO INCORPORATED**. Joe has been featured in articles in Hemmings publications

in the past for his carburetor rebuilding services, and he can supply enthusiasts with many new SU throttle shafts, floats and jets as well as other replacement parts. They also manufacture some hard-to-find parts such as banjo bolts. Fuel pump rebuilding is another available service.

Expert rebuilding of Lucas and Girling brake system parts for British cars is available from **WHITE POST RESTORATIONS**. White Post can professionally re-sleeve and rebuild master cylinders, wheel cylinders and calipers, as well as reline shoes and rebuild brake proportioning valves and servo units. **WELSH ENTERPRISES** handles both new items and quality used parts. Their new items include fuel tanks, fan blades and electric fuel pumps, and they have rebuilt brake calipers available. Welsh Enterprises has the largest inventory of new and used Jaguar parts in the country. Good used sheetmetal, trim parts and other used spares are on hand, and they have an extensive Jaguar salvage facility.

Original Jaguar mechanical parts, accessories and new aftermarket items are available from **XKs UNLIMITED**. Four separate parts catalogs list replacement items for early Saloon cars, E-Types, XKs and even late model Jaguars. Additionally, XKs Unlimited has a restoration service at their facility in California that can refurbish any post-war Jaguar model.

SNG BARRATT is a worldwide supplier of Jaguar and Daimler engine, cooling, and mechanical parts. They offer seven complete parts catalogs for different Jaguar models that are available on their website or the catalogs can be ordered by mail. SNG Barratt sells quality products for brake systems, exhaust, and suspension as well as offering manuals and classic Jaguar tools. An E-Type interior trim catalog and one for MK 2 and V-8 engines are full of information on these specialties, and replacement parts for late model Jaguars is also one of their available catalogs.

Premium all stainless-steel exhaust systems for Jaguar, Daimler and Aston Martin are offered through **AFB SYSTEMS**. Complete sport exhaust systems produced by quality brand manufacturers Milltek and Falcon can be purchased from them, and they keep over 3,000 separate stainless exhaust items in inventory.

ORIGINAL SPECIFICATION JAGUAR INTERIORS supplies leather seat covers, seat buns, carpet sets, weatherstripping, under felt kits and convertible tops for all Jaguar models. Convertible tops are offered in vinyl and Sunfast cloth. They offer a restoration service as well for all Jaguar mechanical and body repairs and installation of their interior kits.

You can keep your Jaguar engine and interior cool by contacting **RETRO AIR**. They sell aluminum radiators, heavy-duty electric cooling fans for your engine cooling system and add-on air conditioning systems for the inside of your car. All A/C kits come with full instructions and pictures for do-it-yourself installation. They also sell alternators with a power steering pump adapter bracket, allowing you to add the reliability of an alternator to MK 2 and MK IX charging systems while

still allowing you a place to mount your original power steering pump.

MOSS MOTORS is certainly one of the most well-known British car suppliers in the industry, and they have extensive catalogs available both by mail and online that have a multitude of new replacement parts available for XJs, XKs and E-Type Jaguar models. Moss has additional catalogs for Austin-Healey, Triumph, and MG models and for the original Mini Coopers.

A popular performance upgrade we often see in Jaguar cars is the conversion to an American V-8 engine and drivetrain. **JOHN'S CARS** has 30 years of experience performing these conversions and can assist you with parts and technical advice to help you complete this changeover. John's Cars also produces a Quarterbreed conversion kit that replaces the Borg-Warner automatic with a GM TH-350 or TH-700-R4 unit, while keeping the original Jaguar straight-six. Kits are available for Nissan Z-cars and Triumph TR7s as well as the E-Type and MK 2 Jaguars.

APPLE HYDRAULICS offers a rebuilding service for British carburetors and brake parts. They install brass sleeves in your original Lucas or Girling brake components to prevent pitting of the cylinder bores, making remanufactured original units last much longer than an original non-sleeved unit could. Apple Hydraulics can also remanufacture Zenith and SU carburetors for all British makes.

Many engine conversion suppliers recommend that you upgrade your cooling system to accommodate the larger, heavier engines. **COOL CAT CORPORATION** can be of assistance in this area. Cool Cat manufactures aftermarket dual-electric fans to increase the airflow through your E-Type Jaguar radiator to keep your engine running cool. Factory E-Type parts catalogs, aluminum radiators and gear reduction starters for E-Types are also available through their website.

BAS LIMITED is a provider of Jaguar interior soft goods and is the world's largest producer of materials and interior parts for the vehicles. In addition to complete interior trim kits and carpeting, BAS manufactures seat covers, panel kits, and convertible tops; Wilton

wool carpets and Connolly leather are also available. Their experienced staff can also reupholster your original seats for you.

GM V-8 engine conversion kits and fitment parts are offered by **JAGUAR SPECIALTIES**. They have recently added several new conversion kits that accommodate the late model GM LS1, LS2, LS6 and LS7 crate engines. Jaguar Specialties also has many repair and replacement parts on hand for 1970-'96 model vehicles. Bilstein shocks, Bosch ignition, Brembo brakes and KYB suspension parts are on hand for easy shipping and popular Jaguar original parts as well. Suspension upgrades such as front anti-roll bars, polyurethane bushings and rear suspension change-over kits for late model XJs and Vanden Plas are also listed.

THOROUGHbred MOTORS is a great place to search for good used Jaguar parts. They have over 200 cars on hand, dating from 1961 to the present, for your used parts needs; many models with good rust-free sheetmetal still on them. Thoroughbred Motors is the largest primarily Jaguar used parts facility in the Southeastern U.S., with several S-type and X-type donor cars, in addition to their large selection of XKs, XJs and MK 2s.

Electrical problems with any British car can be tricky for a restorer; however, **RHODE ISLAND WIRING SERVICE** can produce Jaguar wiring harnesses for cars as old as a 1933 Swallow Saloon, right up to a mid-Seventies E-Type. Over four pages of different dash, engine, taillamp and overdrive harnesses are listed for Jaguar in their online catalog available from their website.

THE PANEL SHOP can produce new sheetmetal for Jaguars and other classics in their sheetmetal fabrication shop. With over 50 years of combined experience, no sheetmetal request is too difficult to replicate nor too minor that it cannot be made. They have recently purchased a punch press for duplicating louvers; check their website for pictures of recently made lightweight Jaguar E-Type bonnets and boot lids.

For correct restorations, most British cars require Dunlop tires to complete the vehicle to original factory appearance. **UNIVERSAL TIRE** is the only authorized vintage Dunlop distributor currently in the entire U.S. Universal also has other brand-name tires available, including Firestone and Avon; they are conveniently located in Hershey, Pennsylvania, for easy pickup at one of the many antique, classic and muscle

car events held there each year.

Listed within the Jaguar parts section of *Hemmings Motor News* are several additional restoration shops that are ready to complete your Jaguar rebuilding project for you. **MUNCIE IMPORTS AND CLASSICS** can perform all types of mechanical and exterior repairs for most pre-war and post-war Jaguar models, including D-Types, XJRs and Saloons. They also have in-house interior experts who can do upholstery and interior trim replacement. Muncie Imports and Classics uses OSJI interior products for their restorations and can restore other classics and muscle cars, including Corvettes.

DONOVAN MOTORCARS can restore your classic or late-model Jaguar to car show or concours quality, and they are experts at performance and racing upgrades. They have a vintage racing car department that can prepare your car for track day and transport your Jaguar or other sports car to classic car races. They also offer track support crews on the day of the race.

Expert XJ and XK restorations for engine, transmission and mechanical repairs as well as expert interior and exterior bodywork is available from **THE BEST OF BRITAIN**. Mark Alsop

and his staff of technicians specialize in suspension overhauls and installation of differentials and final drive units on classic Jaguars, and have supplied *Hemmings Motor News* staff with technical expertise on several articles featured in *Hemmings Sports & Exotic Car*. Mark is a local guy too, with his restoration facility nearby our headquarters and loyal customers throughout the New England area.

JAGUARS UNLIMITED is a restoration specialist that is family-owned and has been in business over 25 years. Their expertise is in show-quality Jaguar restorations of the Mark series cars, and earlier XK and E-Type models. Their attention to detail and technical knowledge in doing performance modifications make them a leading Jaguar restorer in the Midwest.

Expert Jaguar restorations are also offered by **DOWNS MOTOR COMPANY** in Maryland. Services are available to restore your classic or late model Jaguar with expertise in all aspects of restoration from drivetrain and engine repairs and replacements to interior refurbishing and exterior bodywork.

Many additional Jaguar parts and restoration services are listed in both *Hem-*

mings Motor News and *Hemmings Sports & Exotic Car* who can assist either the do-it-yourselfer or the do-it-for-me Jaguar owner. Our Hemmings Parts Locator Service can also refer you to many other Jaguar suppliers not listed here. To access this service, submit a request online at our website or mail us the form enclosed in this issue.

AFB Systems
941-923-8321

Apple Hydraulics
800-882-7753

BAS Limited
800-661-5377

Best of Britain
802-429-2266

Cool Cat Corporation
914-234-2083

Donovan Motor Car Service
413-499-6000

Downs Motor Car Company
410-632-0077

Jaguar Specialties
408-839-5569

Jaguars Unlimited
847-432-4200

Joe Curto Incorporated
718-762-7878

John's Cars
214-626-4100

Moss Motors
800-667-7872

Muncie Imports and Classics
800-462-4244

Original Specification Jaguar Interiors
800-338-8034

Retro Air /Mr. Jaguar
800-840-6162

Rhode Island Wiring Service
401-789-1955

SNG Barratt USA
800-452-4787

The Panel Shop
203-377-6208

Thoroughbred Motors
941-359-2277

Universal Tire
877-454-3967

Welsh Enterprises
800-875-5247

White Post Restorations
540-837-1140

XKs Unlimited
800-444-5247

Jaguar Parts Suppliers, Part 2

Continuing from Part One in last month's column, we will be referencing several more Jaguar advertisers and parts suppliers who can assist the hobbyist with new aftermarket, NOS and used parts. We will also mention several who offer restoration services to help you restore single items for your Jaguar or complete the entire



PARTS LOCATOR

Jim O'Clair

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longtime *Hemmings* advertiser, with an experienced record of accomplishment in Jaguar parts and/or repairs.

ANTIQUA AUTO BATTERY can supply you with both 6-volt Group 17 and 12-volt Group 22 or 27 Lucas Poly-Tar batteries to keep your Jaguar engine compartment looking original. They offer 72-month warranty Optima batteries, disconnect switches, OEM-type braided and coated battery cables and 12/6 or 6/12 conversion batteries.

Smiths and some Kienzle clocks used in 1937 and newer Jaguars, MGs, Bentleys and Rolls-Royces can be repaired and upgraded by Mike Eck at **JAGUAR CLOCK**. Both the 1-inch in-tach clocks and the 2½-inch in-dash Smiths units can be repaired and cleaned, and you can have a modern quartz movement added to improve reliability. Most repairs usually take less than a week. All original hands, time-set knobs and clock faces are reused wherever possible, but the quartz movement makes the clock self-powered for better reliability.

M&T MANUFACTURING can supply

Jaguar owners with Haartz Stayfast® canvas or vinyl convertible tops for most models; 1950 and newer drophead coupes are listed in their catalog, as well as tops for 2006 XK8s and the Eighties Hess and Eisenhardt conversions. Hydraulic rebuilding services and installation tools are also available.

Custom chrome replating of all metals and plastics is available from **PAUL'S CHROME PLATING**. Potmetal restoration is a specialty at Paul's, and their triple-plating process makes for a better quality chrome finish that will last a lot longer. Jaguar bumpers and trim restoration is one of their specialties.

DRAGONE CLASSICS is an authorized U.S. distributor for Borrani wheels used on many Jaguar models. Dragone also does quality restorations on many European makes and models and has a large inventory of rare original parts for these vehicles.

Automatic transmission parts for Jaguars can be tough to track down; however, one of our *Hemmings* advertisers, **PATCO**, does sell Jaguar automatic parts, whether you are looking for a filter kit or hard parts within the transmission case. Even if you have already converted to an American transmission, PATCO should be able to assist you with rebuilding parts.

Replacement and add-on seat belts for your Jaguar can be purchased from **ANDOVER RESTRAINTS**. New add-on lap belts and shoulder harness restraints are available in standard and retractable styles in eight different colors. Andover also stocks four-point harnesses in 20 different colors and replacement items like belt extenders and mounting hardware. Andover does custom belt work for many applications.

Jaguar cylinder head rebuilding is just one of the services offered by **VINTAGE JAG WORKS**. Engine rebuilding, exterior door handle repair and good quality used parts for Mk 1, 2 and X series, XJ series and E-Types are also offered. Vintage Jag has five-speed and six-speed transmission conversion parts for 1949 and newer Jaguars.

VALLEY WIRE WHEEL is an authorized Borrani wheel distributor and offers a wheel restoration service. Valley can restore any style of wheel, wire, aluminum, magnesium or steel. Restora-

tion services they can perform include truing, straightening, painting, powder-coating and chroming.

Whether you are looking for vintage or modern Jaguar used parts, contact **FRED PETROSKE**. Fred is currently parting out many XK and E-Type series Jaguars and several XJs. He also has some Series II and Series III bare body shells in restorable condition. Jaguar body parts and trim are some of Fred's specialties.

BORLA EAST manufactures custom exhaust systems from mild steel or 304 stainless for MK, XK and XJ series Jaguars. Whether you are looking for a complete exhaust system or just one piece, Borla East can produce the Jaguar exhaust parts you need.

European and exotic engine rebuilding services are available from **LESCO AUTOMOTIVE INDUSTRIES**. Whether you are just restoring your vintage Jaguar or preparing your European car for racing, Lesco offers a full machining service to restore your engine from mild to wild.

RE-ORIGINALS can supply you with Pirelli Cinturato tires in limited quantities; these were used originally on the E-Type cars.

Replacement body parts for XK and E-Type Jaguars are being produced by **BRITISH SPARES**. Floor panels, battery boxes, sill plates and birch plywood floor sections are listed on their website, www.jollyrogersmotors.com.

NISONGER AUTOMOTIVE can repair Smiths speedometers as well as tachometers, drive units and other gauges. Nisonger has some dash gauges that are repaired that they can sell you outright, or send them your original for fast rebuilding and return. Fuel sending units, tach drives and clocks are on hand or can be restored. Each unit carries a one-year warranty.

Jaguar owners wishing to install a small-block Chevy V-8 can purchase changeover kits from **SUN COAST CONVERSIONS**. Sun Coast sells complete changeover packages, which include correct engine mounts and the proper transmission crossmember. You need only supply the car and the drivetrain for easy drop-in installation.

TMC PUBLICATIONS can assist you with original Jaguar owner's manuals,

parts catalogs and service manuals for most Jaguar models and many other European makes. Jaguar service manuals are available for all models from 1949 and up, and parts catalogs for 1961 and newer XJs are listed on their website. Maintenance manuals for some models are still offered as well as parts catalogs for Saloons and model 420s.

Original duplicate steel brake lines and steel-braided fuel and brake hoses are available from **CLASSIC TUBE**. They can also custom-build steel tube or braided lines to your specifications and have the patterns and measurements necessary to produce replacement lines for clutches, fuel injection, and transmissions.

JACK WHITE, THE JAG NUT has a salvage yard that specializes in good quality used restoration parts for Mk Series Jaguars as well as the 420s and XJ6s. Jack has many donor cars on hand that have good mechanical and sheet-metal parts still available.

Connolly leather in hundreds of different colors is available from **KELEEN LEATHERS**. They also offer a dye-match service to duplicate your original grain pattern, color and even the original shine. Samples of their leather goods are available before ordering.

WOLF STEEL RESTORATIONS sells floor pans, fender repair panels and frame repair sections for 1968-'87 Jaguar XJ, Mk IX, Mk X and XJS models. Door panel skins and quarter panel repair panels, which include the dogleg, are also available. Many other aftermarket replacement panels for both American and European makes are offered.

A large British car-specific salvage yard that has both brand new and used Jaguar parts on hand is **MIDTOWN AUTO** in upstate New York. In addition to their used parts, Midtown can supply you with Lucas, Girling, Smith, Moss and Beck-Arnley new replacement items. Austin, MG, Morris and Triumph parts are also available.

PALO ALTO SPEEDOMETER offers a quality gauge face silk-screening process and gauge recalibration for most British and European gauges. Quartz clock upgrades for original equipment clocks are also offered.

A British car advertiser specializing in Dayton and Minilite wire wheels and original equipment tires for Jaguar E-Type models is **SPORTS AND CLASSICS**. They also offer custom-made upholstery kits for Jaguars by special order in Naugahyde or leather. They stock both competition and aftermarket

parts for most British models, including Jaguar and Lotus.

FAXON'S AUTO LITERATURE has a large selection of manuals available for all Jaguar models. Owner's manuals, originality guides, reprinted and original parts books and tuning for competition guides are all listed on their website.

WORLD UPHOLSTERY AND TRIM can supply quality interior soft goods, replacement trim panels, convertible tops and upholstery for both Jaguar and other European marques. Leather and vinyl dye in aerosol cans is available to restore faded interior materials that will restore their appearance to factory fresh.

Another supplier who offers Dayton wire wheels for all British car makes is **BRITISH WIRE WHEEL**. In addition to carrying the Dayton product line, British Wire Wheels can also send your original Dayton wheels back to the factory for re-lacing, truing and other repairs.

STEW JONES RESTORATIONS specializes in used E-Type parts for the V-12 models. They both buy good donor cars and sell good used parts for E-Type restorations, or you can let them restore your V-12.

PARTS LOCATOR

In addition to selling V-8 conversion kits for your Jaguar, **JAGS THAT RUN/STEALTH CONVERSIONS** also offers kits to install V-8 engines in many other American and foreign makes, including Mazda RX-7, BMW, Chevy S-10, Colorado and Astro van, Mercedes, Volvo 200 and 700 series, Triumph and Nissan Z-cars. Complete reference manuals for performing these swaps are also available.

NORTHWEST TRANSMISSIONS offers transmission repair parts for original Jaguar automatics. Whether you are looking for a filter and pan gasket or friction discs, chances are Northwest has the parts in stock or can get them for you quickly. Overhaul kits and replacement parts are listed for all Borg-Warner automatics from the 1950-'67 three-band to the 1978-'84 aluminum Turbo 400 and everything in between.

We are confident that one of these Jaguar suppliers mentioned over the last two months should be able to assist with just about anything you may need to restore your classic or modern Jaguar. However, if you do run into a wall and are having problems finding a particular item, contact our parts locator service via the www.hemmings.com website and place a parts request; we will do some

additional checking with many other sources that we did not mention.

Andover Restraints

410-705-1503

Antique Auto Battery

800-426-7580

Borla East

908-236-2820

British Spares

413-736-0463

British Wire Wheels

800-947-3943

Classic Tube

800-882-3711

Dragone Classics

203-335-4643

Faxon's Literature

800-458-2734

Fred Petroske

315-286-5453

Jack White

540-743-4037

Jags That Run

925-462-3619

Jaguar Clock

732-356-5838

Keleen Leathers

708-409-9800

Lesco Automotive Industries

805-596-0400

M&T Manufacturing Company

401-789-0497

Midtown Auto

315-422-2187

Nisonger Automotive

914-381-1952

Northwest Transmissions

800-327-1955

PATCO

586-776-7300

Paul's Chrome Plating Inc.

800-245-8679

Re-Originals

832-237-6900

Sports and Classics

203-655-8731

Sun Coast Conversions

877-258-2155

Stew Jones Restorations

860-379-1534

TMC Publications

410-526-4495

Valley Wire Wheel

818-785-7237

Vintage Jag Works

208-684-4767

Wolf Steel Restorations

450-298-5078

World Upholstery and Trim

800-222-9577

HIDDEN SECRET OF A FINE OLD LADY

By Kenn Kopitzke

No, this is not a script for a TV mystery. It's an exercise in prying out a secret "glitch" in a vintage Jaguar. I now fully understand that to be a Jaguar mechanic, it would be a tremendous asset to be at least a distant relative of Sherlock Holmes. But I digress—let's start at the beginning.



Kenn's MK II is now running like it should.

About two and a half years ago, I bought a 1961 Mark II from a guy in California. It's not a show car but I have to say it's pretty damned nice. I don't think it's ever seen a snowflake. The interior is like new and virtually everything but the door hinges have been rebuilt. Most of the mechanical work was done in 1993 and '94. It had been driven about 7,000 miles since then. If you can believe it, there aren't even many traces of vital fluids on my garage floor after two and a half years.

So, what's my problem? From the day I got it, it started OK, ran just fine—except when you stood on the "go" pedal. Then, it would cough and backfire. However, under moderate acceleration it would get up to the century mark and easily maintain it.

My first thought was that it probably had some stale old California gas in it! So I motored over to Fleet Farm in Hudson and got a tankful of real premium gas (no ethanol). That didn't help. Now, even prior to this point, despite my Polish heritage, I was just smart enough to know that if I was to drive an old Jag, I'd better have a "go to" guy handy. I got in touch with Glenn Nickleski and determined here was a guy that was dumb enough to own a jag and yet smart enough to fix one. Glenn has been a great asset and a good friend.

So, anyway, Glenn suggested I put some kind of elixir in the gas that would possibly "degunk" things. Great idea but it did not solve my problem.

I ended up at Glenn's and he checked the timing, the carb settings, and a bunch of other things. He did not tear into the works because the engine was hot and in order get the air cleaner completely off the carbs, your body has to flex in places that no longer flex. Glenn was somewhat reluctant to risk major skin grafts from burns just so I could drive a "non-sputtering" Jag home. We agreed to call it a day and tackle this annoying problem in the Spring of 2010.

Spring of 2010 came and Glenn came over with his tools. He pulled the air cleaner assembly off the cold motor and made it look easy. He checked all the carb needle settings and tried it. Nothing, plus the carbs looked real clean. I knew they had been rebuilt. He then checked to see if gas was getting to the carbs. It was. Keep in mind that at this point we didn't know whether it was fuel or spark.

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He went to the distributor and detected some pitting of the points. He went home, got a new set of points, and I installed them. Now, it would not run at all. We'd made progress of a sort. It didn't seem to have a real sharp spark so I ordered a condenser, rotor, and distributor cap. Still nothing, even after Glenn rechecked the timing etc. I forgot to mention that we replaced a little wire on the back side of the condenser that seemed quite frayed.

Glenn pulled out all the plugs and put a little gas in each cylinder. It still would not start but we did note that all the plugs were perfectly dry even after turning the engine over a lot. Glenn went home scratching his by now even grayer hair. Here were two old engineers that had spent quite a few hours trying to pry a secret out of this old lady and we were stumped.

I only had one more ace in the hole. Glenn and I could not figure this old lady out but maybe, just maybe, I would get a revelation if I enlisted the help of my old friend Jack Daniels. So I poured out a shot and opened my Barrett Catalog to a blown up view of a 5V carb. Within two minutes—even before the Jack Daniels was gone—I said, “Hot damn!” I saw a diaphragm just under the main jet. We knew gas was getting to the float chamber but this was beyond that. I knew the carbs had been rebuilt but that had been sixteen years ago and we all know what happens to old rubber.

I called Glenn. He came over and disassembled the carbs only to find the diaphragm looked perfect. My comment was, “Oh shucks.” but spelled a little different. After more head scratching, Glenn suggested we may have the plug wires installed in the distributor cap in the wrong order. I almost told him that was a stupid idea since my son, the brilliant electrical engineer, had replaced the cap. Fortunately, I remained silent. In defense of my son, it turns out that on the Jag, the number one cylinder is in the rear. The Limeys had once again stuck it to us. We switched the wires and it started. But it still puked and gasped under acceleration. The old girl retained her secret.

Glenn said he was going over to Jeff Flynn's garage and he would drive it over for a second opinion. He picked up the car and an hour later, the phone rang. It was Glenn. Did I have AAA? Yes! So it made the second half of the trip to Jeff's on the back of a nice truck, compliments of AAA.

Within minutes of being unloaded at Jeff's, his head was under the hood and he had spotted what he thought was the problem. You see the gizmos (probably not the correct term) that are at the plug end of the wires contain some little parts that are there to suppress ignition noise in the radio. They tend to corrode and then suppress the engine. Incidentally, the wires looked like new. Glenn put new ends on the wires, test drove it, and came back smiling. The Grand Old Lady had finally given up her secret.

Now when you step your foot on it, it does what a good old Jaguar should. What a sweet thing to drive!

Thanks, Glenn and Jeff.



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Annual Open House

September 19th, 2010
1pm-4pm

Mark your calendars now!

Join us for food, refreshments, and a good time! Staff will be on hand to answer any questions.

Jag Trivia Question

Sir William Lyons and William Walmsley are the founders of Jaguar. What was the original name of their company and what did they produce before Jags?

Answer on next newsletter

"The car is the closest thing we will ever create to something that is alive."

*~Sir William Lyons
Founder of Jaguar*



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All Aboard!

The year 2009 crept upon us, like so many others, and seemed to pass us by just as quickly as it had arrived. The '09 year blessed us, not only with our best year of business, but also a wonderful expansion to our staffing. Co-Owner and VP, Cory Bremseth alongside his father John Bremseth Owner and President of the body shop, added four new members to their team. **Jerico**. A lifelong car enthusiasts with a love for the trade, was hired on as a body tech. and mechanic. A hard working and dedicated employee, Jerico was the very first of the new crew. **Chris**. A veteran and lifelong car enthusiast himself was also hired on as a body tech. and mechanic. He has an incredible knack for metal work and the quality of his works proves just that. **Casey**. With a 2 year diploma from Madison Tech. in Auto Collision Repair and Refinish Tech, came aboard as a Body Tech. and Painter. He hails to us from a nationally known shop, specializing in resto-mods. His experience and knowledge for someone his age is incredible and brings something special to the shop. **Angela**. Gracing your ears when you call Bremseth's is John's daughter Angela. The newest member to the team, she is in charge of some of the office work. She also works with promotions and advertising for the business. Her creativity has become an asset to our company.

We feel so blessed to have a wonderful and talented crew on board with us. And are excited to see what the 2010 year has in store for us, either way, as a team, we'll conquer it head on.

Off to the Shows

We were pretty excited to hear that a 66 Shelby we restored was off to be shown at some shows. A four year long project ended up getting rave reviews and received a few trophies. In August of the current year, the Shelby's owner is taking it to the nationals to be shown, in California. We wish him the best of luck and are excited to hear how he does!

We are also excited and proud to share that a '74 Pontiac Trans Am Super Duty 455, a low production vehicle, will take part in the National Pontiac Trans Am Circuit, in Dayton, Ohio this August. The VW Classic Circuit in June, out in California, will feature several of our completed projects as well. Again, we wish all our customers, taking their vehicles to various car shows nothing but the best!

With a full crew, we're able to keep the work rolling in and out of the doors and are currently scheduling work for the 2010 fall season. We hope to see you all in September at our Open House or even if you stop in just for a tour or visit!

All of us at Bremseth Body Shop wish you all a happy and successful 2010!

It's Cobra Time...

This past September Gwen and I were vacationing in Red Lodge, Montana. Red Lodge is a small town at the eastern base of the Bridger Range of the Rocky Mountains. A town that can claim maybe 2,000 permanent residents. No stop-lights. No fastfood establishments either. But lots of bars and real cowboys in diesel pickups! If you take the main drag in town and drive south you will drive over the Beartooth Pass and into Yellowstone Park. You really don't have much choice as in that 60 miles there are only one or two turnoffs.

Strolling through town we happened on a Shelby Cobra parked on the main drag. Wow. It was full of bugs, dirt, lots of travel apparel in the cockpit. This car was a road car. From California, even. Double wow. Ooooooh!

2 seconds later we saw another, then another, then yet another. They were multiplying right in front of us. By the time the orgy stopped we counted 28 total. All original, no repros mind you.

As it turns out there is a fellow in California that has organized a 1000 mile Cobra tour every year. He does it because he likes to, just like our Brent Poppendick. First class, too, with predetermined stops and motels in interesting places. He's not affiliated with any car club. Normally he only lets 15 cars in his tours, but this year he decided to open it up to 30. They started this year's



Some cars were personally signed by Carroll Shelby himself



Not much storage room.



A nest of Cobras in front of the famous Red Lodge Cafe on the main drag in town.

tour in Jackson Hole, Wyoming. Red Lodge was a lunch stop. After lunch they were headed to Cody, Wyoming.

As we walked away I figured we'd never see that many original Cobras together again. I also wondered if there would be any interest in doing something similar with Jaguar E-Types. Hmmmm. Double hmmmm.

Glenn Nickleski



The only hardtop in the group.



Cobra driver talks to some gawkers. I wonder how he keeps his cowboy hat on at speed?



8th Annual **FALL COLOR CRUISE** Saint Paul to Red Wing Sunday, October 10, 2010



The cruise started at the Mounds Park Theater in St. Paul. The day was sunny and a little brisk, ideal for the heat pouring in past the British firewalls. We expected to leave together but most people left in dribs and drabs so it wasn't a parade but more a group of friends driving together. There were large groups found in scenic overlook parking areas along the Mississippi river but then it was a few at a time again when the scenery was exhausted. There were about 170 cars participating, most of which joined the car show in Red Wing, a beautiful river town. There were 20 trophies given out based on spectator voting. There was no ranking, just being in the top 20. The Jag Club took 10% of the trophies (Welter, XJ12 and Harris, Riley, RME) despite being about 3% of the cars. The entrants raised about \$14,000 for the various charities. it's a fun cruise for a good cause. I hope that more MN Jag members will partake next year!

Jim Harris



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MORE HARD TIMES IN CANADA

Most of you that have attended the Rendezvous have met Lyle Thompson from Thunder Bay. Lyle is a tall sometimes dignified older man with white hair and two Jags. I'm sure he would expect me to describe him as handsome and witty as well.

Unfortunately, he lost both his cars to accidents recently, but was unharmed himself. We all get rather attached to our cars and this was a bit traumatic.

He was T-boned at an intersection in his E type coupe and the insurance company was determined to scrap the car. After much haggling, Lyle managed to get the car saved and it is now in Eastern Ontario at a Jag specialist for rebuild. Scheduled completion is in the spring.

Next, he was coming home from the annual club golf outing in his XJS and was waiting for oncoming highway traffic to pass before he could turn left across

the road to his home. He sat for quite awhile with his turn signal on before proceeding. As he did a woman came from behind at high speed and tried to pass on the left which is where he was. Both cars wound up in opposing ditches and XJS was subsequently totaled at \$11,000 insured value.

At least this allows Lyle a good sum to shop up a replacement.

Lyle is soon off to his other home in Australia for the winter so will have some car arrangements to handle next spring if we are to see him at the Rendezvous in Fargo.

Since cars are repairable or replaceable, things could be worse. I'm sure there will never be another Lyle.

Mike Lynch

For Sale

Ads free for Jaguar Club Members

Wanted

If you are looking for some specific Jaguar item, either a whole car, parts, or just information, you can use the Newsletter to help your search. Just send the info to editor@jaguarminnesota.org.

New Members

Kirk & Mariann Roebken

6545 McCauley Trl W
Edina, MN 55439
612-597-6116
kroebken@comcast.net
71 SR-III-E 2+2
Regency Red

Jerry & Donna Forness

15555 St Moritz Ct
Burnsville, MN 55306
612-719-6088
jeforness@aol.com
97 XK Convert BRG

Scott & Heather McQueen

623 7th St NE
Minneapolis MN 55414
612-623-4438
1967 SR-I-E coupe silver

William J. & Jaye Ann Bennett

2325 Loneview Cir
Long Lake MN 55356
612-414-5779
williamtybi@hotmail.com
1997 XJ6 Sedan
1995 XJS Convert
1994 XJ12 Sedan
1970 XJ6 Sedan
1973 XJ6 Sedan
1953 MK VII Saloon
1977 XJ12L Sedan

Betsy & Roger Mehl

416 25th St SW
Rochester MN 55902
507-281-0875
rogermehl@charter.net
1973 SR-III-E Convert Red



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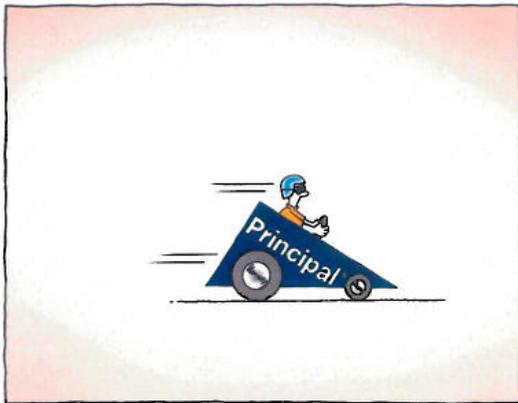
Jaguar Club of Minnesota Calendar of Events (December)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen: 651.222.3899 dwbuch@hotmail.com
Saturday December 11	2010 Activity Planning Breakfst	Al Baker's Resaurant Eagan, MN	Richard Bass & Wendy Tweed 952 933 2490 Wendy.tweed@morries.com
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see www.jaguarminnesota.org			

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