



# JAGUAR CLUB ANNUAL HOLIDAY DINNER

# PRESIDENT'S CORNER



Sending warm wishes to all Jaguar enthusiasts. Soon this winter will just be an ice patch and a snow flake in our rear-view mirrors.

Looking forward to taking the covers off and putting the top down for more exciting thrills on the open road. I am fortunate to have a couple Cats to take out in the snow but I still miss the wind in my hair and the sound of a purr and a growl. For me there is nothing like it.

I am so pleased to welcome our new Board Members; Tom Healy, Treasurer. Andy Schmieg, Newsletter Editor. Don Wolfe, Membership Coordinator. Our Club functions like a well-oiled machine when we work together for Club Events and Activities. It takes a lot of planning and execution to ensure the Jaguar Club of Minnesota stays on the map. All our Board Members deserve our gratitude and kudos for a job well done.

Many thanks to the Lynchs for another wonderful, successful Holiday Party. They have once again delivered a memorable gathering. And thank you Wendy Tweed for satisfying our sweet tooth! Congratulations to Russ Colber as our newest Life Member. Well deserved and probably long overdue.

Stay tuned to our Web Site and your E-mails for upcoming events. We have added several new activities and are continuing some of the favorites from the past. I am very excited about the 2018 season.

I am very proud and pleased to serve you as your President for 2018.  
Fair winds and following roads to you all.

Holly Richmond

# JAGUAR CLUB ANNUAL HOLIDAY DINNER

This January 27th, the First Fortunate Festive Forty were valeted to the house on a very crisp evening. This year was Sicilian, '25 Centuries of Cooking' and featured four mains with three sides and five desserts.

The folks have been awarded a gold star on their meal chart for eating all in sight. Jeff Flynn and I did not have our expected left overs, which we plan for every year.

As usual, I was too busy on the stove to be able to circulate and talk to everyone which is my only regret on these larger events. So, if I missed you, I apologize.

Our president, Holly Richmond presented Russ Colber with the Lifetime Member award and a beautiful custom-made Jaguar jacket. Russ has been of huge service to the club for many years as the Newsletter Editor and Board Member. For those new folks, Russ has a very nice MARK IX inherited from his father many years ago. It is now up for sale and we would all like to keep it in the club so call Russ if interested.

We had many new members in attendance as well as two new Board Members. Tom Healy as Treasurer and Andy Schmieg as Newsletter Editor. Holly briefly discussed the present robust health of the club and some upcoming events. Jeff Flynn's open house at his shop is the next large event with the shop tour, fun cars to look at in progress of repair or resto, and a sumptuous free lunch by Beth, Dick, and Mike. A few 'frosties' are always available as well. See you all there March 24th.

I'm already thinking about next years dinner, maybe Cajun, Scotch-Irish, Soul Food etc. If anyone has an idea, don't be shy and give me a call.

Mike Lynch



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# JAGUAR EURO TRIP

Erhard (Hardy) Baehni took his Jaguar to Europe in 2017 and traveled from England through Germany, Switzerland and Ukraine all the way to the Russian border. Here are some of his travel stories and pictures. The plan for 2018 is to visit a Le Mans race in France and a school friend in Spain.

**Coventry Transport Museum, Coventry, UK.** The Coventry Transport Museum houses a collection of more than 240 British cars and commercial vehicles, 100 motorcycles, and 200 bicycles. It is located in Coventry because the city was previously the center of the British car industry. Brand names include Jaguars, Triumph, Humber, Standard, Alvis, Massey Ferguson, Coventry Built Buses, Francis-Barnett, Rudge-Whitworth and Coventry-Eagle.



**The German Autobahn.** The Autobahn is Germany's Interstate network. Part of the Autobahn has no speed limit, even though the recommended speed is 130 kmh (81 mph). However, most of the Autobahn is limited to 80 kmh (50 mph), 100 kmh (62 mph) or 120 kmh (75 mph). If vehicle, traffic, speed limit and weather allow, it is entirely legal to go 250 kmh (155 mph). That is if you can afford the gas price of \$6 to \$7 per gallon. Hardy's photo was taken 'driving slow' in the right lane at 180 kmh (112 mph).



**Klausenpass Switzerland.** The Klausenpass in Switzerland (elevation 6,391 feet) is a high mountain pass in the Swiss Alps that can be crossed on a scenic and curvy 46 km (29 mile) long road. The historic Klausenrennen was a 14 mile hillclimb race held from 1922 to 1934. Since 1993 it is a vintage car event that is held every four years. Hardy's Jaguar photo shows the same mountain chain in the background as the 1925 race poster.



**Kharkiv, Ukraine.** Kharkiv is the second-largest city in Ukraine with a population of 1.4 million. After lots of fun with Ukrainian customs (have to present the original vehicle title), worn Ukrainian roads (going faster jumps pot holes) and Ukrainian police (confused by Minnesota license plates), Hardy's Jaguar is parked on Freedom Square in front of the Kharkiv Regional State Administration building.



Story and Photos: Erhard (Hardy) Baehni  
Text Edits: Andy Schmiege

# KICKING OFF A NEW YEAR WITH NEW MEMBERS!

After celebrating our 40th year as a Club last year, we're creating new memories with members who have been onboard for years, as well as a new generation of Jaguar aficionados.

Please greet these new members at the next club event:

- Nick & Maria Bromiley
- Sue Jing Brown
- Rey & Terry Freeman
- Tyson & Angie Marlette
- Tim & Shirley Bolling
- Will Kennedy

Be on the lookout for your copy of our 2018 Membership Directory, arriving soon in your mailbox, featuring our annual club event calendar, member contact information, and fun photos from last year's events and excursions.

Also enclosed will be a few Jag Club business cards. Please keep them in your car or purse, and when you see a shiny Jaguar parked somewhere when out in your travels, please slip one under the windshield wiper to help spread the word about our club!

Own a Jaguar-related business? Offer a complimentary one-year sponsored membership for your customers at no cost to you! Call Membership Coordinator Beth Pursley for more details at 952-221-4717.

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# THE F-PACE

It's been eons since Jaguar brought forth what we drivers in the United States generally used to call a "station wagon". In fact, I only ever saw one (in a photo). Jaguar was loading their racing cars for the big event in France and a "station wagon" was helping load cars to be raced (this was in the mid 1950's).

Well here we are in the 21st century and Jaguar owners in India have brought forth for the first time a fabulous "station wagon." This cat has been built with aluminum "bones and skin" at the Castle Bromwich plant in England (where the famous British Spitfire fighters were assembled during World War Two). And like those graceful looking relatives, is elegant, coherent, and athletic.

It's tight rear end doesn't suffer from the "big butt" syndrome that afflicts other SUV's. It's interior is handsome, well made, and roomy. Although the F-Pace has a high beltline (like it's cousin, the Range Rover Evoque) it's easy to see out the side windows. And it's cargo space trumps the Audi Q5, Lexus RX and Porsche Cayenne.

The steering is not too light, not too heavy, but very predictable and precise. Jaguar has given it a 340-hp supercharged V-6, with a 380-hp on the S-Model.

All in all, the F-Pace is definitely a Jaguar!

Incidentally, there are rumors about a supercharged V8 that will carry an "R" designation. Let's cross our fingers on that one to come true!

Russ Colber



# A MOMENT IN HISTORY

## The Browns Lane Factory

Built in 1941 as a factory for aircraft engines and sub-assemblies (managed by the Daimler Company), Jaguar leased and later purchased the Browns Lane factory in 1951 and moved production equipment from their Foleshill factory to Browns Lane between May 1951 and November 1952, one department every weekend.



For eight years, all Jaguars were manufactured at the Browns Lane factory, initially on pre-war manufacturing equipment loud enough to require ear plugs. Starting in 1960 as Jaguar continued to expand, drivetrain production moved to Radford and body production moved to Castle Bromwich. Between 1960 and 1998 the final assembly of all Jaguars from the XKE to the XK8 was performed at the Browns Lane factory. At its largest expansion, the facility covered 88 acres and had over 1 million square feet of manufacturing space. In 1998, the Jaguar S-Type was the first Jaguar assembled at the Castle Bromwich factory. Soon corporate headquarters and the Jaguar Daimler Heritage Trust followed. The last Jaguar rolled out of the Browns Lane factory in 2005. Most of the facility was demolished in 2008.

The area along Browns Lane is now a residential housing development. Today, the majority of the former factory site is being redeveloped as 'Lyons Business Park' and quickly fills up with technology companies and distribution centers. The

remaining original factory buildings along Coundon Wedge Drive house a Jaguar Land Rover Pilot Plant and in 2014 the Jaguar Heritage Workshop returned to Browns Lane.

In memory of the beloved Jaguar factory, the Crispin Cider Company in Colfax California produces Browns Lane English Cider made from bittersweet British apples.

Text: Andy Schmieg





**Ken Smith** passed away Saturday morning, February 10th, in his home. Ken and Ruth were founding members of the Minnesota Jaguar Club. Ken had a passion for his family, and his many friends including former classmates, people he had worked with, neighbors, and people from his church --- and of course Classic Jaguars.

Ken and Ruth's efforts and commitments over the years greatly contributed to the successful longevity of the Minnesota Jaguar Club. They enjoyed helping out every year with the club's annual picnic; they always brought the cake which I'm assuming Ken baked. LOL. Ken was instrumental in putting together many events over the years including car shows, picnics, etc., and attended the monthly "Cars and Caves" car

show in Chanhassen over the past 10 years mingling with Jaguar Club members that came to display their cars, and pitching the Jaguar Club to potential new members. One event he put together for many years for the Jaguar Club was the "Challenge Tour". It was a 3-4 day event and would typically consist of a tour around Lake Superior, or a trip to Door County or Bayfield. Ken and Ruth's efforts helped many of us experience the best the Midwest has to offer. Thanks Ken/Ruth.

As Ken's business partner for 30+ years with Jag Connection, we created many life-long memories together and met many interesting people who became our good friends. My best times with Ken were the many hours spent driving to all points of the Midwest pulling old Jaguars out of barns, and garages, and then driving them home----sometimes with no brakes and barely running. These long drives consumed hours talking about our families; Ken spoke often about Ruth, his son Brian and Brian's career in construction and the fine cabinetry business, his daughter Nancy and the great job she was doing as a mother, and of course his grandson Cohen who made him very proud.

We had a lot of fun and countless spirited discussions over the years in an effort to solve the world's problems. These discussions continued a weekly basis as I often called him on my way home from work (sorry Ruth for interrupting your dinner hours). He will be missed by many.

Gene Berghoff



#### **Memories of Bill Loe**

Bill died December 12, 2017. He died from complications of ALS. Bill and his wife Alice have been Jag club members for many years. We met them at a club event and formed a great friendship. We continue to celebrate his life, laugh at his many stories, and remember his vast experiences. We are so blessed to have had him in our life.

Tom & Karen LaClare



**Myron Eugene Cottrell Jr.**, age 75, of Chaska, MN, passed away on Friday, December 29, 2017 at the University of Minnesota East Hospital, Minneapolis, MN. Myron was born March 25, 1942 in Minneapolis. He graduated from Washburn High School in 1960 and entered the Army Reserve.

Myron Cottrell was known as a great engine builder, electronic fuel injection (EFI) innovator and founder of Tune Port Injection Specialties (TPIS), an automobile parts manufacturer with machine shop and engine building shop. In 1985 Cottrell bought a new Chevrolet Corvette and was intrigued to learn how its Tuned Port Injection system worked. After determining that the system could be improved significantly, Cottrell established his company, TPI Specialties, and began building and marketing aftermarket parts kits for hot rodders.

The company owns numerous patents and is frequently cited as technical authority in such publications as *Hot Rod Magazine* and *Car Craft* magazine.

He was also active in automobile racing, collecting, and restoration, as an instructor at Hennepin County Vo-Tech and a member of the Mount Olivet Car Club.

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Few members of our club ever got to spend time with Myron since he didn't attend many events and for those who didn't know him, he presented a rather gruff forbidding exterior.

He was the Austin-Healy engine builder of choice 40 years ago when I first built a car. His home and shop are just over the hill from me down in Shakopee. Much of Myron's fame has developed over that period and is public record. I spoke with a very accomplished professional restorer just today who uses Myron's 'L' engine upgrades and injection systems and claims that they are the best to be had. I currently have the engine for my present resto in their shop.

Myron and I talked about our 'misspent' youths, politics, religion, and even cars sometimes. His major regret in life was the he hadn't done a better job with his son. He was very goodhearted and helped many a person out for no recompense. Some accused Myron of professional arrogance, but I always felt that 'absolute certainty' was perhaps a better description. He was righteously proud of his accomplishments and reputation in the engine business. He enjoyed first name relationships with the cream of the crowd including Enzo (Dr. Ferrari to the rest of us).

Last summer I had a problem with the newly restored 3.8S. My normal panel of experts were clueless. Myron and I were sitting on his back porch soaking up the sun. He thought a few minutes and said, "Go home and tie an overhand knot in the coil wire". I questioned his sincerity since he could run you around the bush just for fun. He said "try it and by the way, you'll owe me a six pack." I ran the proposed cure through my experts and got a lot of silent stares. Guess What? It worked perfectly, and Myron later explained it has something to do with breaking up the RF fields (alien death rays) around the coil which caused the car to miss badly. Really?

Myron is one of those folks who can be classed as 'one of a kind,' irreplaceable, I'm going to miss the growly old fellow.

Mike Lynch

# SING HAPPY BIRTHDAY TO YOUR JAGUAR

Do you want to know when exactly your personal Jaguar rolled off the assembly line? The vehicle title often only lists the model year, not the actual year the vehicle was manufactured. The Jaguar Heritage Trust offers an official birth record called a Jaguar Heritage Certificate for your Jaguar vehicle. This can be a valuable document to have when you are looking for period-correct rare parts or sell your vehicle.



**JAGUAR**  
JAGUAR HERITAGE

Production Record Trace Certificate number 40088  
Prepared for Mr Leonard H Eves

We certify that the following is an extract from an original Car Record Book:

|                        |   |
|------------------------|---|
| Make and model         | Jaguar Mark II 3.8 litre                            |
| Body style             | Saloon, left-hand drive                             |
| Date of manufacture    | 23 May 1964   |
| Chassis number         | 223715 JIN  |
| Engine number          | LC 0611-9   |
| Body number            | Originally: 31027023                                |
| Gearbox number         | GBN 80480 JB  |
| Transmission           | Manual with overdrive                               |
| Exterior paint colour  | Cream   |
| Interior trim colour   | Red   |
| Hood (soft top) colour | Not applicable                                      |
| Original distributor   | Jaguar Cars, New York, USA                          |
| Original dealer        | Personal Export Delivery                            |
| Date of dispatch       | 28 June 1964  |
| First owner            | Capt. D A Koloski, Adwair, USA                      |
| Registration mark      | Originally: DCU 3001 (which was issued in Coventry) |
| Remarks                |   |

This certificate was issued by the JHHT on 28 June 2014

Anders Ditlev Clausager - Jaguar Heritage Archive

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Simply go to [www.jaguarheritage.com/heritage-certificate](http://www.jaguarheritage.com/heritage-certificate) and fill out (or fill in if you are British) the online form. At a minimum you will need the make, model and chassis number of your vehicle. If your vehicle still has the original build plate, you can also provide the engine number, body number and gearbox number. If you only have the make, mode, and chassis number and want the Jaguar Heritage Trust to provide the engine number, body number and gearbox number on the Jaguar Heritage Certificate, you will have to provide a photo of the vehicle title in your name. They will also need your full name and address to ship the actual certificate in a rigid envelope. The cost is £45.00 (about \$65.00) and can be paid directly online (PayPal or Visa).

Text: Andy Schmiege, Idea: Russ Colber

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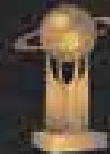
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