



# PRESIDENT'S CORNER



Greetings to all Jaguar Enthusiasts!

Did you think winter would last forever....  
Oh, ye of little faith. The covers do come off,  
eventually.

It has been a great winter for the snow lovers. I had a chance to go snowmobiling on the most beautiful trails I have ever seen, and just three hours away. Of course, the snow was so deep that if you step off the path you would be in up to your chin. Let's hope the good out-

weighed the bad. For those of you able to reach warmer climates, welcome home.

The planning is complete for another exciting Club season. Be aware some changes still can happen so look to the web site for alterations and additions. A big change has been made to our Directory this year. Time for us to do our part to save the planet. We cut out the plastic but still have all the great content and list of our fantastic members for your records. This is a good time to start a three-ring binder to keep all your Directories in one place.

We had a wonderful Holiday Party at the Lynches once again. We are grateful and fortunate to be able to gather at their beautiful home. In addition to a gourmet feast we presented Gene Berghoff with a much deserved and long-awaited Life Membership. For forty plus years he has been a valuable member and ambassador to the Club. Congratulations Gene!

My unending gratitude goes out to our devoted and hard-working Board Members. Without them we would not be looking forward to our 43rd year.

With all our events planned we are always looking for suggestions about additional gatherings. We also welcome all our members to become more involved in events and in the Club operations.

Wishing you all Fairwinds and following roads!  
Holly Richmond

# MEMORABILA AUCTION AT THE JAGUAR DEALERSHIP



In early January 2019, before Snowmageddon, the local Jaguar Dealership in Saint Louis Park invited Jaguar and Land Rover owners and enthusiasts to a memorabilia auction to make room for their upcoming renovation and expansion. Auction items included framed Jaguar and Land Rover photos, life size Land Rover banners, display props like skis and skates as well as ride-on toy cars.

High-end appetizers, live music, cute puppy dogs for adoption made for an entertaining few hours. All auction proceeds benefitted Ruff Start Rescue an animal rescue and adoption charity.



# WINTER OPEN HOUSE & BARRETT JACKSON PARTY

Tim & Betsy's winter open house and Barrett Jackson party is worth attending every year. Just make sure you park on the same side of the street as everyone else (or else! :-)).

Every year there is a different car on the lift in the garage and every year there are different people to meet and chat with, about Jaguars, Triumphs, Ferraris, Lamborghinis and everything else that matters.

The food was amazing and Gene Berghoff did his best trying to convince people to actually watch the auction and guess the final sales price for each car. This is definitely the best club event in January! (OK, it is the only one in January.)



# ANNUAL HOLIDAY DINNER & AWARDS PARTY AT THE HOVERING HEALY

In February, the lucky first forty people that registered enjoyed a wonderful annual holiday dinner at The Hovering Healy restaurant in Chanhassen. You know it is a fancy restaurant if they offer valet parking. And this is the only restaurant where you can dine under a hovering Austin Healy while inspecting the differential and suspension.

When you read the menu, you would think this would cost \$100 a person. Chinese salad with cucumbers, thai peppers and kunan sausage, cesar salad with anchovies, select breads, prime rib, dry rubbed and slow roasted, kerbed salmon fillet baked with dilled cream cheese icing, wild boar sausage & mushrooms in Marsala wine on bisquettes, linguine with green olive sauce & breadcrumbs, sweet peppers with onion in white truffle oil & cornichons and baked potato rosemary in Spanish olive oil. (And no chance that I spelled all of it correctly.) Mike and Gloria exceeded all expectations.



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If there was any room left for more food, a very tasty selection of carrot cake, peanut butter bars, key lime squares and banana cream pie by Wendy rounded up this exciting dinner.

During the award ceremony, Gene Berghoff received his lifetime membership award including a beautiful Jaguar Club jacket. The only people that were left empty were the ones that were counting on leftovers to take home. Yupp, we cleaned up good.



# THE JAGUAR BREAKFAST CLUB

I learned through Facebook that there are Jaguar lovers from all over England who once a month converge on the British Motor Museum near Gaydon, England. It is called the Jaguar Breakfast Club and they have a website: (<http://www.jaguarbreakfastclub.org.uk>). It is a coincidence I was in England on business when their February gathering would take place. I drove my BMW 320d rental car 100 miles from Bristol, England to Gaydon to join them. I was welcomed with open arms.

Nearly 100 Jaguars arrived including 3 examples of the new Jaguar I-Pace as well as an early series 1 E-type coupe (brought in a covered trailer). It was an icy, crisp, windy Saturday with beautiful sunshine. Since I told the group on Facebook I was coming, my BMW was approached by an organizer asking if I was from across the pond. He politely asked me to park my car over there, away from the display.

Another car of notice, a Mark II, driven by Peter Simpson, a main organizer of the event. There were so many great people I met.

There is a new wing of the British Motor Museum which has 100 of the most significant Jaguars on display. For example, the "77RW" E-type which was on display at the Geneva Auto Show when the E-type was launched 1961. Also the last E-type built, the last XJ6 Series 3 built (identical to my Vanden Plas) and 3 Jaguar F1 cars. It is a phenomenal museum!

If you ever have a chance to attend this event in the future, be sure to make room on your calendar when you are in England.

Horace Beale



# HOW MANY IS TOO MANY.....

Many moons ago, I was busy in my Chef mode creating some amazing culinary delight, when my phone rang, and Holly was asking me to write a 'missive' on "why I had so many Jags?" 40 mins later, and no incinerated food we hung up! I was reminded recently that I still had not produced such a literacy masterpiece so..... With a -15 (before wind-chill) and a scotch I'm finally doing this.

Jags have been part of my life since I was 'knee high to a grasshopper' I grew up in England in the 60's (actually started in 50's but I don't think I was aware of Jags then). Barbara my next door neighbor's daughter drove this amazing car, I always thought it was a Rolls Royce or a Bentley, but I remember a very deep conversation around the age of 5 when her husband explained to me it was a Jaguar, I'm thinking it was a MK VII-IX, but it may have been an earlier model MK V? because I could swear it had running boards, but that was a long time ago. My next Jag encounters were in high (Grammar) school where a number of teachers had "Jaaaags", Mr. Milstead (Music) had a gold MK2 and more than once I was ferried to an event in his Jag. My science teacher once got upset when I referred to his Daimler (250) as a Jag, as if he'd stoop so low as to drive a Jag. One of my friends Dad's bought an XJ6C in the mid 70's and I drooled. So, in the 70's I was surrounded by lots of Jags – the only other cars I coveted was my best friends Dad's Rover P5B Coupe, another friends' uncles 1950's Bristol, and a 1930's Lagonda that was held together with woodworm and rust (you could hear it coming long before it got there). Fast forward a couple of cars: Triumph 1300, Ford Cortina, and in the early 80's I found myself with a good job, a small disposable income and a need for a Jag. A 1971 Daimler Sovereign 4.2 (Series 1 XJ6) was sitting in a local used dealer for 1100 quid... A few days later it was mine, 2 years of the most amazing motoring later, after a couple of 120mph experiences and some adventures that I shouldn't relate here it failed MOT (UK inspection) and the suggested 1000 quid repair bill ended, for the moment, my Jag experience.

The next few years saw a number of interesting cars, including a couple of Triumphs, Fords, a Citroen, a Peugeot, Porsche, and some British GM High Performance Variants; Vauxhall Astra GTE, and SRI (look them up). In 1989 I arrived in US – ask me for the details as to why; way too much for this story, and I went through a VW Jetta and a couple of Mazda's. In 1996 a rear end shunt in Boston totaled my Mazda 626, I was just about to buy an Infinity when curiosity led me to the Jag Dealer, and a 2-year-old 1994 XJ6 (XJ40) was now my daily driver.



The first Jag 1971 Daimler Sovereign



Part of collection around 2008



The '77 XJC before the engine bay fire!

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1997 and I was hooked on Jag's, I loved my XJ40, it was possibly my favorite Jag looking back, but I was intrigued by the newly announced V8 XJR. As they say "a fool and his money" and I before you could say "Robert is your mother's brother" I had (special) ordered an XJR. Treated like the idiot I was, I had regular updates from Jaguar, and even an invite to Browns Lane to see the car in production (Why Oh Why didn't I do that?) Then the call came... my car was on the dock in NJ. Followed by the dealer telling me they were only going to give me 50% of the trade in they had originally promised on the XJ40. (why should I have not been surprised?) As I'd already committed a substantial non-refundable deposit on the XJR I now had two Jaguars. The XJR was amazing, but as it turned out was good to have the XJ40 for backup as the XJR was in and out of the dealer's shop on a regular basis, just about anything that could go wrong did. On one trip to the dealer for yet another fight about something wrong with the XJR that Jaguar were not covering under warranty (or otherwise); I (or rather my daughter) fell in love with a 2003 S-Type and after a deal where I basically cut my losses on the XJR (again, ask when you have plenty of time), I owned an S-Type and an XJ40.

Then started the craziness. Mid 2000's and eBay were providing all sorts of interesting opportunities, I wanted another Series 1 XJ6, so unsuccessfully bid on a Series 1 XJ6 that had been the personal vehicle of JFK's pilot. Followed by a couple more unsuccessful bids, then I started winning bids. The Coveted Jag from my 20's had been the XJC, I won a 1977 one owner XJC which looked amazing but hid a multitude of sins, followed by a 38,000 mile one owner Series 3 VDP that I drove 200+ miles from NJ to MA and subsequently discovered was riddled with rubber rot, had to replace just about every piece of rubber from tires to engine mounts to hoses = a death trap (I don't think I'll ever get my money back on that one), and a 1966 4.2 MK 10 that was solid, but needed a total restoration.

After the E-Bay madness I wised up. I received a few \$ inheritance when my Grandmother passed and bought a really nice XJ-S V12 Convertible.

So we are now in the mid 2000's and I own: 2003 S-Type, XJ40, X-JS, XJC, 82 and 86 Series 3 XJ6 and a MK 10. 7 Jags should be enough. Maybe!

My daughter totaled the XJ40; Not good I loved that car, but the insurance company wouldn't cover repair costs and at that time (oh! still true) was worth next to nothing – took until 2018 and less than that insurance payout to get another '40 – replaced back then with a 2000 V6 S-type.

Followed by the '66 MK 10 saga – vehicle started down restoration path, some complex history, involving death of restorer and mystery shop doing mechanical work, car disappeared and reappeared as a shell on an auction site, wrote that one off to experience (or stupidity) – no clue where it is now, but I still have the title!

The '86 XJ6 (40K original miles) was fully restored with bare metal paint job around 2006, 2 years ago Clear coat peeled – needs new paint hopefully this year.



'71 Series1 XJ6 being worked on by Jeff Flynn



'67 420 at Great British car show

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In 2011 I moved to MN owning:  
1977 XJC, 1982 XJ6, 1986 VDP, 1991 XJS, 2000 S-Type,  
2003 S-Type. Was still trying to track down the MK 10.

Over the next few years we had some positive and negative hurdles with the collection. The 2000 S-Type failed VA inspection and after some soul searching went the Great Jag Graveyard. The '77 Coupe caught fire (2nd time) and this was bad enough to need a major restoration job. This car should be back this summer after significant work. The '82 XJ6 also is in need of extensive interior work. The '91 XJ-S V12 had a full interior restoration a couple of years ago.



New "Garage" almost complete

I stumbled across a low mileage 2006 XK8 convertible a couple of years ago, which is a great summer car, but useless in winter, and then decided the 2003 S-Type needed to be replaced with a more dependable vehicle resulting in the purchase of a 2011 XJ 5.0 V8 (Still useless in winter!)

In 2016 I added a 1967 420 and a 1974 LandRover Series 3 to the mix.

There were a few cars that I really wanted to add to the collection, but finding a place to store them was becoming a significant challenge, in 2017 I bought some land and in 2018 built a 40' x 80' garage which allowed for some additional vehicles.

I found a '71 series 1 XJ6 in CA which arrived in deepest MN winter Jan 2018, with no coolant and a subsequent set of issues for Jeff Flynn to deal with. An XJ40 again from CA arrived in spring 2018, followed by the opportunity in 2018 to buy and put back together (again with Jeff Flynn's help) Ken Smith's 1966 E-type series 1; 2+2, and now in 2019 I found a 1967 420G with a multitude of minor issues that Jeff is working through in the hope it will be useable this spring.

When Holly called me to ask "how many Jags do you have?" It was way less than enough!!

The issue is I'm a collector: model railways, briar pipes, cameras, Theatre Organs, all falls into the I'm not a "HOARDER" bucket. For example: I don't yet have a Big Sedan, MK VII, VIII, VIX, a MK 2 (probably next on the list), or S-Type. Realistically the "want" list is either an SS or a MK V, however if the right jag comes along.... Apparently to own a winning lottery ticket means I have to buy one and that would have to fight with the Jaguar parts budget!

So realistically there is no such thing as too many Jaguars, just not enough! – Maureen, my wife, says she still loves me, but I haven't bought a Jag in a few weeks!

Current Stable:

'66 E-Type 2+2, '67 420, '67 420G, '71 XJ6, '74 Land Rover Series 3, '77 XJ6C, '82 Xj6, '86 XJ6 VDP,  
'91 XJ-S V12 Convertible, '94 XJ40 VDP, '03 S-Type, '06 XK8 Convertible, '11 XJ V8

Steve Worthington

# THE MILLION DOLLAR JAGUAR E-TYPE

Do you have a million Dollar sitting around collecting dust? Then the first E-Type ever seen by the public (chassis number 885005) might be for you. This is the car that people and the press got to see at the Geneva Motor Show in 1961. The asking price is US\$1.077 million.

Very early E-Types are valued higher because they have features like flat floors and exposed bonnet locks that disappeared in later years. Pendine Classic Cars calls it “possibly the most important non-competition Jaguar in the world.” Of course they are, they want to sell it.

The actual launch car though was a different one, painted dark green. Before the press went out to the launch car, they were inside seeing chassis 885005 emerge from a plywood packing case. So it was the first Jaguar E-Type seen by the public, and subsequently sent off to the Salon de l'Automobile for a second unveiling on the show floor the next day. Auto companies should still do events this way.

After the show, the first E-Type was registered in Switzerland on May 15, 1961, and sold to the CAP Assurances insurance company. Chief executive Georges Filippinetti also ran a race team, but the Jaguar was for his private use. The next 35+ years are pretty much a blank. In 1999 it was acquired by Pierre Pittet, an administrator at the University of Lausanne. He kept it only three years before selling it to a dealer, who then sold it into the Jenny Collection. Only after Jenny acquired the car was it carefully restored back to original specification. The car is now said to be in concours-level condition and ready for its next adventure.



# THE EXPERIMENTAL PROJECT XJ-S

Castle Bromwich, near Birmingham, United Kingdom, sometime during 1974. Engineers at Pressed Steel Fisher start assembling the very first Jaguar XJ-S bodies coming fresh off the steel presses. The second XJ-S body with number 5W1002 is loaded onto a Leyland truck and transported to Jaguar at Browns Lane in Coventry. At Jaguar, body number two gets assembled into a complete car and is rolled into the experimental department.



There the car with body number two (and no chassis number) is strapped to a rolling road and tortured for U.S. and Japan emissions testing. While other early XJ-S enjoy the open road and press flashlights, body number two stays hidden, working hard in the experimental department. Ed Abbott, a young Jaguar apprentice at the time, distinctly remembers a silver grey XJ-27 on which the over-axle exhaust flow was refined.



Early May 1975, body number two is scheduled for emissions road testing in the United States. Since exporting a car requires a chassis number, the next available number, UF2W50028BW is assigned. In the United States, the car is used for several thousand miles of emissions road testing (confirmed by the Jaguar Daimler Heritage Trust). Once shipped back to England, body number two once again disappears in the experimental department.



In February 1976, still owned by Jaguar, body number 5W1002 is finally registered in the United Kingdom as NDU402P. Whether it was ever a LHD car or always RHD and how it got a GM TH400 transmission is still a mystery. Unfortunately, the Jaguar Daimler Heritage Trust will not provide any records or pictures from the experimental department. (There is a reward for any additional information.)

Fast-forward 42 years to March 29th 2018. The experimental project vehicle with body number two sits outside a farm in the dirt in Blackfield near Southampton, UK. John Bleasdale, a famous Jaguar enthusiast, spots a car classified advert on eBay and shares it in a Facebook group for pre-HE Jaguar XJ-S. 36 minutes later, a poor Jaguar XJ-S addict (myself) decides to offer GBP 7,000 for the rusty but restorable XJ-S. The seller accepts the offer only minutes later. I couldn't believe that I just bought a rusty Jaguar XJ-S that doesn't run over lunch. And it sits on a farm in England, 3,981 miles from here!!! I can't repeat the curse words that were said during that lunch break.

Sharing my excitement and terror with other pre-HE Jaguar XJ-S enthusiasts online, I found that one of them lived in Sway, only ten miles from Blackfield. Encouraged by a nice steak dinner for two, he was happy to check out the car and seller to make sure both actually existed in England (and not in Nigeria).

After finding CFR Rinkens, importing the car to the United States was a breeze. They took care of all the paperwork and logistics. On June 28th 2018 body number 5W1002 with chassis number UF2W50028BW finally arrived in Andover Minnesota. Now it safely rests in the back corner of a dry garage on jackstands, surrounded by five other early XJ-S and dozens of mousetraps. Restoration might start in 2032 when both kids are out of college (or earlier if they decide to run away with a band).

Andy Schmiege

# UPCOMING EVENTS

**April 27 @ 7 am - 12 pm**

Jaguar Club at Cars and Caves  
Auto Motorplex, 8150 Audobon Rd  
Chanhassen, MN

**May 11 @ 8:30 am - 3 pm**

Jag Club at Intermarque Spring Kickoff  
Osseo Town Square Osseo, MN  
Meet at the Perkins at 8:30 am

**May 17 - May 19**

Spring Vintage Weekend at  
Road America  
Road America, N7390 State Hwy 67  
Elkhart Lake, WI 53073  
www.roadamerica.com

**May 25 @ 7 am - 12 pm**

Cars and Caves at the Motorplex  
Auto Motorplex, 8150 Audobon Rd  
Chanhassen, MN 55317

**June 1 @ 10 am - 2 pm**

JCM at BMC British Automobile  
BMC British Automobile  
444 East Dual Blvd.  
Isanti, MN 55040

**June 15 @ 10 am - 5 pm**

Coulee Classic Car Rally

**June 15 - June 16**

Jag Club "Art of the Car Show" at Stone Arch  
Art Fair  
St Anthony Main, 115 SE Main Street  
Minneapolis, MN 55414

**June 20-23**

Back to the Fifties Car Show  
State Fairgrounds

**June 29 @ 7 am - 12 pm**

Cars and Caves at the Motorplex  
Auto Motorplex  
8150 Audobon Rd  
Chanhassen, MN 55317

**July 1st or 2nd week**

Blueberry Picking Event  
Blueberry Fields Farm  
Stillwater MN

**July 7 @ 11 am - 4 pm**

Jaguar Club Annual Picnic  
Emerson Park  
Eden Prairie, MN

**July 20 @ 8 am - 5 pm**

Scottish Fair and Highland Games  
Eagan Central Park

**July 27 @ 7 am - 11 am**

Jaguar Club at Cars and Caves  
Auto Motorplex  
8150 Audobon Rd  
Chanhassen, MN 55317

**July 27 @ 3 pm - 8 pm**

Jaguar Club Mexican Fiesta  
Lynch Residence  
6630 Horseshoe Curve  
Chanhassen, MN 55317

**July 28 @ 10 am - 4 pm**

10,000 Lakes Concourse Car Show  
Excelsior Commons, Excelsior, MN

**August 10 @ 9 am - 12 pm**

Britfest Car Show  
111 Walnut Street  
Hudson, WI 54016

**August 17**

Drive and Cookout  
Lakeland Park & Ride to  
the Presidents Home

**August 22 - August 25**

Crown Rally 9  
St. Paul to Chicago

**August 31 @ 9 am - 9:30 am**

Royal British Car Show  
Location TBD

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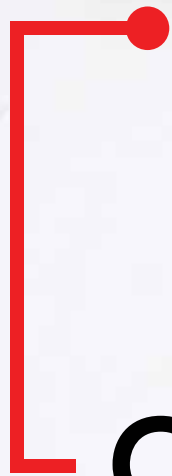


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