



THANK YOU
HOLLY RICHMOND!

PRESIDENT'S CORNER



Message from President-Elect Rich Leistico

Greetings fellow Jaguar Club of Minnesota members. I am honored to be elected as your president for 2022. My love of Jaguar goes back to the 70's when I first bought a '62 E-Type. Then an XJ6, a '77 XJS chop top convert, an XJ6L, 2 XJS 6.0 litre V12's, and another XJ6. All of them sublime masterpieces in their own way and all reflecting Jaguar's story through the years.

I want to thank past prez Holly for keeping JCM vibrant and moving forward during these past years. She truly loved and guided the club during some challenging times. With the help of everyone in JCM we will see a 2022 that's full of invigorating events for club members. Some club sponsored drives and get togethers, a couple of tech sessions, and anything else we can think of to have fun!

The JCM Board of Directors is enthusiastic and eager to offer our members Jaguar focused events within the club as well as with partners in the broader car culture. We are wanting your input! You can email me at rich@4redroadsters.com or call/text me at 651-308-7571.

KEEP CALM AND DRIVE ON.

Very Best Regards,
Rich Leistico

Dear JCM Members:

In 2021 COVID has not allowed us to be very social. Therefore the dues in 2022 will continue to be \$20. If you have not paid your 2021 dues, please do so now. This also is an opportune time to update any changes in your status, such as, address, phone numbers and cars.

Make Checks payable to JCM (Jaguar Club of Minnesota)

Send your payment to:
Don Wolfe, Membership Chairman (952-283-1583)
8702 Deer Run Drive, Victoria, MN 55386

THANK YOU HOLLY RICHMOND!



As many of you have probably heard, Holly Richmond is retiring from her position as President of the Jaguar Club of Minnesota. She has attempted to retire numerous times in the past, but our club knew that we had a winner so refused to listen to her in her previous attempts to step down. It also took the club a while to find someone that could fill her shoes. We are excited to have Rich Leistico, our newly elected president, take over the reins and lead our club going forward.

We are very appreciative for all the hard work that Holly has done for the club over the past six years; she will truly be missed as our fearless leader. Holly has played an integral role in the club's continued success especially in breathing new life into the club by bringing in many new members. As Andy Schmieg said to me, Holly TRULY gave her heart and soul to the Jaguar Club of Minnesota; no one will dispute this. The club's success over the past few years was largely due to Holly's ability to think outside the box, combined with her outgoing personality and hard work ----- not to mention the contributions from the excellent team/board Holly has had the privilege of working with. As someone that's been involved with the Jaguar Club of Minnesota from the beginning, and a past president, I can honestly say Holly has been one of the best presidents we've ever had.

The good news is that Holly is not going anywhere; so, we'll still benefit from her presence and ability to create excitement going forward. Holly's excited because she'll have more time to play with her beautiful Jaguars.

On behalf of the entire club, we thank Holly for her efforts and goodwill she has shown over the past several years, and we look forward to partying with her for many years to come.

Thanks again Holly for everything you've done; it truly has been appreciated.

Gene Berghoff

Holly, you did a great job as President! I recall when you were first elected you took the opportunity to review our bylaws, insurance coverage and relationships with vendors and advertisers - a great way to start. You also saw us through several changes as board and committee members came and went. You helped us establish our relationship with the Coventry Foundation - our link to the national organization. And, you kept us on track with great shows, great tours, lots of fellowship and just pure fun. Thanks for a job well done!

Dennis DeGroot



Holly has been a mainstay for the club. She has provided leadership to members and the board over the last many years and through thick and thin she has hung in there for the betterment of the club. I have enjoyed working with her on the board and look forward to working with her as the Ex President since she will have access to the board meeting and ongoing events. Sorry to see you go but I know you need a break and wanted to just enjoy being a club member again. It has been my pleasure to have worked hand in hand with you.

Scott Barren

Hi Holly!

Thank you for being our fearless leader through the years. I hope you will stay engaged in the club for years to come.

You are awesome!!!
Andy Schmieg



"HOLLY, THANKS FOR ALL THE MEMORIES"

Tom Healy

PLANNING MEETING



For I am persuaded that neither death, nor life, nor snow storms, nor tornado watches shall be able to stop us from conducting the annual planning meeting for the Jaguar Club of Minnesota.

This year's planning meeting was held at the Machine Shed Restaurant in Lake Elmo, MN on December 15th 2021. As usual there was plenty of free food. (So eating five BBQ brisket potato skins before the meeting started was probably not the best idea I ever had.)

First on the agenda was a walkthrough of the 2022 event calendar. While there are many events planned for 2022, their actual execution will depend on what mood uncle Covid and aunt Omicron will be in. Let's hope at least the Rendezvous 2022 classic car show in Tower Minnesota from June 9th to June 12th 2022 will happen.



Next, the new bylaws were confirmed as approved. Then, Rich Leistico was elected as our new club president and Jeff Flynn was elected as our new vice president. Finally, a discussion was initiated where the club might have an opportunity to obtain a 1964 Jaguar E-Type Coupe as a shared project, potentially for an electric conversion. More to come on this opportunity in future meetings.

For more about Rendezvous 2022 go to: <https://intermarque.org/index.php/2021/11/15/rendezvous-2022-updates/>

For more about Tower Minnesota, click on one or more of the following:

https://en.wikipedia.org/wiki/Tower,_Minnesota

<https://cityoftower.com/recreation>

https://www.tripadvisor.com/Tourism-g43573-Tower_Minnesota-Vacations.html

50 YEARS JAGUAR V12 ENGINE

It is hard to believe that the Jaguar V12 engine that has most Ford and GM mechanics running for the hills was introduced 50 years ago. The idea of a Jaguar V12 engine started in 1951 as a concept by Claude Baily. In the 1960s several quad cam prototypes were built with the intention of using them in race cars like the XJ13 at LeMans.

By the mid 1960s Jaguar developed a design for the road, a single overhead cam V12 engine with dished heron pistons and a flat cylinder head. First prototypes were installed in the Jaguar Mark X. The design also had longer inlet ports which greatly improved performance at lower and mid-range engine speeds, which was desirable in heavier luxury cars. The engine was continuously refined by engineers Walter Hassan and Harry Mundy with various carburetor and fuel injection arrangements before finally seeing production in the Series III E-Type in 1971.

The V12 was only the second production engine design in Jaguar's history. The final production version had 5.3 litres (5,344 cc), an all-aluminium block, removable wet iron liners, complete with single overhead camshaft aluminium heads with two valves per cylinder. Depending on fuel delivery, emission control and compression ratio, it produced between 242 hp (180 kW; 245 PS) and 295 hp (220 kW; 299 PS) and up to 400 Nm (295 lb/ft) of torque.

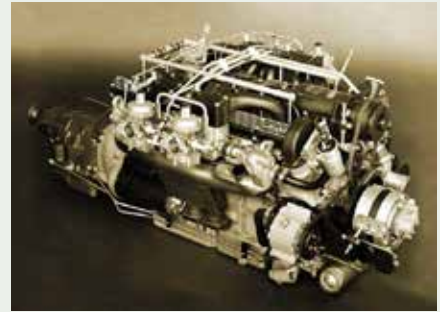
Initially, in 1971 the engine had four side draft Zenith-Stromberg carburetors. After January 31st 1975, the V12 engine in the new XJ-S had a Bosch D-Jetronic fuel injection system. A 'high-efficiency' (HE) version of the engine debuted in 1981, using special high-swirl cylinder heads combined with flat-topped pistons. This improved the engine's fuel economy from a meager 11 mpg to about 16 mpg (depending on your right foot).

In 1991 the displacement was increased to 6.0 litre (5,993 cc) which enhanced the engine's performance to 318 bhp (322 PS; 237 kW) and 336 lb/ft (456 Nm). In 1994 Ford introduced a new distributorless crank-fired ignition system with coil packs (supposedly the best V12 of them all). The Jaguar V12 engine was used in the Jaguar E-Type, Jaguar XJS, Jaguar XJ12, Daimler Double-Six, and Jaguar XJR-S. The last Jaguar V12 engine was produced on 17 April 1997 and retired after a 26 year production run and over 100,000 units.

A smart woman in Los Angeles called the V12 engine in her XJ-S 'a high-maintenance bitch'. However, the V12 is not rocket science. Once you get over the spaghetti mess of throttle linkages, fuel rails, fuel lines, vacuum lines, spark plug wires, air conditioning hoses, random electric components thrown in the middle plus auxiliary air injection rails, and once you get used to the fact that especially in the XJ-S and XJ12 there is no space for nothing and you will eventually bleed no matter what you do, it is just a single overhead cam engine with pistons moving up and down spinning a crankshaft.

The most serious danger of them all is not the maintenance or the money or the time you invest to get a Jaguar V12 engine running smoothly and reliably. It is that V12 grin in your face when you put the pedal to the floor and realize that you can go from zero to sixty in first gear and from sixty to 110 mph in second gear. That is when after a few hours of driving you realize that your cheek muscles actually do hurt if you grin too much.

For more information on the Jaguar V12 engine visit: https://en.wikipedia.org/wiki/Jaguar_V12_engine
For more about Caroline and her 'high maintenance bitch' check out: <https://www.youtube.com/watch?v=ZzDbkQohigY>



THE JAGUAR XK ENGINE

Founded as the Swallow Sidecar Company in 1922, Sir William Lyons' business started as a manufacturer of sidecars for motorcycles. In May 1927 the company expanded into coachbuilding bodies for existing cars with the introduction of the Austin Seven Swallow. The first complete car sold by the Swallow Coachbuilding Company, the 1932 SS One as well as the later SS-2 and SS-90 all had engines supplied by the Standard Motor Company.

Even the first 'Jaguar', the 1935 'S.S. Jaguar 2-1/2 Litre' saloon with its 102 bhp used a six-cylinder Standard engine with a Weslake-designed cross-flow ohv cylinder head. So the first Jaguar did not actually have a Jaguar engine. Neither did the Jaguar SS-100 in 1938. (A 1937 prototype did however feature the first Jaguar leaper.)

The design of the Jaguar XK engine, Jaguar's first own engine, began in the early 1940s on a rooftop. While fire-watching on the roof of the SS factory on Swallow Road in Coventry during World War II, Sir William Lyons and his engine designers William Heynes, Walter Hassan and Claude Baily discussed a new range of engines in every detail (fire watch is rather boring when there is no fire). While they agreed on a series of engines of higher than normal output that would be able to stay ahead of the competition without revision for many years, Sir William insisted they also had to 'look good'.

This led to the construction and testing of several prototype engines as early as 1943. Initial prototypes were named 'X' for experimental and likely started with 'A' for the first attempt. By the time the naming sequence reached XF, then XG, and finally XK, they had developed a 3.2-litre 6-cylinder engine and it was September 1947. Fire watch was long over.

The Jaguar XK production version was introduced in the 1948 Jaguar XK120 as a 3.4-litre inline 6-cylinder dual overhead camshaft (DOHC) engine. Over time two block sizes were developed that formed the basis of all subsequent XK 6-cylinder engines; the shorter block being used for the 2.4 and 2.8-litre engines and the full sized block for both versions of the 3.4, the 3.8 and the 4.2-litre engines.

Over the next four and a half decades the XK engine powered pretty much every car Jaguar made: Jaguar XK120, XK140, XK150, Jaguar Mark VII, VIII, IX, Jaguar Mark X/420G, Jaguar Mark 1 and Mark 2, Jaguar C-Type and D-Type, Jaguar E-Type, Jaguar S-Type, Jaguar 420, and the everlasting Jaguar XJ6. The last Jaguar XK engine, a 4.2 litre version, was installed in a Daimler DS420 Limousine in 1992.

For all the details about the Jaguar XK engine visit:

https://en.wikipedia.org/wiki/Jaguar_XK_engine

For more about the Daimler DS420 limousine, the last car that had a Jaguar XK engine, go to:

https://en.wikipedia.org/wiki/Daimler_DS420



THE CASE FOR GARAGE SQUAD

'Garage Squad' is a reality television show that rescues weekend mechanics who got overwhelmed with their classic car and helps them get their cars back on the road again. They refurbish an entire car, rebuild the engine if necessary, repaint what needs repainting, refresh the interior and get all the brakes, steering and suspension working right. They do most of the work in a few weeks, all inside the 'victims' garage - with two vans full of tools sitting in the driveway. The show is a huge success and has been running since 2014.

So do they actually restore cars? No! They refurbish them. Do they rebuild the engine using all new parts and with matching numbers on every component? No! They usually perform a 'ghetto-rebuild' reusing everything that is salvageable or building one running engine out of three non-running ones. Do they put on a concours level paint job? No! More often than not the owner's garage is also the paint booth. So why is this show so successful? Quite simple - they bring back classic cars from an OMG! parts pile to 'good enough' and roadworthy.

There it is, 'good enough'. Not very good, not excellent, not concours, and definitely not Pebble Beach. Maybe not even Good on a Hagerty scale. 'Good enough' is all it takes for the 'victims' of this show to become proud classic car owners once again and drive down the road with a big smile on their face. The paint might not be perfect, the interior might have a few stains, the chrome might have a few dull spots and the alternator might be from Rock Auto. But that is all it takes to make people happy and get them excited.

We all appreciate the thrive for perfection, all the knowledge and experience that goes into a level ten restoration, and the assurance that even the last screw on the underside of a concours car is correct and not a Phillips head where a flathead screw should be. I love all the anorak discussions about seemingly irrelevant little details and in which month a specific part you will never see changed from one version to the next. (Don't ask me about original British Leyland mufflers unless you have lots of time.)

However, not every car has to be restored to a concours level, or restored period. Not everyone has the means for a six figure restoration and not everyone that does wants to spend their money that way. Not every single car has to be 100% original down to the last screw. For many Jaguar enthusiasts a good 30-footer (looks good from 30 feet away) that runs reliably and does not overheat is just as much fun as a concours car is to someone else.

So the next time you see someone in a Jaguar that is not perfect, not restored, and leaking fluids, tell them what you like about their car. They probably already know all the imperfections. Make them feel happy and welcome. And who knows, maybe someday, after kids and college, they might actually restore it.

The show 'Garage Squad' will likely never run out of classic car owners that either got overwhelmed after tearing everything apart, or deserving people that spend most of their spare time helping others, or unlucky people that had good intentions and their health thought otherwise. The only thing I would change about the show is Waxoyl, lots of Waxoyl.

To learn more about the show, click here: <https://garagesquad.tv/>



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On September 4th 1922, Sir William Lyons's 21st birthday, William Walmsley and William Lyons founded the Swallow Sidecar Company in Blackpool, England. This small business adventure eventually grew into the Jaguar car company we know today. The name Jaguar was first used for a car in 1936 and adopted as the company name in March 1945.

Since we really don't want to wait until 2036 to celebrate, the Jaguar Drivers Club and the Jaguar Enthusiasts Club in England plan a 'Swallow SS Jaguar Centenary' Event in May of 2022 in Weybridge Surrey England. They expect to get over 1,000 cars.

INTERMARQUE BREAKFAST AT ELSIE'S

Cars & Breakfast is a weekly get together of classic car enthusiasts from the Twin Cities. The group meets every Saturday morning at Elsie's Bowl, 729 Marshall Street NE, Northeast Minneapolis, starting at 9:00 am. There is plenty of off-street parking available. On November 27th, fifteen people showed up to have breakfast and talk about classic cars, vehicle storage, home improvement, retirement, and other exciting topics. If you would like to join, please RSVP to Todd Bjerknæs at tbjerknes46@gmail.com by Friday 9am. This allows Elsie's Bowl to set up the correct number of tables and chairs in a separate room away from the bowling alley.



ANOTHER BRICK IN THE WALL

To most people this is just a brick. England has bricks, lots of bricks, millions of bricks, probably more bricks than people. However, this brick is special.

Most of Jaguar's famous Browns Lane factory had already been leveled in 2008 to make room for an Amazon distribution center. A small Jaguar Land Rover pilot plant remained intact until 2020. In August 2020 a Jaguar employee named Darcy posted pictures of the last pieces of the famous Jaguar Browns Lane factory being torn down. So I contacted her, politely asking whether she could go back, pull a brick out of the rubble and mail it to me.

Luckily she was as enthusiastic about Jaguars as I am and lived near the old factory site. She went back, got me a brick, and mailed it to me. Darcy even wrote a note for the customs officer explaining why she sent a brick across the Atlantic.

Now I am the proud owner of a piece of Track 6 of the historic Browns Lane factory where Jaguar made the world's most amazing cars from 1951 to 2005 including the Jaguar E-Type and the Jaguar XJ-S. Even though for Pink Floyd this would be 'just another brick in the wall'.

Andy Schmieg



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