



# FALL COLOR DRIVE

# PRESIDENT'S CORNER



My Dear JCM Members,

Not an easy task to say Farewell to you all. It has been a great pleasure to serve you as President.

Many thanks go out to all the members that supported the Club for over 44 years.

To describe the relationships gained through our outings and meetings would take many pages.

Many fond memories have been made.  
I thank you all for everyone!

Fair Winds and Following Roads,

Holly Richmond



# ENZO WAS RIGHT

*Berghoff's 63 E-Type FHC wins top awards at the WeatherTech/Brian Reman International: One of the Top Vintage Sports Car Events in the World*



This story is a continuation of an article I wrote a couple years ago for the Jaguar Club of Minnesota newsletter. The previous article outlined the restoration of our 63 E-Type Jaguar FHC (Fixed Head Coupe) that was near completion at that time. If you read my previous article, you will recall our car was left behind in pieces 30 years ago, along with an XK120, by an individual who was in the middle of restoring both cars at the time he passed away. His name was Jackie Eugene Sallee; he lived north of Chicago in southern Wisconsin. We met Jackie's daughter Susan and her husband Gregg at Road America about 5 years ago. They told us the story about the two cars Jackie had left behind and that they had both sitting in a barn on their property. I expressed an interest in buying them and they decided they would keep and restore the XK120, but were willing to sell us the 63 E-Type. We then decided we should debut both of Jackie's cars together in 2020 at the July Elkhart Lake Vintage Sports Car Concours. We became great friends over the next 3-4 years as we kept abreast of each other's progress.

The July Elkhart Lake Vintage Sports Car Concours has been held for many years in conjunction with the largest Vintage Sports Car Race event in the United States. This event is known as the WeatherTech International Challenge with Brian Redman; it draws tens of thousands of people from throughout the world and has been running for about 70 years. Road America racetrack, which is 3 miles from the village of Elkhart Lake where the concours shows are held,

is the largest racetrack in the United States. It is considered to be one of the top, if not the top, race track in the United States. There are races held at Road America almost every weekend throughout the summer season, including Indy and NASCAR races. In fact, it's now been voted by USA Today the No. 1 NASCAR race event in the U.S.

The July Vintage Race Car Weekend event is a four-day event. During this weekend Vintage Race Cars participate in a concours show on Friday night, Vintage Street Sports Cars participate in a concours show on Saturday night, and then all the 1st place winners from each class, from both nights, compete in a third concours held at the Road America track the final day of the races on Sunday morning. These shows draw top level vintage sports cars from across the United States; so, people will trailer their cars in from California to compete. The entries are invitation only; participants are required to register their cars several months in advance to obtain approval to participate. They only allow approximately 125 cars to participate in each of the two shows on Friday and Saturday night; so a total of approximately 250 cars complete throughout the entire event. The cars consist of some of the most beautiful and rare vintage sports cars including Jaguars, Ferraris, Porphes, Aston Martins, Austin Healeys, Corvettes, and many more. Most of them from the 50's, 60's and 70's.

The 2020 Elkhart Lake Vintage Sports Car Concours was to be Jana and my 33rd year attending this event, starting the year my father passed away in 1989. On my father's death bed, he talked about the fun he and his brother had at Road America in the 50's and told my brothers and I we needed to check it out ---- so we did. Jana and I enjoy the vintage

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racing, but more so we love the village of Elkhart Lake; it's truly a magical place. It is a small, quaint, and beautiful village including several beautiful lakes, vintage resorts, and great shops and restaurants. If you've never been there, you are missing out and need to put it on your bucket list.

Once 2020 rolled around, due to COVID 19, we decided not to go to Elkhart Lake, and we waited a year for this year's event. Susan and Gregg also chose not to attend in 2020 and wait until this year. That allowed us to debut both of Jackie's cars in the limelight together for the first time in 30 years. This is what Jackie would have wanted.



By the time the Saturday night concours rolled around we had the 63 E-type looking like a piece of jewelry. With the bonnet up people would pass by and they could see their reflections in detail on the surface of the bonnet; I saw several women stop to touch-up their make-up using the car as a mirror. Saturday night our 63 E-Type won 1st place in its class, winning over many beautiful vintage sports cars. We thought for sure a beautiful 57 Aston Martin, that came in from California, would give us trouble. But we beat him. The Aston Martin took second place in our class. Susan's XK120 won second place in their class. Susan and Gregg did a beautiful job restoring Jackie's XK120; Jackie would have been proud of them.

On Sunday we were now competing against the best of the best. As many of you know when the E-type first came out in 1961 Enzo Ferrari is noted as saying that "It's the Most Beautiful Production Car Ever Produced." So, when a stunning multi-million-dollar Ferrari, that was trailered in from Las Vegas, parked next to us the owner got out of his car and immediately walked around our 63 E-Type to size up his competition. He then looked at Jana and I and all he said was "Enzo was right," and then he walked away. His stunning Ferrari, like our 63 E-Type and all of the other cars competing on Sunday, was a 1st place winner from one of the two concours shows held previously that weekend. We took his comment as one of the best compliments we had ever received, especially because it came from someone that we thought had one of the most beautiful Ferrari's we had ever seen.

In the end our 63 E-Type was chosen by the judges as the "Best of Show;" it was the number one award handed out throughout the entire weekend. We were very excited about this. It was the second time we accomplished this, we had a similar experience 4 years prior to this when we showed our 54 XK120 SE at this event. All of the hard work that was put into restoring the 63 E-type, the lion's share of it which was done by Dan Iburg and his team at Midwest Motor Sports, was well worth it. We had people approach us with interest in purchasing the car. We told them today the car is not for sale, but if you keep in touch with us, it may be for sale tomorrow; we were having too much fun with it at that moment.

I think the 63 E-type may be the last truly concours level car we will restore before I run out of birthdays---hopefully that's MANY years away. We have experienced a lifetime of fun and memories restoring and collecting Jaguars and motorcycles. As curators our goal has always been to do the best job we could to preserve or restore these beautiful vehicles so that many generations ahead of us can enjoy and appreciate what they are. When possible, we try to keep them original as preservation cars; there are fewer and fewer of these preservation cars which makes them very special. The most exciting part has been the people we have met throughout this hobby including the Minnesota Jaguar Club members.

To see more photos of our 63 E-Type FHC, and our other cars and motorcycles, see our website:  
<https://seepictures.wixsite.com/genesgarage>

# CARS AT SILVERWOOD PARK

The idea is simple. Drive to Silverwood Park in Saint Anthony on a Saturday morning and meet other people that like cars. Not a car show, just a bunch of car enthusiasts with camping chairs and maybe a breakfast sandwich from McDonald's.

Nestled along the shores of Silver Lake, Silverwood Park is a unique natural destination. Only minutes from I-694 and I-35W, Silverwood trails offer spectacular views of Silver Lake, restored prairie and mature oak savanna. Park amenities include an art gallery, education facilities, event rental space, a café/coffee shop, picnic sites, fishing opportunities, canoe and kayak rentals, an outdoor performance space and more.

In 2020 this monthly meetup was one of the few events that still took place, just with the camping chairs at least six feet apart. The selection of cars is different every time, so you never know what you get (just like at certain Drive-Thru restaurants).

The park address is: Silverwood Park, 2500 County Rd E, St Anthony, MN 55421. The website features an interactive trail map: <https://www.threeriversparks.org/location/silverwood-park>



# STIFF UPPER LIP CAR SHOW AT BMC

Every October (except for when we have a pandemic), just before it gets too cold and wet for classic cars, BMC in Isanti puts on a last car show of the season. And when BMC invites, they come. Lots of British classic cars, but also a few nice American examples.

Apart from admiring beautiful cars, this is a great opportunity to chat with fellow car enthusiasts one more time before the snow flies, check out the restoration shop and explore winter storage options. Every year there seem to be more classic Jaguars in the shop than the year before - a good sign that they have the expertise you would be looking for.

Two things always amaze me at BMC. First, following their Facebook page I learned that their 'can-and-will-do' attitude always gets the job done. You could drop off the original moon rover from 1971 with an engine (actually motor) problem and they would for sure get it running. Second, how in the world do they keep a shop this clean???

You can find out more about BMC at <http://bmcautos.com/>. And you can read more about the moon rover here: [https://en.wikipedia.org/wiki/Lunar\\_Roving\\_Vehicle](https://en.wikipedia.org/wiki/Lunar_Roving_Vehicle).



# FALL COLOR DRIVE

This year's fall color drive started in the Nordstrom parking lot in Minnetonka with over a dozen cars. The route wound 'through' and around Lake Minnetonka and ended on the shores of Lake Waconia where about twenty people enjoyed a weekend brunch at Lola' Lakehouse.

Since Jeff Flynn organized the drive AND would have been able to repair any issues that Jaguars can throw at us, Murphy's Law worked in everyone's favor this year and not a single car overheated, had a flat tire or broke down.



# MEXICAN FIESTA

I am sure a lot of club members were excited that after 2020 ruined more than just an excellent Mexican dinner, the original Mike & Gloria Lynch Mexican Fiesta was back on the event calendar this year (my tummy was looking forward to Mike & Gloria's cooking for a while).

Scheduled for November 7th, the nice warm weather was a lucky catch and about 40 people (including helpers) were able to enjoy the inside of the gorgeous 'Casa Herradura' home as well as the wrap-around deck outside. The taste and variety of Mexican dishes was as excellent as ever (but you probably already know that from previous events). Good people, good food and good conversations - one of my favorite events of the year.

The only downside was that eight people that RSVPd did not show and therefore eight people on the waitlist were not able to attend. The event can handle 40 guests plus helpers, but only 32 people plus helpers were able to attend. If you cannot attend an RSVP event, please cancel your RSVP so other club members can attend.





# CAR SHOW IN WESTON ENGLAND



Our traveling reporter John Shorrock took a few great shots of an Austin Healey, a Jaguar, and a rare 1937 Daimler at a Sunday car show in Weston-super-Mare, a seaside town in Somerset, England.

The area of Weston-super-Mare on the West side of England has been occupied since the iron age. Weston itself is known for its beautiful beaches, its mild climate and its large tidal range with the low tide mark in Weston Bay being about one mile (1.6 km) from the seafront. For more information about Weston-super-Mare go to <https://en.wikipedia.org/wiki/Weston-super-Mare>.



# JAGUARS AT GOODWOOD ENGLAND

Our racing reporter John Shorrock attended a fun racing weekend at Goodwood Circuit near Chichester, West Sussex in Southern England. One of the many highlights were several Jaguar Sport XJR-15, a two-seater sports car produced by JaguarSport, a subsidiary of Jaguar and Tom Walkinshaw Racing between 1990 and 1992.

Almost as fascinating were some ancient historic race cars with exposed engine rocker arms, chain drives and no fenders (sorry, wings!). Just from the pictures you can probably tell that even a rainy day at Goodwood is a lot more exciting than a sunny day at home.

For more about the Goodwood Racing Circuit go to: [https://en.wikipedia.org/wiki/Goodwood\\_Circuit](https://en.wikipedia.org/wiki/Goodwood_Circuit). You can find more details about the Jaguar Sport XJR-15 at [https://en.wikipedia.org/wiki/Jaguar\\_XJR-15](https://en.wikipedia.org/wiki/Jaguar_XJR-15). And for the greatest Jaguar racing cars of all time - according to Goodwood - check out this article: <https://www.goodwood.com/grr/race/historic/2020/4/the-greatest-jaguar-racing-cars-of-all-time/>. (Yes! The Jaguar XJ-S made the list.)



# LOST AND FOUND

Already earlier this year, actually really early, in March 2021 a few Jaguar enthusiasts and drivers of other fun sports cars met for an 'almost spring' drive from I-494 through Victoria, Jordan, and Welch Minnesota. (Unfortunately this event somehow got lost in the editor's well-organized mess of folders.)

Since Forrest Harstad organized the event, one of the optional stops was at a fine cigar store in Red Wing. The final stop was lunch at the Harbor Bar in a very unique location in Hager City Wisconsin. For more information on cigars go to <https://westendrw.com/>. For the location and menu of the Harbor Bar check out <https://harborbar.net/>.



# JAG CONNECTION

SPECIALIZING IN MATCHING JAGUAR BUYERS AND SELLERS

Jag Connection is a business that has been around for 34 years. We broker, buy and sell classic cars with a focus on classic Jaguars (XK's and XKE's) and Austin Healey's. Ken Smith, one of the founders of the Jaguar Club of Minnesota, and I started Jag Connection back in 1987. We started the business at that time as a result of the stock market crash (Black Monday). Black Monday encouraged people to start investing in classic cars, art, and other collectibles to invest in things besides the stock market. So, we had what it took to start a successful business, timing, skill, and luck. The timing was Black Monday, the skill was our knowledge and passion for Jaguars, and we were able to create a little luck (or what some call hard work).

Ken and I had a lot of fun together, learned a lot from each other, and we met many interesting people from all over the world. We spent many hours on the road, or phone, chasing classic Jaguars. Over the years Ken and I tried to treat people fairly and as we would want to be treated; as a result the venture developed into a very successful business. Much of Jag Connection's business is 30-40% repeat business, or referrals. Many of the classic Jaguars in the Jaguar Club of Minnesota, especially XKE's, have gone through Jag Connection's hands over the past 30+ years. We have assisted some members several times over the years in either selling a Jaguar for, or selling a Jaguar to them. As a result, I've gotten to know many of the people in the Jaguar Club of Minnesota, and some of us have become like family. Jana and I have always said that joining the Jaguar Club of Minnesota has been one of the best things we ever did. It enabled us to meet life-long friends, and as a result of the many Jaguar club driving tours we've seen much of the Midwest from behind the windshield of a beautiful Jaguar.

Ken Smith died several years ago and as I slowly run out of birthdays, I've tried to bring new people into Jag Connection to keep the business alive, but it hasn't been easy to find people that can do what we do. It requires someone that has a strong passion for cars, especially classic Jaguars, someone that has strong people skills, someone that is willing and able to work on the cars (detailing, managing restoration projects, etc.), and someone that knows how to market and sell. Most importantly, someone that can focus and meet deadlines. Recently Pat Cotter, Jeff Cotter's son, has gotten involved with Jag Connection. Pat is a very sharp engineer and employs many of the characteristics I outlined above. Hopefully Pat will enjoy what we do, as much as I have, and help keep Jag Connection alive for many years to come.

I'll end by inviting any of you to come to the Chanhassen AutoPlex to tour Jana and my personal collection of classic Jaguars and motorcycles if you are ever in the area. Photos of our collection can be seen on our website which is: <https://seepictures.wixsite.com/genesgarage>.

Jaguar Gene

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# A TRIBUTE TO REG COSTIGAN

## 1926 - 2021



The Jaguar Club of Minnesota has lost a great friend as Reg Costigan passed away last April at 95. Reg has been an active member of the club for many years serving as President in 1992 and several years as a board member.

Sharon Costigan, Reg's wife, has been so kind to share with us some memories of him:

Reg was born and spent early years in New Zealand. His parents emigrated from England. His father was a butcher but he had no desire to continue the tradition. He had an older brother and three older sisters. He came to the US in 1956 and was a superintendent of an apartment complex. He later worked for Toro, Graco and finally American Linen Supply Co. where we met, fell in love and later married. He always told me he came to America because "the streets are paved with gold." Never found that pot of gold but we kept trying!!

Reg's early love was motorcycles. While living in New Zealand, he raced motorcycles on the beach with a few of his military buddies. I don't think his parents knew about this!!

Reg had several motorcycles during our time together – BSA, Ariel and Yamaha.

One of the things Reg and I were passionate about was a love of cars (typically British)! This came from an early age for me. Not sure where because my parents couldn't care less. I had a toy garage w/cars as a child. I think it was inborn in Reg! We never had enough room to store them and rented neighboring garages.

Reg loved the mechanical workings of British cars. He (and Labradors) spent many nights/weekends in our garage tinkering/rebuilding/rewiring, etc the cars. We had many cars over the years, Triumphs, Rover, MGBs, Jaguars (S type which was my wedding gift), XKE, XJSs and finally my X-Type. Sadly, now I drive a Subaru.

Reg also loved diesel engines. He could spend hours at Machinery Hill at the MN State Fair looking at the old machines and reminiscing about the "good old days." He once put a diesel engine in a Ford Torino he brought back from CA. That drew a lot of stares/confusion at the gas station but a way to connect with others. This later encouraged Lee Binstock to put one in his Jaguar.

In the late seventies while on a motorcycle ride, we met Lee and Claire Hickey and enjoyed a long chat with them. We learned they were members of the local Jaguar Club and were invited to the next event. After attending, we couldn't wait for more! We were warmly welcomed and Reg quickly bonded with the men. I remember the Christmas parties, annual picnics at Ken/Ruth Smith's and driving events even though we were typically at the end of the line or as luck would have it lost! Reg enjoyed the workshops and later monthly lunches with a few of the Jaguar Club men when he had the time.

Reg was humbled and honored to become President of the Jaguar Club and we were gifted with a lifetime membership. We became lasting friends with so many people and the Jaguar Club became an extension of our family.

# A TALE OF TWO JAGUARS



Does Jaguar's disappointing XJ220 have a more promising future than its glorious D-Type?

The two biggest surprises at Bonhams Goodwood Revival sale this year were both Jaguars. One was an XJ220, a long-underappreciated, notoriously difficult-to-maintain exotic that never sold well and was quickly overshadowed by its peers when it was new. It brought a record price for the model. The other Jag was a D-Type—one of the most beautiful, most successful racing sports cars ever to come out of Britain or anywhere. Yet it brought a curiously cheap price. The lowest we've seen in years, in fact. Of course, these two cars are very different from one another, despite their shared badge, yet there's something to be learned by examining these sales together.



The XJ220 at Goodwood is one of only about 275 built, and it retailed for about £470,000 back in the day. It's an exceptional car, so it deserved an exceptional price. It got one—£460,000 (\$632,730) all-in. That's a world auction record for an XJ220.

The D-Type at Goodwood, meanwhile, comes from a much more illustrious part of Jaguar lineage. The D-Type gave Jaguar three straight wins at Le Mans from 1955 to 1957, not to mention dozens of other race wins. This D-Type, which condition-wise presents as a used but well-kept race car, brought just £799,000 (\$1,099,025). That makes it the cheapest genuine D-Type we've seen at auction in a long, long time.

So what gives? Read the full article and see more pictures at <https://insider.hagerty.com/trends/a-tale-of-two-jaguars/>.

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