



JAGUAR CLUB ANNUAL PICNIC



PRESIDENT'S CORNER



Our 45th anniversary picnic was a great celebration of Jaguar Club of Minnesota membership. I hope you were one of the approximately 100 people who attended the annual picnic. By all accounts Mike and Gloria worked their celebrated hospitality to create a member appreciation event everyone enjoyed. The following volunteers deserve recognition for working at and being tireless advocates for the picnic: Jeff & Beth Flynn, Kari Berg, Jeff Cotter, Andy & Shannen Schmieg, Kathy Adamek, Don Wolfe, Tom Healey, Dick Bass, Horace Beale. Holly Richmond, Scott Barren. Also,

thank you to Morris Jaguar Land Rover Richfield for our grand prize and special door prizes.

I love our Jaguar XJ6!! As most of you may know I was catching a lot of good-natured ribbing for not currently owning a Jaguar. Well, that injustice has been rectified! Recently Kathy and I purchased a 32K mile '86 XJ6 from Kansas City. It has an interesting story of being a 1 owner car in Topeka, Kansas. The Jag was \$45K when new including dealer installed chrome wire wheels. The owner was a car enthusiast, Morgan racer, and philanthropist. When he recently passed, the family got his Jag running and donated it to his favorite charity. We purchased it from the lady in Kansas City who won the bid at the charity auction. This car is a light project having been in dry storage for a few years. We drive it every week. We are so impressed with the turbine smoothness of the XK engine and the sublime driving dynamics. And there's nothing like the magic and mystery of a vintage Jaguar!

The JCM board meets almost every month. Currently, we meet the third Tuesday of each month sometimes at the Richfield dealership and sometimes at other spots around the Twin Cities. Any member can attend. Please check to confirm location and time. You can email me rich@4redroadsters.com or call/text me at 651-308-7571.

KEEP CALM AND DRIVE ON.

Very Best Regards, Rich Leistico

MESSAGE FROM THE EDITOR



Hi,

I just emailed Holly that I would be happy to serve as the club's newsletter editor. After all, that was what I used to do in a Volkswagen Beetle Club in Germany decades ago. Wait, was that almost five years ago? It was - at the end of 2017. 'My' first newsletter came out in the spring of 2018. Since then, I wrote over 100 little articles and took over 1000 pictures of cars, events, and club members. Always trying to find a new interesting twist to report about our club events.

But of course, it takes more than one person to put together a newsletter. A BIG Thank You to everyone who contributed photos, articles, or materials to the newsletter over the last five years! And an even BIGGER Thank You to Jill Bean that turns all the materials into a beautifully laid out newsletter, every single time!!! Another Thank You goes to the person that prints and mails our newsletter to club members that do not have an email address. Lastly, thank you to our advertisers that make all this financially possible.

As you might guess from the late release date of this newsletter, my life keeps spinning faster and faster. A new job at a new company since May 2022, potentially another new job at yet another company coming up, trying to get in shape again with Farrell's Extreme Bodyshaping (currently I look more like body shaming), two teenagers that ask me questions that even a health class teacher would be embarrassed to answer (Oh boy!), and my determination to follow a strict plan that allows me to retire from work life at 59 ½. (That's about 9 ½ years from now.)

Long story short, I am looking for someone that would love to be a newsletter editor after the end of this year. Someone that enjoys attending club events and car shows, taking plenty of picture of cars and people, and doesn't mind writing a few lines about each event. Don't worry about making it look pretty. Jill Bean knows all the layout magic tricks to make the newsletter look great.

Please let me know if you are interested or even remotely consider being interested.

Thanks,

Andy Schmieg

SPRING CRUISE 2022

Most people know from work life that if you want to get rid of a task you don't want to do you simply have to royally screw it up a few times in a row. Eventually someone will take it away from you and give it to someone better qualified. In the military that trick worked great (esp. since they cannot fire you). My teenagers still think the same trick works for household chores. It is my job to make sure it does not.

Well, I guess nobody told Horace Beale that trick. He plans out our spring and fall cruise with such consistent quality that he will never get rid of the job. Shhh! Don't tell him! Every cruise is very well planned out, starts at a sufficiently large parking lot, meanders through beautiful countryside while secretly minimizing left turns, and ends at a tasty restaurant. Plus, every driver receives a printed map with step-by-step instructions which limits conflict between married couples (no idea where that came from).

This year's cruise started in White Bear Lake at a county park that is just five minutes past Kowalski's grocery store and a magnificent crystal store (in case anyone likes crystals). From there the cruise started going East on Dellwood Road and North on Jamaca Avenue (without an i). Winding over hills and through valleys, past woods and ponds, the route continued North to Scandia, a typical Minnesota small town with an equal number of churches and bars.

From there it turned South (geographically, not figuratively) on MN-95 through Marine-On-Saint-Croix (also worth a visit) with a quick break at Square Lake (which is anything but square). The final leg of the cruise merged back onto MN-95 into Stillwater where pre-ordered steaks and walleye lunches were ready at the Lowell Inn Restaurant. A very enjoyable spring cruise for everyone.



FEED MY STARVING CHILDREN MEAL PACKING

Why Feed My Starving Children? Three good reasons: 1. This charity's goal is plain and simple: prevent children from starving to death. 2. Feed My Starving Children has developed a very unique nutrition formula that allows children to eat, be completely nourished, and grow eating nothing but MannaPack – their proprietary soy, rice, vegetable, and vitamin superfood. You can really eat this stuff and nothing else for a whole year and be healthy (even Soylent powder does not dare to claim that). 3. FMSC provides a very well-coordinated and hands-on volunteer experience where everyone actually gets to 'make' the food that saves lives. 4. I love watching club members run around in funny hair nets. Wait, there were only supposed to be three reasons, so scratch that.

The quick presentation at the beginning of the volunteer session is eye-popping every time. FMSC feeds a huge number of people in 108 countries. Thousands more die every year because there is more demand than there is food. Even though it only takes pennies a day to feed a child, 25 Cents per meal to be exact. (Globally more food ends up in landfills than it would take to feed everyone, but that is a story for another time.)

Together with other groups and someone's birthday party at FMSC, club members managed to have lots of fun working together, hauling soy, rice, vegetables, and vitamins, scooping just the right mix into funnels and bags, packaging and boxing the meals, and stacking them onto pallets. In total we filled 100 boxes with 21,600 meals which will feed 59 children for a year. The cost of food was \$5,184, provided by generous sponsors. A store of hand-crafted items provided an opportunity to become one of the sponsors.



SPRING KICK OFF OSSEO CAR SHOW

As every year, Osseo is one of the nicest car shows of the year. Warm and sunny, but not baking hot yet. This year 25 Jaguars and over 100 classic cars in total found their way to downtown Osseo. The Jaguar Club of Minnesota got the usual space on main street (aka Jefferson Highway) and filled it all the way to the Road Closed sign at the end. Lots of great conversations about classic Jaguars – “Dad, let’s go!” And lots of great conversations about other classic cars – “Dad, let’s go, I am hungry!” You get the picture.

Right in the middle of the car show is a nice city park (Boerboom Veterans Park) full of arts and crafts vendors. And yes, there are plenty of great choices for food. So plenty of opportunities to feed my starving child. Wait, wasn’t that supposed to be in a different article?

Anyways, it was a pleasure as always to see a great variety of international cars.



KEYLESS IN CHANHASSEN – CARS & CAVES WITH A TWIST

Wouldn't it be nice if there was a car show where you can select the weather and the number of people to your liking? Well, there is. Cars and Caves at the Chanhassen AutoPlex offers just that. The car show happens every last Saturday of the month from April to September. If you like to 'chill out' among friends, you go in April. If you like getting skin-fried, you go in August. And if you enjoy large crowds and the largest number of open caves, you go on Memorial Day weekend.

The weather was great, the place was packed full of cars, someone introduced a new charity, there was a display of military vehicles, a military speech, someone played taps, everyone sang the National Anthem, and perfectly timed with the end four historic military airplanes flew across the sky several times.

It was a very enjoyable morning except for one twist. Actually the lack of a specific twist. If the door lock cylinders on your classic Jaguar do not work right, you simply leave it open, problem solved. And since they do not work right, you leave the door key at home, right? Wrong. Jaguar was very efficient in 1975 when the designed electric windows and central locking in a Jaguar XJ-S using identical black switches. Good news: The central locking worked great. Bad news: The door key was at home in a bin in the office some 35 miles away.

The owner of the garage that I blocked was less than thrilled. Luckily his wife was very understanding. A short three hours later, a locksmith finally showed up, and opened the door in one, two, three seconds. After venting to Hagerty that in three hours nobody from their roadside assistance showed up and I had to pay a locksmith myself, they happily refunded me the \$205. All set and done, the advice from the now less grumpy garage owner was priceless: "Get an F-Type".



SPRING INTO SUMMER CAR SHOW

It was a surprisingly well attended car show at BMC British Automobile in Isanti. Isanti is a real city now with a McDonald's AND a KwikTrip. The entire parking lot was full of classic and a few modern cars and there were even cars parked on the street. Every year the number of Jaguars increases and this year I counted four Jaguar E-Types. Next year I might have to put my cheeseburger down to count them all. As always, food was free and an ice cream truck up front sold treats. New this year was a car racing arcade game called Hard Drivin'.

If you wonder why this shop looks so well organized and clean, it is because they roll out all the cars on a sunny day, clean the entire shop from front to back, and neatly roll all the cars back in.

I love my Jaguars, but as a kid of the 1980s, the red Callaway Corvette at the car show was also worth looking at. When the C4 Corvette came out in 1984, car tuner Reeves Callaway thought it was a little – well – too slow at 140 mph (even my 1970s XJ-S goes faster). In 1988 Callaway developed a proof-of-concept Corvette he named the Callaway Sledgehammer with all the engineering and trickery he had up his sleeves. On October 26th 1988 the Sledgehammer set a new record at 254.76 mph (409.9 kmh). Two years later, in 1990, GM released the newer faster Corvette ZR-1 with a top speed of 175 mph (governed).

A big thank you to BMC British Automobile in Isanti for putting together this car show.



VINTAGE FOREIGN SPORTS CAR RENDEZVOUS 2022

Early June about 85 crazy people from Canada and the United States met for a long weekend gathering of vintage foreign automobiles in Tower Minnesota in the middle of cabin country. The car show was accompanied by a poker run, a scenic drive, a fish fry, opportunities to go golfing and fishing, a lake tour, and valve cover racing.

Making it to Tower Minnesota and back in a classic car was an adventure in itself. Cabin country has a lot to offer. No traffic jams, no stinky air, no violence, no cell phone coverage. Instead, peace and quiet, slowness, and self-guided training classes in doing nothing (which is really hard to do). There is a never-ending selection of rental cabins and lakes. Almost anything you can use on a lake can be rented from outfitters or cabin owners, so no need to bring any equipment.

The North American Bear Center in Ely even has a bear named Holly, after our previous club president. (I do not dare to compare the two since I want to stay alive.) The International Wolf Center, also in Ely hosts real life wolves. Both centers provide lots of information about these magnificent animals. The small town of Soudan offers tours of Minnesota's oldest underground iron ore mine reopening in spring of 2023.

For more things to see on the way up to cabin country or on the way back to the cities, the town of Hibbing offers free views of the large above ground Hull Rust Mine as well as the one and only Greyhound bus museum. Even further South in Grand Rapids is the Judy Garland Museum featuring Dorothy's Red Ruby Slippers.

So if you are looking for a reason to take your classic or newer Jaguar on a road trip, here are six reasons.

Links:

<https://bear.org/>

<https://wolf.org/>

https://www.dnr.state.mn.us/state_parks/lake_vermilion_soudan/tours.html

<https://hibbingmineview.org/>

<http://www.greyhoundbusmuseum.org/>

<https://judygarlandmuseum.com/>



STONE ARCH BRIDGE FESTIVAL

This year the entire stone arch bridge festival moved to the West side of the river. The car show moved to the South end of the festival, allowing cars to enter and leave easily without a lot of pedestrians. Technically, it could now be renamed to 'Don't Really Need The Bridge' festival, but Stone Arch Bridge Festival sounds a lot better. As every year a few Jaguars found their way into the car show and enjoying the festivities.



ANNUAL (AGAIN) JAGUAR CLUB PICNIC

It is hard to believe that the Jaguar Club of Minnesota is already 45 years old. In 1977, many old Jaguars were just that, old cars. Most E-Types were not worth much yet. Hardly anyone cared about welded louvres and flat floors. Classic car collectors were seen as sentimental fools by some. The Jaguar XJC Coupe was still being sold in showrooms as a new car. The Jaguar XJ-S was the fastest Jaguar available. And someone in England was still grumpy because the XJ-S was a far departure from the E-Type (which had no chance meeting new crash test requirements).

In July 2022 the Jaguar Club of Minnesota invited all members to an annual picnic, and over 100 people attended. A very happy number considering two years of this nonsense: Covid, toilet paper shortage, mask, no mask, stay home, go get a vaccination, get a booster, carry a vaccination card, or no vaccination, restaurant restrictions, social distancing, weird business rules, testing sticks up your nose, and more political yick yack than we ever wanted to hear.



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Once again we were able to secure the Emerson shelter in Eden Prairie. The parking lot turned into a coincidental Jaguar car show. The shelter itself was turned into Lynch's Lunch Lounge and thanks to a well-prepared team of volunteers all hundred or so attendees were fed very well. There were plenty of good conversations catching up on Jaguars, new car purchases, repairs, restorations, and personal health stories. Between lunch and cake everyone had a chance to pick one of the over 100 door prizes. Wendy and Randy McKinnis won the genuine Jaguar watch donated by Morrie's Jaguar or Richfield. Nobody left with an empty stomach or empty-handed.

Now if only someone could explain the current Nutella shortage to me.



THE SAGA OF HHP 344D

BY ROGER GILLETTE

(Part 1, updated 2022)

I've been a member of this club for 42 years now and the other old timers have all heard my tale of woe of having picked up my car at the factory, driving it around Europe and shipping it home. The story has been published in this same rag a couple of times before but the higher ups on the board seem to think it needs a rerun for the newer members. (I think they're just desperate for something to fill the newsletter.)

Way back in the middle fifties I really first noticed the Jaguar mark when my dad and I went to the odd SCCA local races around the area here. There was an XK 140 MC from the Iron Range driven by Dick Larson who did front row battle with Don Skogmo and his Cad Allard. That Jag looked so smooth compared to the much larger engined Allard. Larson would later go on to be one of the Three Musketeers behind the Echidna project.



I was an electrical technician for Univac in 1961 when Jaguar announced the XKE. I was already having a ball burning up the area in my Triumph TR 3 but when I saw the picture of that new cat I knew I had to have one. I began saving my money for the XKE, a three-month trip to Europe and two years of school to finish my engineering degree, in that order. The school money was saved last but spent first. Talk about inflation! It only took \$10,000 to do all of that back in the mid-sixties and the car was half of it.

In 1965 while home for Christmas my final year of school I went to the Jag dealer on Lake Street and ordered my car. I only ordered one standard option, chrome wire wheels. With all the trouble I previously had with wire wheels on my Triumph I tried to buy the car with disk wheels but found I was two years too early for that option. I was an early convert to radial tires, having driven on nothing else since 1960 so I didn't want the Dunlop RS-5s that normally came on the car. I had them put on Michelin Xs which was not an option but something they could do at extra cost. It wasn't until later that next summer that I discovered they had switched to Dunlop SP-41 radials as their standard tire about the time my car was built.

About March of 1966 the factory announced the 2 plus 2. I knew that leg room in the standard car was going to be a problem so I quickly fired off a letter to the factory to see if it was possible to change my order. The reply was negative, stating that my car had already been built (in March) and was waiting for me to arrive and pick it up. My Triumph was a couple of feet shorter than the Jag but had gobs of leg room in comparison. Later on I would have a link shortened on the gas pedal and the brake pedal arm bent using a torch to give me an additional inch of leg room which made all the difference in the world.

When my buddy Roy and I arrived in Coventry on May 30, 1966 to pick up my car the cabby informed us that the country was closed down for a bank holiday and that the factory wouldn't be open. She thought it might be closed for two days. Early the next morning we arrived at the factory on Browns Lane only to find out she was right. The guard at the gate roused out the Export Sales Manager from his holiday to get me my car because we had reservations on a French ferry the next day and Dover is a long way from Coventry.

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When the manager got there my yearlong troubles associated with that car began. He told me I was a day early to pick it up and I showed him my paperwork that stated I was a day late. He couldn't give me the car because the insurance wouldn't start until the next day and I showed him my paperwork that stated the insurance began the day before. Somehow the dates on everything were changed to get around their bank holiday but nobody saw fit to inform me. I had to buy a weeks' worth of extra insurance from him (for one day's use) at some exorbitant rate but that's the only way I could get the car that day.

It seems the car wasn't quite ready for delivery either. Someone added water to the battery at the last moment and forgot to put the caps back on. It's amazing they were all still sitting on top of the battery when we opened the bonnet sometime later. There was paint damage to a small spot in the rear and the interior was beige instead of the tan I had ordered. The engine ran anything but smooth and that evening we discovered the high beam headlights were aimed for second floor viewing within half a block.

While the car was left hand drive, we still had to drive on the left side of the road in England of course. That sounds simple enough but there are things that can unnerve you a bit. The speed limit on the back country roads was 50 mph but some of those roads have no shoulders with hedges built right out to the edge of the blacktop. What if you came across a parked car while going around a left hand turn even at that relatively slow speed. Our passenger would have a sooner view of the crash than you. I only made one turning mistake my whole time in England, that was a right turn on the wrong side of someone waiting on my right. He politely beeped the horn and smiled as I'm sure he saw the yellow border around my license plate indicating that it was an export car. At that time England was trying out a 70-mph speed limit on their motorways for a three-month period and everyone I passed while doing 70 gave me a warning of some kind. They were all afraid of getting too close to 70 and of course we all knew that trial period would never end and it didn't.

The next morning, we quickly found a helpful Jag dealer. They took us right in after explaining our needs, adjusting the lights and smoothing out the engine quite a bit under warranty.

We were running out of time but we finally drove past the long line of cars at Dover and made it to Calais on the French ferry. Those waiting cars were all on standby because the English ferry operators were on strike and there were few boats running. At least we lucked out on that one.

So, on to the Belgian Grand Prix and a very busy summer. At that time, I never thought I'd still have the same car 56 years later.

(More in the next newsletter)

JAGUAR BOOKS

Saving Jaguar by John Egan. Not sure how many times Jaguar got saved over the last century and how many people claimed they were saving it. But if Sir John Egan claims it, you can rest assured that it is true. (His “account of steering Jaguar through the 1980s reads like a cross between a business manual and a thriller. To make the detail of finance sheets and the inner workings of boardrooms not only accessible but also interesting is no easy task, but Egan manages it ... and then some.

Egan recalls how when he took over as chief executive, Jaguar, with its British Leyland-owned sister companies, was desperately struggling to keep its head above water. A combination of poor management, dreadful quality control, a disengaged workforce and trade union disputes was driving the company to ruin.

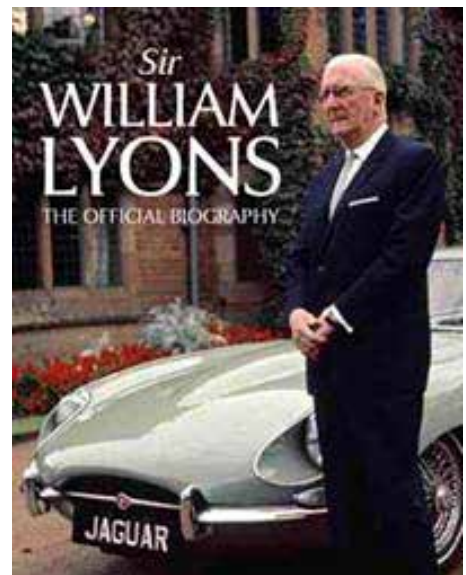
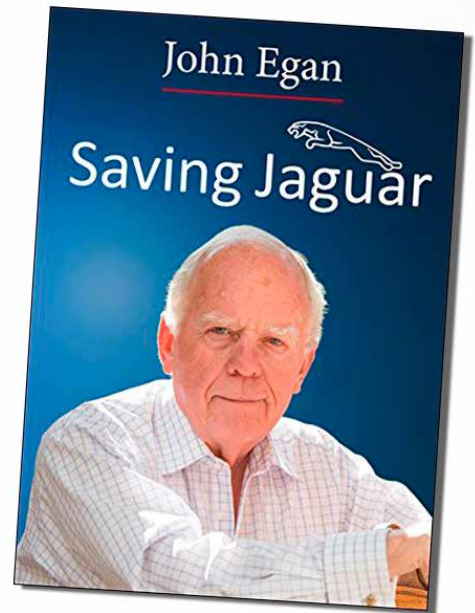
Factory workers were entitled to ‘a decent day’s pay for a decent day’s work’. But what constituted a decent day’s work, he reveals, was determined by local shop stewards, so most workers would down tools after far less than eight hours. Night-shift workers were taking bedding into the factory. Meanwhile, the machining was so poor that factory workers would often have to hammer pieces together.”

Read more on: <https://www.driving.co.uk/news/products/products-saving-jaguar-by-john-egan/>

Sir William Lyons - The Official Biography by Philip Porter and Paul Skilleter. There is no such thing as having too many Jaguar books. “This official biography by well-known Jaguar historians Philip Porter and Paul Skilleter first appeared in hardback form in 2001, on the centenary of Sir William’s birth, and was reprinted ten years later in paperback form in August 2011.

The reader is taken back to Lyons’ formative years, and his introduction to motorised transport courtesy of a 1911 Triumph motorcycle and, in 1917, his enrolment as an apprentice for Crossley Motors Ltd in Manchester. These experiences provided Lyons with a grounding in the booming motor-car industry, at a time when adoption of motorised vehicles, in preference to the horse-drawn variety, was in full swing and the roads were beginning to host these strange mechanised forms of transport in appreciable numbers. This knowledge led to the formation of the Swallow Sidecar Company in 1922, a co-operation between William Lyons and William Walmsley.”

Read more on: <https://www.oldclassiccar.co.uk/books/williamlyons.htm>



OBITUARY - WAYNE E. LINDELL

Lindell, Wayne E. age 94 of Burnsville, MN passed away July 6, 2022. Survived by his wife of 72 years, Bettilou; son, Mark (Darla); grandsons, Ryan (April), Kelly (Kris); great-grandchildren, Carson and Alison; and many, many friends. Memorial service was held 2-4 pm on Wed., July 20, 2022 at The Well United Methodist Church, 14770 Canada Ave N., Rosemount

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