



45TH ANNIVERSARY GALA DINNER



PRESIDENT'S CORNER



While our vintage metal slumbers let's dream about more drives in 2023! If you have a favorite road with a destination picnic spot or restaurant, our members would love to share it on a club drive. Contact me or any board member to get it set up.

Our 2023 Planning Meeting is at 9am on Saturday, December 10 at The Machine Shed in Woodbury. The Jaguar Club Quiz makes a return! Come and participate!

Time to renew for 2023! Your \$45 gets you a lot of content. The annual picnic, invitations to members only events, access to tech experts, 4 newsletters. Most important are the great people eager to get together!

The JCM board meets almost every month. Currently, we meet the third Thursday of

each month sometimes at the Richfield Jaguar 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.
Happiest Holidays! Rich Leistico



Dear JCM Members:

Its time to pay your 2023 membership Dues.

Your Dues guarantee your inclusion in our Directory of Membership and Calendar of Events. The following are a few of the club events.

- Your membership entitles you free lunch at our Annual Club Picnic.
- Your dues subsidize the cost of the annual banquet.
- Your dues help cover the cost of drives, like the Fall Color Tour.
- The club pays for part of the cost of other fun events during the year, such as the wine & cheese event every fall.

This also is an opportune time to update any changes in your status, such as address, phone numbers and cars. (We list just three cars per membership)

Cost of membership \$45.00

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

45TH ANNIVERSARY GALA DINNER



On Saturday October 1st 2022 over thirty Jaguar enthusiasts met at the Chanhasen AutoPlex Clubhouse for the Jaguar Club of Minnesota's 45th Anniversary Gala Dinner. Despite the weather the well-attended banquet served up a Jaguar XJ6, two Jaguar XJ8, a Jaguar XKR, XK, and XK8, an XJS Convertible and two Jaguar E-Types outside (and a few SUVs).

The inside offered plenty of tasty pre-sliced filet mignon (very convenient), mashed potatoes, mixed vegetables and gravy. A beautifully decorated dessert cake featured a classic Jaguar and a club president with hair. Someone made sure that Rich got the cake piece with himself made out of cake frosting.



While many conversations revolve around classic Jaguars, there is always time for a classic 'organ recital' where club members share their newest health challenges and exchange ideas on how to treat them. Very timely now that I am over 50. Gene Berghoff shared one of the most memorable stories of Ken Smith which would have been a pleasure to know in person.

A big Thank You! Goes to Jeff Cotter for organizing this event and all the helpers that made it happen. The catering company also received very positive feedback.



STIFF UPPER LIP OPEN HOUSE AT BMC

As every year BMC in Isanti hosted an open house and car show in early October of 2022. The weather cooperated with sunshine and classic car enthusiasts cooperated by filling the parking lot with MGs, Triumphs, and other vehicular treasures. One of BMC's specialties is the conversion of classic MGs to a modern General Motors V6 engine as displayed in a beautiful MGA. Inside a Jaguar XJC and two Jaguar E-Types showed work in progress.

According to Wikipedia a 'stiff upper lip' refers to a person who displays fortitude and stoicism in the face of adversity, or exercises great self-restraint in the expression of emotion. Not sure whether this meant as a reference to the reliability of classic cars or to the cost of maintaining them. From experience with Series I Jaguar XJ-S neither infrequent tow truck rides nor \$3,000 repair bills can bother a seasoned classic car enthusiast.

Mentioning tow truck rides and \$3,000 repair bills do however seem to still shock regular new car owners. Well, at least until you ask about their monthly car payment. Thanks to chip shortage, new car shortage, inflation, and insanity the monthly payment for a fully equipped 2022 Chrysler Minivan (yes, m-i-n-i-v-a-n as in uncool) is now \$982 for 60 months. That is \$11,784 a year or \$58,920 over 60 months. And you don't even get to go to car shows.

So owning a classic car can actually be significantly less expensive than owning a new car. Fine, if you stuck \$982 a month into a Roth IRA from age 25 to age 65, you would end up with \$2.7 million, but that would ruin my classic car buying logic. :-) (calculation available upon request)



MEXICAN FIESTA



On October 9th 2022 about 40 club members descended on the Lynch's beautiful home for a Mexican Fiesta. Thanks to relatively warm October weather people could enjoy their tasty dinner inside the home or outside on the wrap-around deck (with new floor boards!). There were tasty tacos, enchiladas, tamales, rice, beans, and more dishes and desserts that everyone was able to eat (but I can not pronounce). The food was amazing, always is.

The address on Horseshoe Curve (or Horseshoe Curv if you believe Google) reminds us that horseshoes are a sign of good luck and how lucky we are that Mike Lynch not only loves to cook, but is excellent at it. So it probably is only a matter of time until the first spy from a local restaurant will try to sneak in to steal Mike's recipes.



FALL COLORS TOUR 2022

On October 15th 2022, Michael and Debbie Murray-John put together a beautiful fall colors tour around Lake Nokomis, Lake Harriet, Bde Maka Ska, and Lake of the Isles in South Minneapolis. The curvy roads with beautiful views were perfect for a slow autumn cruise. Several well-planned stops along the way provided plenty of opportunity to reunite all the cars after getting separated or lost. The weather was so nice that even the historic streetcar line along the tour route was still operating.

Leaving the highlight for the end, Michael and Debbie catered a German grill out lunch with bratwurst, pretzel, and potato salad plus three kinds of cake for dessert at their beautiful home. Everyone I saw was chewing and happy and seemed to really enjoy themselves. The lines of Jaguar parked outside were a sight to see (so was Michael in Lederhosen). And despite the name of the event, nobody actually fell or had colorful bruises.



ICE CREAM SOCIAL AT QUALITY COACHES

On October 22nd 2022 Quality Coaches in South Minneapolis invited to an ice cream social with open house. An interstate closed for construction lead us on a detour right through George Floyd Square, a sober reminder of a turbulent past. Outside Quality Coaches on West 38th Street a modern MG F convertible in British racing green caught my attention and luckily did not have a for sale sign.

Once inside, a red Jaguar XJ12 was floating in the air with club member John Shorrock directly underneath it. There were lots of MGs and Triumphs in all stages of repair or restoration to see as well as an endless array of engines and parts. Someone that lived in the area for thirty years assured me that it is a very safe neighborhood and the only challenge is the occasional unfriendly officer. So I definitely learned something new.

Eventually the ice cream social ran out of ice cream and my son claimed he had nothing to do with it. Hmmm. Yeah right.



CARS AND COFFEE AT KEG AND CASE

Who knew that it would still be good weather on October 23rd 2022? And who knew that it is actually possible to get up early on Sunday morning to drive to a car show all the way in Saint Paul that starts at 8am? That is like two miracles in one day.

The cars and coffee event right outside the old Schmitt Brewing complex is open to everyone and very low key. You just enter, park, and talk to other car enthusiasts. Inside the Keg and Case building there is actually a coffee shop that opens just for this car show.

Among other cars there was a white Citroen 2CV, 'THE' French economy car made from 1948 to 1990 with over nine million vehicles sold. The 2CV features an air-cooled two cylinder engine with up to 29 horses that detects ANY incline in the road, flip up door windows (that slam into your elbow when you least expect it), a huge canvas roof that actually rolls up with leather straps, a torsion suspension that allows the car to lean like no other, and a crash safety rating that is equivalent to wearing Reynolds wrap around your body. A French college student once told me the safest way to crash a 2CV is to fall out.

Not far from the 2CV was a golden Citroen SM, Citroen's high-performance coupe built from 1970 to 1975. Unlike the 2CV, the Citroen SM is full of technical innovations, and its 90 degree V6 engine reaches up to 142 mph in its most powerful configuration. In 1972, Motor Trend awarded it Car of the Year. A later version of its V6 PRV engine would power the DMC Delorean in 1980.

Also worth mentioning were a 1972 Maserati Indy America, a dark green Mercedes 280 SL Convertible, a Triumph GT, a Lotus Elise, a Jaguar XKR, and a gorgeous champagne 1997 Jaguar XK8 Coupe which had been my first Jaguar ever.

A quick stop at Cosetta's Alimentari down the road completed an exciting Sunday morning. If you haven't experienced it yet, Cosetta's is a true Italian marketplace with an eatery, pizzeria, bakery, ice cream, and an ethnic grocery store full of bread, meat, and cheese. Not sure what hurt more, my wallet or my scale. Very tasty though.



SPANISH TAPAS PARTY

Initially listed in the calendar as a wine and cheese party, about 40 Jaguar club members were delighted to find out that this mid-November club event at the Lynch's home was an upscale Spanish Tapas Party.

In Spanish cuisine a 'tapa' is a hot or cold appetizer or small dish. Usually multiple tapas are combined to make a full meal. In reality this means you get to enjoy a variety of dishes of different flavors, have no idea how much you actually ate, and end up with a bill of at least \$50 per person in a Spanish restaurant.

The subtitle 'Endless Small Bites' on the printed menu was a fitting introduction to twenty (as in t-w-e-n-t-y-!) different hot and cold tapas including prosciutto wrapped chicken, broiled cajun oysters, wild boar sausage in mushrooms, smoked trout on toast, and grilled caprese to name a few. Oh, and five different desserts including pineapple upside down cake. So if anyone ever wondered whether Mike can outdo himself, he definitely can.

A big Thank You! to Mike & Gloria Lynch for cooking, baking, and exceeding even the highest expectations!



THE CONTINUING SAGA OF HHP 344D

Part 3, 2022 update

by Roger Gillette

On a Monday at the end of August in 1966 I drove the Jag into the factory service center in Coventry for its 9000 mile service. There were a number of things to be attended to but only the wheels and a water leak by the passenger's right knee seemed to be unfixable.

You will recall from my last article that they replaced the rear wheels and the spare but that didn't stop the steering wheel shake. It had been shaking for 9000 miles and nobody could fix it. During my factory service they would balance, drive it and declare it fixed. I would drive it, take it back and declare it not. We did this over and over. They would not let me ride along as they test drove it but eventually I convinced them to let a mechanic ride along with me. I had no trouble getting the shake started and convincing him we had a problem.

Well, it turns out that I had a problem. When they replaced my front wheels and tires with what they knew was a good, true, round and balanced set the problem disappeared. I had specified the car with Michelin tires which were badly out of round so no amount of balancing could correct the resulting shake. I was stuck with it. After I got the car home I had the tires shaved down (trued), taking a sixteenth of an inch off of some areas which finally allowed them to be balanced. The tread depth now varied around the circumference so when the car was thrown hard into a corner the resultant tire squeal had a strange warble to it.

My second set of Michelins were just fine. The rims were really crooked but not out of round so they balanced OK with some rather huge wheel weights. The E-Type seems quite sensitive to wheel and tire problems whereas my TR-3 rode OK on square tires after flat spotting them from near panic stopping at the top of a hill climb competition.

Fortunately, it rains all the time in England or I might still have passengers with wet knees. As with the tires the service personnel would mess with the door gaskets, test it with a water hose and say it was fixed. I'd go out and drive it and return with a puddle on the door sill.

After several iterations of this the service manager asked if we had seen London yet so Wednesday morning Roy and I took the train to London for a couple of days. In our absence they discovered that the leak was in the windshield in front of the passenger where it would flow under the windshield around to the corner and exit just above the door. It was really nice to finally get rid of the Morgan factor.

Can you imagine driving your Buick to Detroit to get service done on it? Well, in England the factories have (had?) service centers just like the dealers do and people that are real picky take their cars to the factory where they think they may get better service. (Come to think of it there are probably a few people in this club that would do that.) Anyway, as we were sitting at the Jaguar service center waiting for my car back in 1966 I inquired about a car parked just outside. "Oh, that belongs to an older gentleman from up north who drives down once every quarter for routine service" the manager told me. The car was a BRG D-Type, tail fin and all.

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Also parked outside was a Jaguar I'll bet none of you have ever seen. It was one of two station wagons that the factory had built to evaluate but they determined there was no market for it so the idea was dropped. It's been a long time now but I think it was a "woody" built on a 3.8 chassis. They were using it for a chase car.

While killing time I read the service center bulletin board one day and on it was a letter to everyone in the factory from Sir William himself. He told about a recent trip one of the higher ups had taken to the United States where that man had interviewed many of the Jaguar dealers about the state of the cars. The dealers were unanimous that by far the number one problem was poor quality. He pleaded with the workers to do a better job and to take pride in their work. Jaguar was getting a bad name in their largest market. (The fit on my car isn't very good but most everything that went bad and had to be replaced over the years was purchased parts not made by Jaguar.)

The factory also had chauffeur service for their patrons so every day Roy and I would ride back and forth from our hotel to the factory in a Mark X. It was the only pleasant part of the whole experience.

We finally left the car with a shipping company and flew home, arriving here safely ourselves, but the car.....? Well, that'll be the final episode next time.



IN MEMORIAM

The Minnesota Jaguar Club has been informed of the passing of our club matriarch, Gloria Lynch on November 13th 2022. Our hearts are broken! We wish love and healing for Mike and the Lynch family. At Gloria's request there are no services scheduled.

Sincerely,

Rich Leistico, President



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