

Newsletter from the Jaguar Club of Minnesota



**Annual Holiday Party
Potluck-Style, March 11th 2023.**

May 2023 - Spring

President's Message

It's our 46th anniversary! We need to celebrate the Jaguar Club of Minnesota!

Let's get some cars and go for a drive, or to a car show, or definitely go to the club picnic on Sunday, July 9!

The Jaguar Club has events planned for most Saturdays in May and June. Our annual picnic is on July 9 at the Emerson shelter with plans under way for additional events the rest of the summer/fall. Check our website calendar: <https://www.jaguarminnesota.com/>

Have a favorite drive? Make it an event the rest of us can enjoy. For more info contact me or any board member.

Most important for you to save the date July 9 for the annual picnic. Our big celebration of the 46th anniversary will need every member and their family so we can recognize the legacy of our club. We want trailer queens, daily drivers, half-finished projects. And, if you're a member who doesn't have a Jag you should come and connect with fellow members. **You will see cars that, in many cases, only come out for this picnic.**

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

Since our long-term layout expert Jill Bean retired from her duties at the end of 2022 and many of the Apple Macintosh layout templates were not transferrable (without buying a new Apple computer), you might notice that the layout of the Jaguar Club newsletter is slightly simplified.

The goal is to keep the layout simple and focus on the content, so anyone with a laptop and at least two fingers can do it. Please let me know if it is too ugly, and we can make it fancier again.

Thanks,

Andy Schmieg, Newsletter Editor

Annual Holiday Party - Potluck-Style

On March 11th 2023, a few dozen Jaguar Club members enjoyed our Annual Holiday Party at the AutoPlex in Chanhassen. Organized as a potluck dinner, members brought about three dozen different appetizers, dishes, and desserts.

After a long winter break the holiday party was a great opportunity to reconnect with friends, update each other on what happened in the last few months, and listen to the updates on newly acquired cars and restoration progress. There were also plenty of health stories shared.

A special moment remembered some of the Jaguar Club members that are no longer with us. Thanks to the potluck format and plenty of people cooking, baking, and shopping, nobody left this event hungry, and even our treasurer was happy.



The Show at Le Chateaux

14th Mount Olivet Motorheads

The Mount Olivet Motorheads Car Show is famous for multiple reasons. First, for 'Le Chateaux', a private mansion in Mound MN that so large that you could get lost in there. Second, for the ever-changing selection of classic cars presented in the vast entertainment basement. And third, for its absolutely professional and frictionless event management that parks, busses, feeds, and entertains up to 300 guests in one single evening.

This year's highlights were Gene Berghoff's restored-to-perfection Jaguar E-Type, a Triumph Stag convertible with a fully restored original Triumph V8 - the 'worst engine ever made', and a beautiful red and black Austin Healey. A modern Corvette with a white 1953 body kit was the source of many discussions. And the DeLorean was parked in the cafeteria behind the hot dogs.





Turnkey Classics Open House in Meyer MN

On April 1st 2023, Turnkey Classics in Meyer Minnesota had its open house. Looking at the date and the weather, this could have been an April fools' joke. I-694 to get there was solid ice across all lanes. But nothing stops a Jaguar newsletter editor on a mission in a Mercedes with all wheel drive!

Once in Meyer Minnesota, Turnkey Classics presented a very nice classic car repair shop with four massive two post lifts, so clean and well-organized that you could literally eat off the floor. Experienced with Porsches, Triumphs, and fuel-injected Mercedes, this shop is definitely ready for a few Jaguars.



First Cars & Caves Show at the Chanhassen AutoPlex

Cars & Caves is a monthly car show at the Chanhassen AutoPlex every last Saturday from April to September. This show is different every single month. New this year, it starts at 9am leaving a little more time to get there.

April 29th 2023: Clouds in the sky, might rain, so there will not be a lot of people there, right? Wrong! The place was packed and humming, and eventually officials had to redirect cars because the facility ran out of visitor parking.





Spring Cruise to Stillwater

This year's spring cruise started in Oak Park Heights, went South to Afton Minnesota, stopped at Selma's ice cream parlor, and took a scenic and curvy route back north to Stillwater.

Almost 40 people attended the cruise and luncheon on May 6th 2023. The Lowell Inn offered choices like a Sawyer Omelet, Walnut Chicken Salad, Walleye Sandwich, and Reuben sandwich.



The Saga of HHP 344D – Part IV – The End

(Part 4, 2022 update)

by Roger Gillette

By now I'll bet you thought the story of that E-Type was finished with. Well, Roy and I drove back to London to catch our plane home at the end of August in 1966 and we left the car with a shipping company that had been arranged through AAA in Minneapolis before we left. They were to drive the car to Liverpool and put it on a boat bound for Duluth where I was to pick it up about a month later. So far, so good.

Back in the States the first ever Can-Am series was about to begin and I didn't want to miss it. A car racing series back in those days didn't last all year like they do now and most were finished with by the end of summer. So, in the fall this left a lot of great drivers from around the world free to have at it with each other in a virtually unlimited format in this country. My plan was to tune up the old TR-3 and drive it out east for the first three races, then return home, pick up the Jag and drive it out west for the final three races if I didn't run out of money first. I was now traveling alone (Roy had had enough of me) and calling home weekly to check on things. On the second call my dad informed me of a letter I had received from the shipping company explaining that my car wasn't on the boat because the engine had blown up on the way to Liverpool.



It seems the driver wasn't paying attention to the gages and didn't know the head gasket had let go until he felt the engine start to seize. Then he looked down and saw that the temperature gage was pegged. Antifreeze was pouring out of the tail pipes. So, they towed it to a nearby garage where it was determined there were serious problems. Really? (Don't you just love the British understatement?)

While on the road I wrote the shipping company telling them to haul the car back to the factory which really wasn't all that far away. I didn't trust an unknown shop to do that big a

job. I also wrote the factory to inform them it was coming and continued my western Can-Am swing in the TR.

Over the winter the factory rebuilt my engine, replacing everything but the block and the crank. The head was warped and the cylinder liners had moved in the block. If you've seen my engine you may have noticed that the head isn't the correct color but then you probably thought that you just couldn't see through all the dirt. It really doesn't have any color so I sure hope they gave me the correct one.

The factory, of course, wanted to get rid of my car but I kept stalling them with a plan in mind, being rather slow in answering their letters and as a result ending up with free winter storage. The plan was that Bob, another TR pusher I had run into at work, and I would take an early 1967 spring vacation to Ireland, Scotland and England. I had to take a three week leave of absence since I didn't have any vacation time built up yet.

England was the last stint of the trip so when we got to London I went and talked to someone at the U.S. embassy and they suggested I hire a solicitor to see what could be done about someone else paying for the repair on that engine. I selected a nearby one from a list they gave me and went to see him. It only took a couple of phone calls for the solicitor to get the factory and the shipping companies to each assume half of the repair cost. I guess that only made sense since it was a car part that failed but the engine was ruined by the negligence of the driver. So, we took the train to Coventry, picked up the car and headed back south to the Salisbury plain taking in Stonehenge and other touristy things but also not missing a club race that we just happened to stumble onto at Brands Hatch.

This time the shipping company didn't get to drive the car. I picked up the necessary paperwork from them and drove the car to the dock at Liverpool myself, arriving back in London by train to catch our flight home.

About a month later the ship with my car arrived in Duluth only a day late and the company that was supposed to process the car through customs started writing me letters asking for information. After a couple of days, one has to start paying for dock storage so my dad and I drove to Duluth and grabbed the paperwork from them and I walked it through all the necessary portals in about an hour. It gets exasperating to pay someone to perform a service and then have to go and do it yourself.

Duluth customs at that time didn't know how to handle a used car. I guess everybody brought theirs into Chicago or the east coast. Anyway, I had to pay them duty for a new car with the understanding I would be reimbursed by mail when they found out what the real charges were. Would you believe it? That actually happened.

The car survived the trip but not without some rather minor problems. There was a deep scratch in one rear fender and a mess of smaller scratches that could be rubbed out. One front

parking light lens was broken and someone had stolen the bulb out of the rear inside light fixture and put the assembly back together.

Now that the state of Minnesota has the car registered for just one license plate I've put the original HHP 344D back on the front of the car where it belongs. To this day I can't believe how good my guesstimate of \$10,000 was to finish school, buy the car and tour for 5½ months. When I got back home on November 20th to go to work I had \$20 in my pocket, nothing in my bank account and \$120 in gasoline credit card bills.

Roger Gillette

The 75th Anniversary of the Jaguar XK

In 2023 there will be many car marquee anniversaries. One celebration that should not go unnoticed is that of the Jaguar XK. Debuted at the annual Earls Court Auto Show in October 1948, the XK was destined to take the fledgling post-war Jaguar Cars LTD. into a wholly new dimension. Possibly saving the company from financial difficulties and on to flourish in the 1950's.



The Horse before the Cart

“The power came from a piece of alloy as beautiful as the car it was of power, designed during midnight fire watching sessions in a grim wartime factory! The four fire-watchers, William Lyons, Bill Heynes, Claude Bailly and Walter Hassen, drew up the XK engine in a tiny office in Coventry before creeping off to their camp beds. And when the Second World War was over, they set about building a car fit to take their wonderful new engine. First it was to be a magnificent saloon like the pre-war designs being produced as a matter of contingency straight after the war. But that saloon car was too long in coming and William Lyons, the stylist with a touch of the showman, decided to build a few sports cars to emphasize how good the engine

was. This sports car featured most of the good things the famous four had dreamed up: the lines of Lyons, the engine of Baily and Heynes, Haynes's super new suspension, the dedicated development of Hassen and the chassis work of a fifth man, Bob Knight. It is only fair to point out that there was also a sixth man, the freelance gas flow expert, Harry Westlake. Westlake perfected the cylinder head and extracted more and more power as time went into the 1950's.

The brave new machine was christened the XK120 at its unveiling. The 120 stood for 120 MPH, and although it certainly looked as though it could reach that magic speed, some people were skeptical." 1 The XK engine was 3,442cc; 83 mm bore by 106 mm stroke in line 6 cylinder. It was unique as it was the first production car to use the sophisticated twin overhead camshaft in a cylinder head with hemispherical combustion chambers. In May of 1949, Soapy Sutton took his XK 120 to Jabbeke motor speed way and hit 132.6 MPH thus disquieting the skeptics forever. The XK body (120, 140 & 150) production run totaled more than 30,357 before it gave way to another sensation the XKE.



XK Summary

Introduced in 1948 the Jaguar XK120 sports car was more of a concept at the time, to highlight the then entirely new XK twin-camshaft engine that was designed for a new MK VII saloon model yet unannounced. The engine was fitted to a shortened version of a new chassis with independent front suspension, also destined to the new saloon but the new chassis was clothed in an all aluminum stylish sports car body, not too dissimilar looking to the pre-war BMW 328 Mille Miglia design. The XK concept car was hurriedly prepared for the Earl's Court British Motorcar Show to showcase the 3,442cc 6-cylinder twin carburetor engine in readiness for the new saloon in 1950.

XK120 (1948-1954)

The XK120, now named, was so well received that Jaguar decided to build the car to meet demand but, for the first two years, only 240 were produced, hand-crafted with the aluminum bodywork. Jaguar's highly successful twin overhead camshaft six-cylinder engine was mated to a four-speed manual transmission, then producing 160bhp with a conventional live rear axle, leaf springs and drum brakes. Initially available as a two-seater roadster, internally the XK120 was well equipped and comfortable. The XK120 achieved instant recognition and its reputation grew with entry into races and rallies along with specially orchestrated high-speed runs.

With incredible overseas and domestic sales success, the XK line was regularly updated to maintain its expanding market position, initially in 1950 as production was increased by utilizing a new steel body and then in 1951 a second variant, the XK120 fixed head coupe was introduced. The fixed head coupe offered the sporting motorist even greater comfort and refinement with rarely seen luxurious in a sports car like glass wind up side windows, external door locks, a mohair head lining and a polished walnut dashboard. Nearing the end of production in 1953, the XK120 drop head coupe was introduced offering greater luxury and convenience to the roadster.

In 1954 the XK120 was replaced by the XK140 offering many improvements over the earlier models and still available in all three-body styles and then in 1957 the XK140 was replaced by the XK150. The XK150 model offered more external styling changes, an enhanced interior and over its production period became available with a choice of four engines, up to a 3,781cc triple carburetor 265bhp 'S' model. The total XK production run was 30,381 cars.

The XK120 was then one of the fastest production sports cars in the world. No other production sports car could match the performance, refinement or the value for money. The two models were later supplemented by the drop head coupe that offered the benefits of "wind in the air" motoring with the comforts of a saloon. With a well-designed hood that could be lowered and raised in seconds from the driver's seat, this model also featured the external door locks; wind up windows and walnut trim as the fixed head.

XK140 (1954-1956)

The XK model that was produced for the shortest period was the XK140. Although following the basic styling of the previous model, the XK140 was instantly recognizable by more substantial chromed bumpers front and rear, the heavy cast radiator grille and, on the fixed head, the larger side window area. Internally both the FHC and DHC benefited from occasional rear seating. Overdrive became an option on the manual transmission cars and automatic transmission became available as well. Another improvement was the fitment of a rack and pinion steering system to all XK140 models.

There was further model proliferation in that each of the three body styles were offered in three versions: the standard car, the M version with dual exhaust, wire wheels and fog lamps, and the MC, which received all the M equipment as well as the cylinder head from the competition C-Type. The top of the line MC (known in the UK as SE) was rated at 210bhp.

XK150 (1957-1961)

Initially only available as a fixed head coupe or drop head coupe, these models were again instantly recognizable by external styling changes. A wider bonnet and radiator grille, a curved one-piece windscreen and substantially remodeled body sides with a flattened swage line gave the XK150 a more contemporary look though underneath the car used the same basic chassis and suspension arrangement. The XK150 was the first production Jaguar to be fitted with disc brakes.

A year later (1958) the roadster version was announced which now incorporated a longer rear deck area to the previous XK roadsters and for the first time this roadster featured wind up glass side windows. Internally, all the XK150s featured revised seating and dashboard arrangements without any woodwork.

The standard engine was rated at 190bhp, but a 210bhp SE version was also offered. More power soon followed with the 'S' version of the 3.4-liter engine, which breathed through triple SU carburetors to generate 250bhp. As before, the four speed manual transmission was offered with overdrive and a three-speed Borg Warner automatic was optional.

Later in 1958, Jaguar added a lighter roadster version to the line-up. Available in both standard and 'S' versions, it had a sleeker appearance but still offered roll-up windows. For 1959, the big news was a 3.8-liter version of the famous XK engine. Rated at 220 in standard guise and 265bhp for the S version, the big cat was more seriously quick.

XK Era Racing, Rallying and Record-Breaking History

The performance was no flash in the pan. The Jaguar management team knew they if they could perform on the world road race tracks; they would have a leg up in the showrooms around the world. Additionally management knew the racing team could be the product

development arm for Jaguar and indeed they were correct. The following are the most notable triumphs of the Jaguar racing teams and their privateers glory years:

- 1949 Silverstone Car Race – 1st and 2nd place, XK120 production car.
- 1949 LeMans, 24 Hour Race – 3rd place, XK120 production car
- 1950 LeMans, 24 Hour Race – 12th and, 15th place, XK120 production car
- 1951 LeMans, 24 Hour Race – 1st and, 11th place, C-Type car, Sterling Moss has fastest lap.
- 1953 LeMans, 24 Hour Race – 1st, 2nd, 4th, 9th place, C-Type car, Disk brakes used
- 1954 LeMans, 24 Hour Race – 2nd place, D-Type car; 4th place, C-Type car
- 1955 LeMans, 24 Hour Race – 1st and 3rd place, D-Type car, Hawthorne has the fastest lap.
- 1956 LeMans, 24 Hour Race – 1st, 4th and 6th place, D-Type car, Flockhart has fastest lap.
- 1957 LeMans, 24 Hour Race – 1st, 2nd, 3rd, 4th, and 6th place, D-Type car

XK Production ceased in 1961 to make way for the new XKE / E-Type

Terry Jacob

Sources:

- The Jaguar XK, Chris Harvey
- Wikipedia
- Jaguar Sports Cars, Paul Skilleter
- Jaguar in Detail, A.D. Clausager

Jaguar XK8 – The Time Is Now

There's something thrilling about getting a little bit of 'posh' for not a lot of dosh (that rhymes, we should trademark that). This is especially the case when it comes to cars. Yeah, buying something for big money when it's showroom fresh is nice, but waiting for a bit and buying the same car for a bargain price is always better. Especially if it's a luxury car, as that feels like even more of a win. Take the Jaguar XK8 for example. A car that would have once cost north of £40k can now be had for under £10k, and that's tempting. Plus, the Jaguar XK8 is a beautiful car, one that you will always look back at as you walk away. And it's fast becoming a recognized modern classic. We hate to be the ones to tell you this, but the Jaguar XK8 was launched in 1996. That's 26 years ago. Ouch.

Anyway, we're not here to dwell on the advances of time and the fragility of the human condition, instead we're here to enthuse and excite about all things 'car', and the XK8 is a car that should give you 'the fizz'. It's beautiful, it's fast, it's comfortable and despite being old enough to start a family, it still cuts a dash and can still mix it in high society. But you don't need to have high society money to play. The Jaguar XK8 is still a bargain, but that's all changing. The clever money can see that this curvy coupe has 'future classic' written all over it, and so the good ones are being snapped up fast. If you want one, the time is most definitely now.



AN INTRODUCTION TO THE JAGUAR XK8

Jaguar has always had a hand in the waters of luxury coupes. The XJS was getting old by the mid '90s though, and despite various facelifts and upgrades, it simply wasn't bringing punters into showrooms. Jaguar needed something fresh and exciting, so it, um, raided the parts bin. That sounds harsh, but under that sculpted body, the XK8 was a collection of old projects mated with new features. ...

(continue reading this article at Car And Classic.com)

<https://www.carandclassic.com/magazine/jaguar-xk8-the-time-is-now/>

Obituaries

Eric Hawkinson, age 52, of Savage, MN, passed away from cancer on Thursday, December 1, 2022.

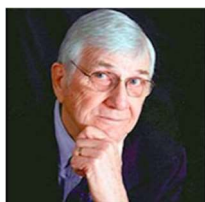


A celebration of life service will take place on Saturday, June 3, 2023, at 11am, with a time of gathering from 9:30-10:45 am, at Ballard-Sunder Funeral & Cremation, 833 South Marschall Road, Shakopee, MN. Pastor Stephen Schmiel will preside.

If you are unable to attend, condolence cards addressed to Eric Hawkinson Family can be mailed to Ballard-Sunder Funeral & Cremation, 104 West First Street, Jordan, MN 55352.

Eric is forever loved by wife, Amanda; parents, A.D. and JoAnn Hawkinson; brother, Mitch (Joan "Babe") Hawkinson; other relatives and friends.

Warren Erickson, age 91, of Edina, MN, passed away on December 2, 2022. Warren was born March 29, 1931,



and grew up in St Paul in a large and tight-knit family. From an early age he dreamed of flying airplanes and was able to realize this, retiring after 32 years as a 747 captain for Northwest Airlines. As a child, he would bike over to Wold Chamberlain field to watch planes take off and land. So dedicated to his passion, he lived with his parents during college to save enough money for flying lessons on the weekend. He joked it wasn't that bad as "tuition was only a couple hundred bucks" back then. In the Army he served as a Counterintelligence officer and worked all over Europe, visiting historic sites, enjoying the culture and motorcycling along the Mediterranean.

His first airline job was for TWA when he lived at a beach house on Long Island with other trainees. Eventually he landed his dream job at Northwest Airlines. When there was a layoff, Warren flew for two years for Air America, the clandestine CIA airline that supported the Hmong in Laos. Living in Tokyo and Thailand during this time gave him an appreciation for the arts and culture of the Orient. After retiring from NWA, Warren expanded his interests in Chinese art, classic automobiles, antique airplanes, family history, and volunteering at the CES Food Bank. Always a lover of music, he joined the choir at Normandale Lutheran Church--he had not been in a choir since his days at Macalester College.

Warren had many fond memories of family get-togethers, spending time at his grandparents' lake cottage and celebrating holidays together. He played poker with friends and swapped tales with old flying buddies. More important than his extensive travel and adventures all over the world were his family, especially his children Tracey Ohaus and Alan Erickson, and six grandchildren. Warren leaves behind a loving wife of 21 years, Maxine Rossini, whom he met one fortunate night playing bridge. They continued their life together where he enjoyed traveling, reading on the shore of Lake Minnetonka, designing a new home where he created a Zen garden, and sharing many happy times with Maxine's caring children: Steve, Bob and Michele. Just a few months ago they all enjoyed a cruise to Alaska together.

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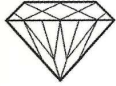
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