

December 2019

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THE JAG BAG



ILLINOIS 
JAGUAR Club



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The Jag Rag is published about five times a year, depending on events, April, June, August, October and December.

Color Newsletter Online:

At our Websites

www.ijc.clubexpress.com

www.jcna.com

Holiday Party

December 28!

Rick and Colleen Gunther have graciously agreed to host our informal Holiday gathering on that day at their home in Wheaton. It will be a late afternoon event 4-8PM with heavy hors d'oeuvres, beer, wine, and eggnog, holiday revelry, and Jaguar camaraderie! There will even be a Jaguar/Auto White Elephant Gift Exchange....

Grab Bag Game- this evening will focus on "fun" and "the spirit of giving". The fun comes from what is given. Are you giving something naughty or nice? It could be a lovely bath soap or regifted Christmas Grinch socks. Want to find a new home for that beat up lawn ornament you almost threw out? Is your trash someone else's treasure? Anything goes! Funny, useless or priceless, Christmassy, Jaguar themed, regifted or store bought (but don't spend more than (20ish). Each person/couple.(you can play individually or as a team) is asked to bring at least one wrapped gift. There will be STEALING involved so you could end up with a lot of loot or empty handed.

Sign up at: www.ijc.clubexpress.com

Facebook Page

Yes, we now have a Facebook page. Look up Illinois Jaguar Club on Facebook and join the group. If you have trouble finding it thru Facebook, you can also get to it by going to our www.ijc.clubexpress.com site and clicking the link there.

Done something interesting with your Jag or taking a drive, post it on Facebook.

Cover Photo

A photo I took in the parking lot at Pikes Peak State Park overlooking the Mississippi on the fall drive. I like the look of all the green grass and trees. We won't be seeing that for a while!

Rod



East meets West, Allan Price's little old Jaguar meets overgrown SUV's

The Un-Official 2020 Club Calendar

Watch the Jag Rag & your emails for updated information on these coming events.

Month / Date / Time	Event	Location / Contact
January 19th:	Car Collection Tour	Elk Grove Village
February		
May Board Meeting	Coffee & Cats	Jaguar Dealership meeting and short drive to lunch
June 13th	Historic Auto Row	Chicago
June 27-29	Spring Drive	LeClaire, Iowa
June 15th: Board Meeting	Highland Games	Itasca, IL Mike Smith (630) 837-6346
July 25h	Concours d'Elegance	St James Farm, Winfield Mike Ksiazek 630-789-2257
August	Art & Oil Leak Tour	Northern Wisconsin Ken Katch 309-370-3368
September: Board Meeting	British Car Festival www.britishcarunion.com	Harper College, Palatine Mark Havemann 847-888-3924
September - October	Fall Drive	TBD, need a volunteer
November Board Meeting		



A Nifty “Rallye 50”

From: Tom Durham
Photos from: Rod
Lindoo & Kris Katch



To help celebrate IJC’s 50th Anniversary the club decided it would be nice to go back to the area where we started these types of tours in 2001. The idea would not be to replicate the tour, but rather to replicate the experience. It was a good decision as “Rallye 50” attracted 21 cars including 4 cars from our neighboring clubs in Wisconsin and Michigan.

The Roads: Driving the Great River Road in Iowa is always highly enjoyable, and it seemed even more beautiful driving up the river than in 2001 when we drove the opposite way. In Wisconsin the roads are simply hard to beat. Some in dairy country are open and serene, and the numerous roads that traverse the hills and moraines mostly seem like signature Wisconsin roads built for driving Jaguars.

The Attractions: At the first stop we sampled and bought cheese at the old-school Decatur Dairy---a real Wisconsin experience. Next up was Pendarvis in Mineral Point where we got an appreciation for what it was like to be a Welsh lead miner in the 1800s. Then on to The Grotto in Dickeyville which was one man’s lifelong hard-to-describe religious tribute.

The second day’s first stop was at Pike’s Peak State Park. This area was first explored by Lt. Zebulon Pike in 1805, and it commands a terrific view on a bluff 500 ft. above the confluence of the Mississippi River and the Wisconsin River. After that it was on to Sunset Orchards for some excellent Wisconsin apples and other produce.

Food and Lodging. If I could point to one thing that was different than our trip in 2001 it would be the progress that has been made in food and lodging in western Wisconsin and Iowa. Both Hotels were lovely as well as historic, and both provided a nice dining experience in a



Starting out in Rockford.

private room. Lunch the first day at the Grey Dog Café in Mineral Point and lunch at Ole Man River in McGregor were both well executed. In 2001 there was only one restaurant/bar to choose from in McGregor and the town was obviously down on its luck. This time there were several restaurants in McGregor, and people wanted to stay in town a bit longer to visit the gift shops.

Overall Suzie, Cathy and Daria did a great job of picking and managing the hotels and restaurants.

The Unexpected Adventures: Part of the adventure on these trips is in getting lost on the backroads, along with the inevitable breakdowns that seem to occur. Getting lost is becoming less of an issue now that we all have cell phone navigation. We nearly had a problem on Day 2 as we turned onto County Rd. C only to find large Road Closed sign with heavy equipment in the way. Fortunately, most of our cars tried County D a few miles further north and were treated to one of the most scenic and fun-to-drive roads in Wisconsin.

Mechanical breakdowns often provide the best stories, and this trip was no exception. At the most remote place on the tour, Rod and Becky Lindoo’s 1970

E-type lost its alternator. Fortunately, Rod is veteran tour participant (he was on the original 2001 tour) and he had a spare alternator in his trunk (doesn’t everyone?). Soon he was on his way.

Usually it is the older cars which have problems, but the “newer” cars are now getting older and are experiencing some issues as well. The difference is that the newer cars are controlled by computers and require high-tech solutions. Fortunately, on this tour the modern computer glitches were no match for our own “Geek Squad”.

Shenendoah and LeRoy Finnegan’s XK had a mechanical issue with the convertible top which, in turn, inexplicably caused the car to be unable to start (you read that right). When your iPhone or computer freezes up, the solution is often to shut off the power, wait a few minutes, turn it back on and hope it resets itself. Knowing that most modern Jaguar systems are controlled by computers, our team decided to try the same fix. The car’s battery cable was disconnected and then reconnected. And, of course, the XK started right up. (I hope computers on self-driving cars won’t freeze-up



The Grotto in Dicksville, very interesting place!



*Rod Lindoo swaps his alternator and continues on.
Practical Tip: Always have spare parts with you, 50
year old cars tend to break down.*

at 70mph, but now I know what to do if it happens.)

Equally as freakish, Mike and Mary Farrell's XK security alarm went off while one of their keys was in the trunk. Their other key was the valet key, but the car's computer is programmed to not allow the valet key to start the car if the alarm sounds. A high-tech solution was needed, so Mike Ksiazek got on his iPhone and scoured the internet. It turns out the valet key is identical to the regular key, except for a small slit at the end of the key. A local hardware store made the cut, and the key started the car right away.

A special "thank you" to all of you who jumped in to help and turn their Tour from being a nightmare into a good time for all.

So just like in 2001, I think everyone completed the tour and made it home without professional help...except for us. Yes, we broke down in 2001 (generator failed), and this time as we were exiting I-294 less than two miles from home we ran over some loose debris at 70 mph which gave us a flat tire and bent rim. Unfortunately, the "toy" lug wrench Jaguar supplied was unable to loosen the lug nuts and we had to call AAA. Normally we would have been very upset, but driving Jaguars with your friends for three days over some incredible roads gives you a "Jaguar high". As Daria and I were waiting for AAA, all we could talk about was the great time we had on Rallye 50.



The views were amazing and the roads were a blast!



Listening to instructions for the next leg of our journey.



Driving thru the Wisconsin backroads.



Getting a tour, all about the Pendarvis House.



Our own parking lot at the hotel in Dubuque. Right along the Mississippi.



Great spots for pictures!



More roads, less trees more cornfields.



Posing for pictures.



*Rod & Becky Lindoo, Cynthia Brandenburg,
Mike & Mary Ferrel.*



*Charles & Marilyn Lee, Kathleen & Phil Modica,
Suzie and Mike Ksiazek.*



*Richard Becker, Larry Philyan, Ed Larson, Dennis
Smith Daria & Tom Durham, Linda & Bob Wallace*



*Julio & Clara Gesklin, Shenendoah & Larry Finni-
gan, Ken & Kris Katch, Wayne & Kay Wagner.*



*Glen & Janice Baricman, Jim & Cathy Kakuska,
Ellen & Robert Kruger, Alan & Halina Wilson.*



*Always great views and great roads to drive in North-
west Illinois and Southwest Wisconsin.*

Impact Members



October

Kay and Wayne Wagner



Not many people would drive over 100 miles to attend a Jaguar meeting, but Wayne and Kay Wagner have been doing this for years. Living in Bettendorf, Iowa and making the drive from there throughout all four seasons. They are true Jaguar enthusiasts!

Everyone should be familiar with the “Willow Green” E-Type that they drive. Although they have other Jaguars, this is the “driver of choice”. Purchased in 1982 and lovingly cared for since. They not only “show” their car at various Concourse events, but also participate in drives. Everyone that knows Kay and Wayne, also knows that he likes to drive fast (A race between him and Daria Durham would be dangerous!). I was impressed that Kay and Wayne even have headsets to communicate during drives, when the speed gets high, and the top is down.....

The last several years they have added longer distance road rallies like the Going to the Sun Rally and Red Rock Rally as excuses to see beautiful parts of the country.

Aside from his interest in Jaguars, Wayne has a passion for Indian artifacts. He has his own collection and will always stop if there is a museum, a historical site related to Indian culture, or a purveyor of artifacts. We have actually followed Wayne to a “Medicine Wheel” in Montana where he could educate us on the history and significance of the site.

Although technically not a master gardener, Kay is a master of her garden. She will gladly share photos (and it is impressive) of her efforts. And Wayne has been pulled in to help on occasion.

Recently Wayne has agreed to become our Vice-President of the club. He brings enthusiasm and new perspective to Board.

November



Mark & Lori Havemann

Lori and Mark Havemann

For those that have been active in the club for a while, you will recognize a 1972 Regency Red 2+2 driven by Mark and Lori Havemann. They purchased their car in 1994 and joined the club in the late 90's. Since then, they have been active members participating in drives, concours, and social events during the year.

They shared their passion for the Jaguar with their son Tommy. For many years they would attend an event with Tommy safely ensconced in the back of the car. When he got too tall, then Lori took the back seat! Through the years we have seen Tommy grow up from being a “runner” at our annual concours, to going off the college, graduating last year from Northern Illinois University, and now attending Clemson University's International Center for Automotive Research to pursue a Master's degree in automotive engineering. I am sure that was cultivated by his Jaguar exposure

Lori enjoys reading mysteries and thriller novels. That probably offsets her hectic days of teaching!

Mark still plays guitar and enjoys collecting Grundig radios. He has also become a minor collector/archivist of miniature Jaguars and saving all of our club's Jag Rags, drive handouts, Jag Journals, and Jaguar Driver magazines. I even understand there is a “Shrine” in his man cave to the Jaguar marque. A true enthusiast!

Mark has been actively involved in the club, previously as a Board member, and more recently as the club's liaison with the British Car Festival each September. Lori is a stalwart at the Concourse helping tabulate each year and trying to decipher judges handwriting....

Next time you see them at a club event, introduce yourself to these long standing active members!

By Cathy Kakuska

December

Richard Howe



Dick Howe

Its been well over 10 years since Dick Howe passed away so some members probably have no idea who he is. Since I've been around since the 70's I remember him quite well.

I first joined the club in 1978 and went to my first dinner on May 25th 1979 at the Probation Club in Park Ridge. I still remember that day since it was the day of American Airlines Flight 191 crash at O'Hara. There was still a plume of smoke coming up that night! Something that sticks in your mind forever!

Anyway, back in those days Dick was the club! He actually joined the club in the very first year or two of its existence, 1969-70?. Back in the 70's & 80's we didn't have many people volunteer to do a drive, actually pretty much no one. Weekend drives no one wanted to plan but Dick still forged ahead. Dick was the Secretary /Treasurer and newsletter editor of the club for many, many, many years. Some years Dick set up monthly meetings at a local bar/restaurant. Dick found some interesting people to give a little presentation or maybe a Jaguar video and a little get together time. He would collect your money that night and take care of the bill.

Somehow he always seemed to focus on a Concours, in those "slow" years, he would set it up near his house

in Park Ridge at Frontier Park, which turned out to be a really neat place for a small group. We only had 15 to 20cars back in those days, no display class but we still had fun. Hey! They had a pool! So after judging it was time to cool off.

He would stop by the local sandwich shop and get sandwiches for everybody. Many Concours back then were usually done with no sponsors, no rental tables , chairs , tents or fancy dinners the night before, no hotel stays the night be-

fore. We still made it a very simple, easy day of fun and comradery

Dick was the newsletter editor for many years, he finally turned the job over to me saying he just ran out of words.

Dick was heavily involved in the Jaguar Clubs of North America. Attending many annual general meetings and held the position of Secretary, regalia & boutique chairs, and Concours trophy administrator.

In 1995 he was awarded JCNA's Andrew Whyte award, the most



prestigious award for an individual club member. It commemorates Andrew Whyte who was for several years in charge of Jaguar worldwide public relations.

The one thing I always remember him telling me "When you're the editor you can do what ever you damm well please". I still think of that whenever I sit down to do the next newsletter.

By: Rod Lindoo

OCTOBER 24, 1959

THE ILLUSTRATED LONDON NEWS

469

JAGUAR for 1960

continue *all* their world-famous saloon and sports models and introduce a brilliant new series



THE NEW 2.4, 3.4 & 3.8 LITRE Mark 2 MODELS

The overwhelming majority of motorists today show greater concern for enhanced driver and passenger amenities than for higher performance which, so far as Jaguar is concerned, is already acclaimed by public and press alike as being not merely adequate but exceptional.

High on the list is the demand for maximum all-round vision, and in the Mark 2 Jaguars this is met by the introduction of slim pillars, semi-wrap-around windscreen, greatly enlarged rear window and an all-round increase of window area, resulting in 18% increase in visibility.

The demand for full-view legible instruments and easily reached instrument panel controls is equally insistent, and on the Mark 2 Models will be found the most efficient panel layout on any car today with matched and grouped dials and switches as in aircraft practice. New comfort and safety features include: interior heating carried to rear compartment:

windscreen washers now electrically controlled; a warning light indicates any drop below safety level of brake fluid; courtesy lights now actuated by opening any of the four doors, ashtrays abound; cigar lighter orifice illuminated to make replacement easy after use; glove locker also has interior illumination; new finger-tip controlled headlamp flasher independent of foot-operated dip switch. These and a score of other refinements make the Mark 2 Jaguars the most advanced and lavishly equipped high performance luxury cars ever presented by a Company whose standards are acknowledged to be amongst the highest in the world.

MARK 2 MODEL PRICES—2.4 Models from £1,533.19.2 (inc. P.T.) 3.4 Models from £1,668.10.10 (inc. P.T.) 3.8 Models (with Power-Lok differential) from £1,779.0.10 (inc. P.T.)

STANDARD MODEL PRICES—2.4 Models from £1,444.14.2 (inc. P.T.) 3.4 Models from £1,579.5.10 (inc. P.T.)

The New Mark 2 Jaguars have Dunlop race-proved Disc Brakes on all 4 wheels

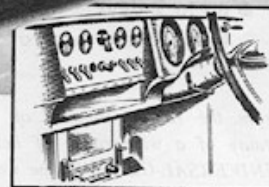


THE MARK IX SALOON

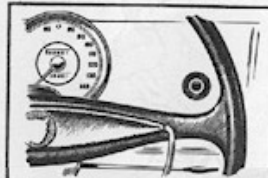
The world famous Mark IX Saloon continues without change for 1960. Its 3.8 litre 220 b.h.p. engine offers phenomenal acceleration with high cruising speeds of 80/90 m.p.h. and a maximum of 115 m.p.h. Finger light power-assisted steering ensures perfect control and Dunlop race proved Disc Brakes on all 4 wheels give the highest degree of safety. Available with Automatic Transmission or Overdrive.

THE XK150 SPORTS SERIES

which is unchanged for 1960 brings to the enthusiast not only an unequalled experience in exhilarating performance, but a degree of safety combined with comfort and refinement quite exceptional in this type of motoring. The range consists of the Fixed Head Coupe, Drophead Coupe and the Open Sports. All these models are available with Automatic Transmission or with Overdrive—and with Dunlop race-proved Disc Brakes on all 4 wheels.



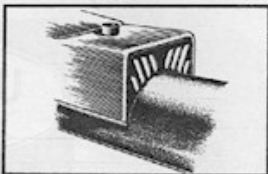
NEW. Functional efficiency is the keynote of the instrument panel. Every dial in plain view, all switches marked, standardized and grouped within instant reach.



NEW. Defers the driver's eyes to the "safety eye" which warns of any drop below the safety level of brake fluid. Note, too, the "straight ahead" rising of the speedometer.



NEW. Passengers will appreciate the convenient folding tables which remove the hazards from taking refreshment within the car.



NEW. Rear compartment heating has received close study and an even spread of warm air is now directed at floor level to passenger compartment.

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Fast Ferry across Lake Michigan

From: Rod Lindoo

Since I live in Ann Arbor Michigan, on this years Fall Drive I decide to take the ferry instead of driving around the lake thru the Chicago area. Lets face it, there is no fun in driving thru Chicago in your 50 year old Jag on a Monday afternoon. Or any day for that matter.

It seemed to make sense, head to Milwaukee by noon and skip the traffic going around Chicago. Take the short way across the lake to Michigan.

We drove 3 hours from LaCrosse Wisconsin to Milwaukee. The ferry left at 12:30 and we arrived with plenty of time to spare.

I waited with the car while Becky went in with the passengers. They start loading the cars up row by row until the ship is full. Get your reservation ahead of time or you won't have a spot. They really cram them in there. Once you get the car parked you walk your way up to the passenger lounge. There is not much space between the cars but I was lucky to be at the end where nobody would walk by and scratch my car with a bag or backpack.

We kicked back in the lounge, napped a little, had some burgers, wine and took it easy. The trip took about 2.5 hours so it gave us some time to relax. We still had a 3 hour drive to get home.

After getting off the ferry we stayed off the interstates and cut our way across Michigan on the back roads. That was another long drive but it was much more laid

back and scenic than staying on the interstates. That was what the whole weekend was about, scenic fall drives.

We didn't get home until after dark and I found out my high beams are not working. Another project for this winter but it should be easy to replace the high/low switch.

I probably didn't save any time going this way but I didn't have to drive around Chicago and drive all day!

It's not the cheapest way to go. \$100 bucks per person and car so the trip cost us \$300 but frankly it was worth it to me. It turned out to be a very nice break in a long day & weekend.

On the other hand, I did this once before in 2004 when we did a fall drive to Saugatuck. The crossings were cancelled the day before due to high seas. We left the next morning since it wasn't as bad but half way over many people were feeling a bit sea sick. It was still a little rough that day.

That wouldn't faze me, I would do it again in a heartbeat. Maybe on some other trip I will be farther north and take the Badger ferry across. I haven't done that one yet.

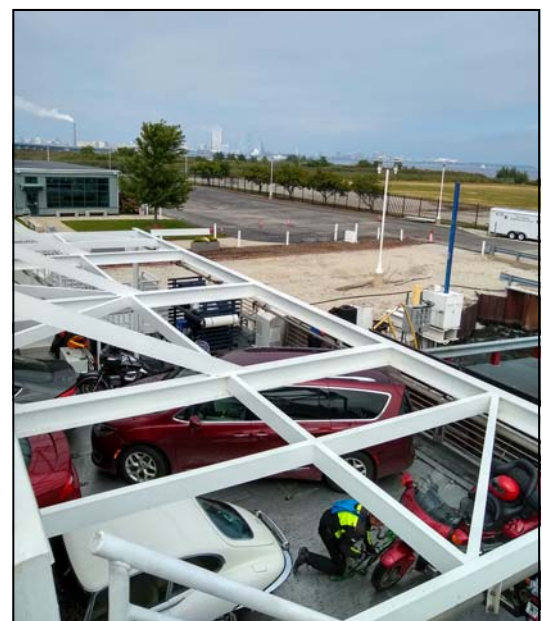
Yo Ho Ho and a Bottle of Rum!



Becky & I up on the top deck. Not exactly our normal Caribbean cruise but I will take it.



Muskegon has a submarine museum as you come in.



My E-type at the end along with a few motorcycles crammed into the hold.

Improved E-Type Cooling



I had my old original Lucas cooling fans rebuilt a couple of years ago by a place on the East coast. They spun really fast at first but after a year they just died. To make things worse I was 300 miles from home. Never fear! Amazon is here! You can get an accessory fan that you fit in front of your radiator for about \$50.

My series 2 will not overheat unless you're sitting in traffic. I decided to add the extra fan to the front grill in order to get home thru the Chicago traffic.

There is an extra unused wire in the original wiring harness that etypes have from the left side of the bonnet to the center console. I used this wire to run power for

the fan upfront. I added a Lucas 6RA relay so I wouldn't overheat any electrical switches.

I also decided to get rid of my high, dim, off light switch for the dash lights. Whoever uses that anyway, I never have. I re-worked it so it now controls the fans.

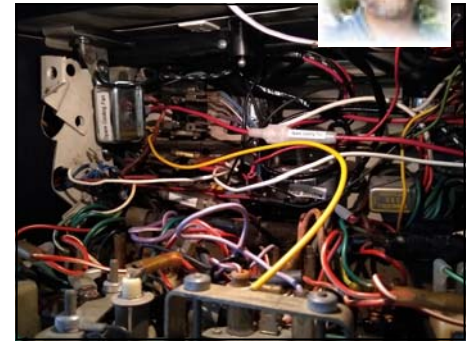
In the middle position I have the normal main two fans running, top position the main fans plus the extra front fan is running and in the lower position all fans are off. Yes, I do have problems in the spring and fall when the fans cool too much so now I can shut them off completely.

It's been working great and now I have more control over my cooling system. If I'm stuck in traffic, I can flip the switch and I add an extra cooling fan. If it's cold out I shut them off. Pretty Nifty!

If you want more detailed info and a wiring diagram, see my website at

www.etypeextravangza.com

From: Rod Lindoo



Relay added, upper left.



Switch change on dash, Looks nice. Amazing what a computer print out can look like with a little clear tape over it.

Leaky Radiator Hoses

I also changed out some old Jubilee hose clamps as they are now considered non-original since you can now buy reproduced original Chaney clamps.

The only problem was I had a lot of little leaks with the new clamps. I really don't think much of these Chaney clamps as some also had slippage problems when you cranked them down. I never had a Jubilee slip!

I took some off and noticed they didn't fit very well around the hose. They were bent up when you tightened them down and looked like they would not tighten down evenly. Notice the photo how the clamp is not round.

To solve my problem I fitted the clamp around the proper size socket and took

a hammer to it. Pounding down the high spots until it fit around the socket evenly.

It rounded them out pretty nicely and really did fit the hose better.

I also heard somewhere that Permatex Indian Head Gasket Sealer was good to use on hoses, helping with the sealing between the rubber and the pipe. I picked up some of that at AutoZone and applied it before I put the hoses back together.

The leaks stopped, it seemed to work. Another little problem solved. Then again Jaguars always leak, I'm sure the leaks will work their way back some day, or start in a completely different place!



Not a very round hose clamp!



Rounded out on a socket. That's a better fit.

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Jag Mart

A long time member, Burton Benjamin, is selling the 80 plus Jaguar items from his model car museum. Burton wants to sell the complete collection as a group. He is asking \$2400 and will include a 5 foot glass jewelers display case for \$100 more. This could be an amazing start to a new part of our hobby. Burton's phone number is: 847-498-5413
 More photos available at our website.
www.ijc.clubexpress.com



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