

The Special Breed

Wisconsin Jaguar Ltd Newsletter

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MAY 2018

A VISIT WITH BOB TULLIUS GROUP 44 RACING

By: Mike Korneli

This story really starts with an email. Doug Schellinger while not a Jag owner has a big interest in all things car related. He of course knows my interests and that I race the Group 44 E-Type that I built. His email asked if I knew that Group 44 had run NASCAR. I told him that Bob did field a car in 1989. I had seen it up for sale a while back from a broker out west.

For anyone who doesn't know,



Bob, with the Group 44 E-Type won the SCCA B production National Championship in 1975. The Group 44 team then went on to win 3 TransAm

championships in the XJ-S.

They also racked up 11 wins in the GTP car. That was just his Jaguar accomplishments. In all, Group 44 had 300 race wins and 14 SCCA National titles.

So Doug sends me a picture of a Group 44 stock car. This car is not the car the broker had. I contacted Bob and asked him if he had more than one car. I thought they had only raced one season. Actually they raced a partial season in 1989. Their driver was Wisconsinite Jim Sauter. Bob told me the team talked him into allowing them to build their own car from scratch. Continued on page 3

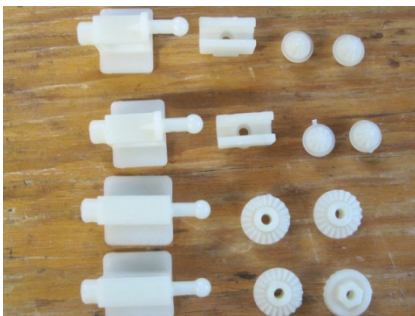


THE JAG WISPERER

By: Jan Schlabowke

X Type Headlights

When I purchased my used 2004 X Type, I knew that the headlights needed attention. The assembly on the right side suffered from broken adjusters; causing the interior parts to rattle around loosely. The fix seemed to be replacement of the assembly, at a cost of around \$400.00. More for a used unit on eBay. Being of a conservative nature, I hunted for another solution. Ah! The internet. Jaguar does not offer the internal components and builds the assembly by gluing it together; a double problem. I discovered a kit of the internal adjusting gears. Price \$20.00. I ordered them and after a few weeks they arrived from China? The kit included parts for both sides.



"Let the fun begin". Jaguar, in their wisdom decided to favor the repair shop mechanic with lots of time required to remove the assemblies. More labor to charge? To remove the lamps

the entire front bumper cover must be removed. A 2004 Wisconsin car, surely the screws and bolts would come off easily. Nope, Dean and I wrestled with rusted hardware, but managed to get the cover off, and still remain friendly father and son. Other than the difficult hardware, it's a straight forward job.

The headlamp is now on the bench. Hmm, it's glued together with a semi hardening adhesive. With some careful warming with a heat gun and gentle prying we managed to separate the two main halves of the assembly. The gears and pivots were broken. It looks like a material failure. The replacements are supposed to be of higher quality, and were exact duplicates. Reassembly was easy and since we did little damage to the adhesive we did not need to replace it. This was a good time to install new bulbs too since Jaguar decided that only three year old mechanics have hands small enough to do it in the car. No different on the XK 8. Take off a wheel to replace a headlamp bulb? Why do I love these cars? Love a challenge I guess. An easy life is a boring life.

Total time on the job was about five hours.

Next I have to attack the cause of no Low beams.



WELCOME

NEW MEMBERS

Joel Rynders & Cass Mullen
Lisbon, WI 53089
1991 XJS, Classic Edition, Black

Al Umaske
South Milwaukee, WI 53172

Robert A Johnson
Albert City, IA 50510
1966 E-Type OTS RHD
Carmen Red

Order your Jaguar club Name Badges!

Wisconsin Jaguars Ltd. will provide individual name badges to new and veteran members for a nominal fee of \$10 per badge.

Please mail a check for \$10 for each badge, payable to WJL to:

John Boswell
724 Michigan Ave
South Milwaukee, WI 53172
Email your request to
sandra.jblock@gmail.com
Type your name as you wish it to appear on the name tag.

Indicate: pin back
or magnet back



Continued from page 1

They tested the second car and it was as "slow as a stone" according to Bob. They attempted to qualify for the 1990 Daytona and failed. Bob was not 100% sure which car was run. The 1989 car ran one final race in 1990 with Jim Horton behind the wheel. That was the final race for Group 44 in NASCAR. In fact; it was the final race for Group 44 as a team. Bob dissolved the company.

Flash forward. The first car that was rode hard and put away wet was for sale. It was a project. I know little to nothing about stock cars. So of course we bought it. We were planning on doing some traveling, including going to the Amelia Island Concours. I emailed Bob to see if we could pay him a visit. About 2 years ago he moved to Daytona where he bought a hanger for his planes and cars. We worked out a time. I told him if he would sign the dash of the stock car I would buy lunch. I cut out all of the tig welds and the dash was packed in the car. After the Amelia show we made our way down to Daytona and Bob's hanger. Bob had a reputation for having the most professional team in racing. His office and hanger showed that nothing had changed. At 87 years old he still cares about the professionalism. We were in

his office and Bob saw a paper clip on the floor. He bent over to pick it up; without grunting by the way. Ok, maybe it's only me that seems to need to make noises when exerting myself. We went out into the hanger. As we were walking around looking at the planes, he noticed a spot of oil the size of a quarter. He explained that the IMSA GTP Jag had been parked there and they moved it to where it is now. He made sure to tell me that the guys would need to get that cleaned up. Old habits die hard.

We spent a little time talking about the stock car. He seemed excited that the car was found and I was going to restore it. He even brought in his worker and grandson to show them the dash. We went to lunch. The conversation was about kids, grandkids and how he liked Daytona. There is always talk about airplanes because that is Bob's real passion. He gave up his wings last year at the age of 86. We learned why we needed to visit him later in the week. He was inducted into the Motorsport Hall of Fame. Something we heard about at Amelia. He never mentioned it until we did. Quite humble. It is always an honor and pleasure to spend time with Bob. Try as I could, he would not let me pay for lunch. We were his guests and he would have none of it.

A PEEK INSIDE

THE PRIDE

By: Mark O'Meara

It's difficult to pinpoint the origin of my affinity for Jaguars as it seemed to be something that evolved over time. In my hometown of La Crosse there were plenty of fabulous muscle cars but few exotics. During my high school years, which covered the mid to late 60's, I recalled occasionally seeing a Mk2, an XK 150 and a few E-types. The new XJ6 was the Jaguar that I really loved with the great styling, leather and woodtrim.

Once gainfully employed, I tried for an XJ6 but had no luck. In 1982 there was no Internet and the only sources for cars were want ads or Hemmings Motor News. Fortunately British dealers advertised in Hemmings and by means of a few snapshots I was able to purchase not an XJ6 but a RHD red 1965 Mk2. I had no clue about shipping a car from England and was relieved that the shipping agent looked up West Bend on a map and suggested shipping directly to Milwaukee instead of an east coast port. The Mk2 fired right up and I happily drove home slightly disoriented driving on the right hand side. Being a new classic Jaguar owner also gained me membership into a new club....."Customer to Purveyors of Classic Car Parts"

My close, personal relationship with Welsh Jaguar Enterprise began 48 hours after picking up my British prize with the delivery of a gas tank that was not full of holes. The Mk2 eventually underwent a cosmetic body restoration and a good sorting of the mechanicals. I've driven it regularly during the summer months and it has participated in many club events.

Before joining Wisconsin Jaguars, the only classic car event I knew about was British Car Field Days. A friend mentioned that an employee of his was in a Jaguar club so I called the guy whose name was Mike Korneli and signed right up. Being exposed to all the great cars of club members inspired me to add an



XK 140, an E-Type



and a Series I XJ6 with factory manual transmission. Jaguar



didn't export stick shift XJ6 models to the US so I purchased one in Belgium. It was a much easier transaction with the Internet and an owner who spoke perfect English. After a MAACO respray, home refurbishing of the seats and a little mechanical help, I ended up with a nice driver that has been so much fun that I fight my teenage son for the keys.

I've had a great experience with the Wisconsin Jaguar club through the years greatly enjoying the concours, dinners and driving events. I like to think the Jaguar marque is ideal. The beautiful classic styling, attention to detail, and performance are matched by few others such as Aston Martin and Ferrari.

We can regularly drive most of our models. I am fortunate to have collected my favorite Jaguars and look forward to getting on the road with club members for our upcoming events.

UPCOMING EVENTS JUNE 9, 2018

CONCOURS JUDGES
TRAINING SESSION
9:00am

Before the summer
picnic

led by
John Boswell

SUMMER PICNIC

11:00-4:30
HOME OF

MARK AND KRIS O'MEARA

652 SOUTH 8TH AVENUE
WEST BEND, WI 53095

Drinks and meat supplied by
the club

Bring a side dish or dessert
to pass

RSVP by 6/2
mark.omeara.md@gmail.com

COME
JOIN
THE FUN

VINTAGE JAGUAR REPAIR, RESTORATION

Jan Schlabowske



After four years of retirement, returning to Milwaukee, and the loss of my wife Bonnie, I find too much unstructured time in my life. Therefore, I have decided to return to my passion of all things Jaguar. With a new shop at home and a hoist, I am ready to proceed. My 50 years of experience includes SS100, MK 4, MK 5, XK, E Type, XKSS, C Type, MG T, and most early Rolls Royce as well as a smattering of other classics. I am adding later models to my repertoire. The 12 cylinder cars are becoming of interest and they seem to scare a lot of folks and I'm too old to get scared.

My labor rate will be very favorable, since my overhead is not great and the fact that I tend to be a perfectionist, I kind of putter until its right.

Feel free to call or Email for consultation (501-625-5031)
woodworker9189@gmail.com

TECH SESSION AT COOK AUTO SUPPLY



The spring tech session put on by Jeff Anderson was very informative. New products and equipment were of particular interest to the 19 members and guests in attendance. Jeff demonstrated on a very dirty, abused 1990's Saab. He had cleaned and polished part of the car before we arrived. The hood, wheels and engine compartment were the main focus of his attention. He sprayed the wheels and engine with the appropriate cleaners and let them soak. After explaining some detail about the products and application techniques, he used a pressurized sprayer to rinse away the grease and grime. He sprayed a finishing product on the engine compartment and closed the hood. He dressed the tires. Then he moved onto the hood. After washing, he had us feel how rough the paint was. He used a new orbital buffer with a clay pad and worked on one side of the hood. Then to prove that this was a completely safe piece of equipment, he let Steve Macek work on the other half. It really was amazing to see, with a small amount of work, how much better this car looked. Of course it did nothing to the paint chips but the scratches were gone and the paint was smooth. There were several other products that could be applied depending of the level of protection and the age of your paint. He demonstrated window and upholstery cleaners, rubber and vinyl cleaners and conditioners and more. I'm sure the owner of this car was thrilled when he got it back. Look at the picture of that engine compartment. Does it look over 20 years old? I for one can't wait to try the glass cleaner on the mirrors in the house. And ladies... don't let anyone tell you that your husbands don't have shopping skills!

It was nice to catch up with each other at lunch after the tech session.

Deb Korneli

An (Auto) biography Of

An 80 year old gear head.

By: Jan Schlabowske

Chapter 2,

The XK140 to the Talbot Lago

I was returning home after work one evening about 9:00 pm. My route was down Forest Home Ave, past King Braeger Chevrolet. The 55 Chevy was purring along nicely as usual. Always looking at cars on lots, I spied an XK 140 OTS in the used car showroom. Quickly around the block, I stopped for a better view. WOW!, Pale blue, grey trim, white top, that long sensuous bonnet and head lights pointing out at me. I look up at the business sign, Chevrolet. I look at what I am driving, Chevrolet. I look at the car in the showroom, Jaguar, I look at my reflection in my rear view mirror, JAGUAR! I bet there's a deal here. By noon the next day I am driving my XK140 OTS.

Response from my buddies at the gas station; "what is that, it's only a six, those seats are not conducive to making out". Response from the ladies, "what a cool car, take me for a ride". It turned out that my Jag usually blew the doors off of most of the Chevys and Fords on Cleveland Ave. Of course to be fair they were mostly stock

and had automatic transmissions.

A few months after obtaining the Jag, a friend, his girlfriend and I were out on a rainy night following another friend in his 56 Ford. I was jabbering away trying to impress the young lady sitting on the driveshaft tunnel and failed to see my friend in front stop. CRUNCH, there goes my headlights, grille and both front wings. Nurse it home, in the garage and the bus is my transportation until I could scratch up the dough. Now parts for an XK140 were as hard to find and as pricy as Jag parts are today. At that time Berndt Buick was a Jaguar dealer, and there were a few independents. I found the headlights and rims at Ed Brah Imports on 60th and Vliet, \$25.00 each, and about 5 hours wages each. In Arkansas they have a phrase for expensive stuff "They must be really proud of it".

Into the Body shop. Nick and Ernie Blair had a shop on Muskego Ave. What a sense of humor they both had. Nick "Ernie the paint on this car is faded, this paint won't Match". Ernie "Well, put in some fade". Nick then takes the open can of paint and stands outside in the sun, holding it up for about three or four minutes. Nick, "hey Ernie, think that's enough fade"? Ernie, "yup, that'll do it". We changed the color of my jag to red. Now we have no fade problem. The color was a

Dodge truck red. In those days we weren't originality Nazis.

Driving the XK as a daily driver posed a few issues. It didn't take long to discover that it did not like lugging around in fourth gear. Plug cleaning weekly. Third gear in town solved the problem. Speaking of the gear box, I learned how to double clutch since Jaguar's definition of second gear Synchronesh left something to be desired. Also my glass pack mufflers attracted every cop within hearing distance, which was several blocks. In those days there was a muffler ordinance, and young guys like me filled the city coffers. But who with any amount of gasoline in their veins can resist winding it up and backing it off? Ala Art and his 53 Olds. That Six was Beethoven against the Old's Lawrence Welk. To be fair, an American V8 with glass packs do make a statement of power, but mostly straight line power. I can't leave out the joy of cruising down Wisconsin Ave. at about 7:30 in the morning. Second gear, Beethoven's 5th echoing off the buildings, and all those pretty girls going to work in their summer dresses, blowing in the wind. What happened to summer dresses? Oh Oh am I exposing chauvinistic tendencies? No... young genes.

Since capital was hard to acquire, and the payments

were steep, my entertainment was the car. Saturday, after washing was a tour of every establishment that sold Sports Cars. Pabst Motors, near UWM, Wisconsin Auto Sales on North Third St., Concurs Motors, PJ Kaufman on Lisbon Ave., Lewis Auto on north 76th street, Baumgartner Motors, on North Ave., and others. Sunday I often took a drive to North Lincoln Memorial Drive Park, and within an hour or so there would be several other sports cars parked and we might just hang out or do a drive. The short hill up from Bradford beach was our mini hill climb, with the added excitement of traffic coming down. I believe it's closed to traffic now. One Saturday I received a phone call from George's Garage on south 27th street just north of the railroad tracks. He asked me if I was interested in an old car that he was selling for storage. The amount was \$250.00. I went to look at the 1938 Talbot Lago Coupe, Figone and Falachi coach work. Round door, holy cow!, Electric pre-selector gearbox. Awesome!, But missing a few bits like front fenders and some suspension. Being poor, and ignorant of the fact that there were still aluminum coach builders in the mid-west, I passed. A similar car sat in the Brook Stevens Museum at that time, and I found another in Racine but that's part of another chapter.

The value today is in the multimillion dollar range. I never was one to look back.

I can't leave out the trips in the Jag to Elkhart Lake for the races. Hwy 57 would be loaded with what are exotic collector cars today, Gull Wings, XK,s, Aston Martin, Ferrari, Maserati, etc.

Chapter 3 will start with the discovery of four custom built Ferrari's in a garage on the south side. So look for Chapter 3, four Ferrari's, a MG TD, a Morris Minor, and ice races on Brown's lake.

IS IT REALLY ABOUT THE CARS?

August 5th is the date set for the Wisconsin Jaguar Ltd. Concours and the Milwaukee Concours set on Veterans Park grounds on Lake Michigan. Where else can you compete in two great shows and share your car with so many people? But it's not just a car show. It's an opportunity to re-connect with friends from other clubs and meet car enthusiast from all over the world. In order to allow members to participate in more of what The Milwaukee Concours offer, the shows were combined into one day. This gives you the opportunity, on Saturday, to go on the driving tour to Frank Lloyd Wright's Wingspread. You do have to

pre pay and register. Another part of the event you don't want to miss is the Speed and Style Social held at the elegant Milwaukee Club located at 706 N. Jefferson St., on the corner of E. Wisconsin Avenue and N. Jefferson St. Enjoy great food, drink and music. A silent auction is held to benefit the Autism Society of Southeastern Wisconsin, The Boys and Girls Club of Greater Milwaukee and the Meta house.

If you would like to compete in both shows you will need to fill out an application for the Milwaukee Concours. You will find the form and the tickets for the Speed & Style Social, and the hotel information at milwaukeeconcours.com. The deadline to apply is May 31st.

The Wisconsin Jaguar Concours application form is included in this newsletter and on wisconsinjaguars.org.

The WJL Concours is our best chance to share our cars and interact with potential members of our club. So please bring your car. If you are not sure what is involved in showing a car, come to the judges qualification class in the morning before the picnic on June 9th. You will have an opportunity to see the judging form and what it takes to judge a car. This will help you understand what class you should be in and how to prepare your car.

2018 WISCONSIN JAGUARS LTD. CALENDAR OF EVENTS

(Some events still need a chairperson) (Please Volunteer) * indicates non Jaguar Club events

JANUARY 2018	FEBRUARY 2018	MARCH 2018 24TH POTLUCK CHILI COOKOFF Carl & Carrol Jensen cajensen2@aol.com	APRIL 21, 2018 DETAILING & NEW PRODUCT TECH SESSION COOK SUPPLY Jeff Anderson 9 – noon 3590 N126th St. Brookfield, WI
MAY 2018 <i>Tentative driving event</i>	JUNE 9, 2018 CONCOURS JUDGES QUALIFICATION SEMINAR 9:00am John Boswell WEST BEND, WI SUMMER PICNIC 11:00-4:30 Mark & Kris O'Meara mark.omeara.md@gmail.com	JULY 19 – 22, 2018 *Vintage Races at Road America	AUGUST 5, 2018 WISCONSIN JAGUARS CONCOURS D' ELEGANCE John Boswell jboswell1@wi.rr.com
SEPTEMBER 2018 15 TH – 17 TH ELKHART LAKE VINTAGE FESTIVAL VSCDA Vintage Races at Road America & Lunch with Peter Egan Mike Korneli dkorneli54@charter.net	OCTOBER 2018 27 TH HALLOWEEN PARTY AT BOSWELLS jboswell1@wi.rr.com 20 TH FIRESIDE THEATER GREASE Lori Warren profawarren@yahoo.com	NOVEMBER 2018 ANNUAL PLANNING MEETING	DECEMBER 2018 CHRISTMAS PARTY