

## SUMMER PICNIC

### AT THE O'MEARA'S

By: Deb Korneli

June 9<sup>th</sup> threatened rain but it turned out to be a very nice day. Kris and Mark O'Meara opened their beautiful home and welcomed 40 members of the Wisconsin Jag club. While I could only be there at the beginning and the end of this party I was able to sample some of the great food prepared by the O'Mearas and more brought by members. If there is one thing this club does well, it's cook and eat!



There was a good showing of Jaguars and other exotic cars. The street was lined on both sides with beautiful cars and Mark opened his garage for members to look at. It was a very relaxing and enjoyable day.



Kris & Mark O'Meara



Thank you Kris and Mark for sharing your home and cars with us and for volunteering to host this great event. It was much appreciated by all who attended.

## THE JAG WISPERER

By: Jan Schlabowke

### **Used and aftermarket parts**

We have three 12 Cyl Cars in the shop currently. One required used parts and two required new Alloy Radiators, which I will discuss if space permits. On a 1989 XJS the driver's window regulator was behaving oddly. It would stop part way up but would continue if I helped along by pulling on it. There are two types of motor regulator assemblies for this car. One has a 10 tooth gear arrangement and the other is 8 tooth. This car had a ten tooth assembly. It seems 10 tooth units are made from unobtainium alloy. Vendors sent me several arrangements, but nothing fit together. It finally occurred to me that Jaguar probably changed vendors, and it was unlikely that they would change the architecture of the door. If I tried a complete motor regulator assembly it just might work. Hooray! It bolted right in. So the complete assembly needs to be replaced. The 10 tooth motor will not fit an 8 tooth regulator and vice versa.

**On to Alloy Radiators.** The Series 2 E Type was pretty much straight forward, as straight forward a 12 cylinder job can be. The XKS is another story. We chose a high performance three row unit that was 62 MM thick. A beautiful well-made unit upon first inspection. Now some might think it's masochistic to do anything on a 12 cylinder Jag. But at 80 years old what have I got to lose. After the challenge of removing the original unit and beginning the installation, we discovered that the A/C condenser brackets do not line up. Deciding that could be accommodated, it was almost done. But the plate that holds the radiator down on top was about an inch too high, and the plate seals against the bonnet. Upon inspection the lower corners of this unit were square, but needed to be finished on an angle to clear the body; so impossible to use. Seems the bargain \$200.00 unit that was advertised as a direct bolt on was not. We found a unit that is 52MM thick and has the corners cut as needed, \$725.00!! Moral of the story is "do lots of research on both used and aftermarket

parts." Next month I might explore the joys of working on 12 cylinder cars.



### **WELCOME NEW MEMBERS**

Jordon & Lynette Brill  
18810 Hwy 32  
Kiel, WI 53042  
2011 XKR Coupe  
Red

David Krill  
201 E Main St. Unit 303  
Port Washington, WI 53074  
2008 XK8

### **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

## A PEEK INSIDE THE PRIDE

By Dick Diercksmeier

I'm an "addict". I admit it. But I don't want to go through the "whatever step" program.

A 1959 MGA roadster originally infected me with the desire to drive something that handles well. Actually, I wanted to buy that used Mercedes-Benz 300SL sitting on a local car lot, but, my dad wouldn't co-sign for the \$2000 auto loan. Yes ..... there was a time when 300SL's were just "used cars". But ..... before this brought me to my first Jaguar I also couldn't resist the "muscle car mania" of the '60's.

That passion culminated in a brand new 1966 Plymouth Belvedere HEMI. After a radical engine rebuild I was drawn to the thrills of the drag strip. A desire that's never stopped.

My first Jag is the 1969 XKE coupe I still own, purchased in the 1970's.



This started me looking for others on the road. Even back then they seemed rare. I was working as a contract engineer at the time, which had me periodically moving between various companies. One day I saw an E-type in the parking lot and searched out the owner, Glenn Paringer. That was the

start of a lifelong friendship and the impetus to finding some more E-types. What do you do when you can't find a club you want to join? Well .... You find some other "car nuts" and make one. I never imagined that would lead to an official, nationally sanctioned club.

Here's an aerial shot of the Minnesota club's Concours that Glenn (the pilot), Lee Fickau, and I visited, prior to us getting the Wisconsin club started back in the late '80s.



I drove the '69 for a while before deciding to fix some rust around the door sills. This ended up developing into a much bigger project than originally intended. Took a night school course in auto body repair at WCTI, and then embarked on stripping the entire car down to bare metal, repairing the rust and repainting it the original color. Drove it for many years until deciding that the "dead" starter I discovered one day was an excuse for a total engine rebuild. That was ??? years ago? Today the rebuilt motor is sitting in a corner waiting for me to put it back in my little baby.

Back in 1983 I saw a 1977 XJ6 coupe sitting outside a loan company, on W. Brown Deer

Rd. Apparently a repo. I couldn't resist. It looked "hot" so I bought it. It was bright canary yellow (factory color) with a black vinyl top. Didn't realize at the time that this model was rarer than most E-types. I picked up Karen for our first date in 1988, which was a "blind date" for her, since she couldn't remember ever meeting me. We used it for our wedding in 1989 and years later, her daughter Jennifer used it in her wedding.



John Boswell now owns it. He bought it in 2006 when he heard I was thinking of turning it into a real cool pro-street cruiser. You know, drop a blown, stroker big-block Chevy in, chop the top slightly, tub the rear wheel wells and add some gigantic wide tires. This just was around the beginning of that trend. I still think it would be one real hot looking street rod.

Back in 2001 Karen fell in love with a 1990 XJS red convertible she saw at the first club concours event I took her to. It was Maria Tess's and she was looking to sell. Apparently, Karen "was lookin' to buy". She couldn't resist. She also wanted to "show it" and that ultimately led her to a national



JCNA 1<sup>st</sup> place trophy at Brazelton, GA. Something I never achieved.

My passion for Jaguars has brought me numerous life-long friends and many memorable events. I wouldn't trade that for anything. I hope to have many more fond memories.

### **UPCOMING EVENTS**

July 19- 22

**Vintage Races Road America**

**Illinois Concour d' Elegance**

July 21 & 22

contact Alan

[awilsoncapital@gmail.com](mailto:awilsoncapital@gmail.com)

AUGUST 5<sup>TH</sup>

**WISCONSIN JAGUAR LTD.**

**CONCOURS D' ELEGANCE**

contact

[jboswell1@wi.rr.com](mailto:jboswell1@wi.rr.com)

REGISTRATION FORMS IN THE  
MAY NEWSLETTER

**ELKHART LAKE VINTAGE  
FESTIVAL**

SEPTEMBER 15 – 17

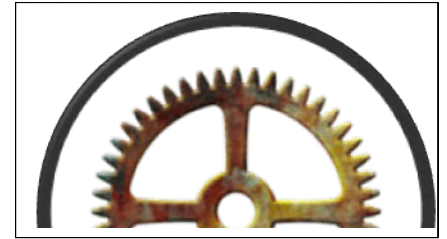
LUNCH WITH PETER EGAN  
FROM ROAD AND TRACK ON  
THE 16<sup>TH</sup> CONTACT MIKE  
KORNELI AT  
[dkorneli54@charter.net](mailto:dkorneli54@charter.net)

## **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](mailto:woodworker9189@gmail.com)



### **An (Auto) biography Of An 80 year old gear head. By: Jan Schlabowske Chapter 3, Four Ferraris an MG TD and a Morris Minor**

On one fine Sunday morning I was taking my usual drive, I happened to be on the south side of town on Oklahoma Avenue near Humbolt Park. For some reason I went around a block cutting through an alley. Out of the corner of my eye I spied a pair of two car garages with their doors open. Housed within were four Ferraris. Holy Cow! Upon stopping and getting out to look at the cars I saw the owner. It was Bob Willkie of Leader Cards. For younger readers, Leader Cards sponsored an Indy car driven by Roger Ward. Their shop was on South Second Street; and often one could see the mechanics working on the racer or some other exotic automobile. Mr. Willkie was very generous and took the time to tell me that each of his Ferraris was purchased directly from Mr. Ferrari himself on special order. Mr. Willkie also generously loaned a movie about their racing to the Milwaukee Sports Car Club, of

which I was a member. After several months, the cost of owning the XK exceeded my meager cash flow and I reluctantly sold it and replaced it with a boring 1954 Ford. Shortly thereafter I was made aware of a MG TD for sale. Maybe this is more in line with my cash flow.

The TD was owned by a chap who was a mechanic at Don and Roy's bike shop which was south west of Milwaukee. The engine was out, and at one time it had a supercharger which was evident by the bulge in the left side of the hood. \$600.00 was within my reach. I didn't have a sports car to drive, but I again had one.

I lived at that time on south 28th street, just north of Lincoln Ave. I had no place to keep the car or work on it. It just so happened that on the corner of 27<sup>th</sup> and Grant Street was a large home with a very large barn in the back. The barn had a grease pit and a washed out sign painted on the side that announced, "Grease Job 25 cents". The occupants were a group of Catholic Monks, who allowed me to rent it for \$25.00 per month, Which I shared with my Friend Ronnie, who drove an XK 120 OTS, and raced dirt bikes. Watching him throw that Triumph around the track with no brakes on the bike and a steel shoe to lean on in the turns was an experience. He could throw the Jag around a corner faster than any one I ever saw at that time. It seemed more dangerous than jumping

out of a plane with bad guys shooting at you.

I began working on the engine. Bored out .060, polished and ported the cylinder head, bought a set of Mark II carbs, discovered it already had a high performance camshaft, polished and balanced the connecting rods and crankshaft.

Belonging to the Milwaukee Sports Car Club, brought other sports car folks into my friendship circle. Jerry Morerwald, owned Louis Auto on North 76<sup>th</sup> street. Louis Auto was a dealer in British Cars, including MG Triumph, and Austin Healey. Jerry and his wife Laurie became friends. Friday nights were special, after closing we gathered there over beer and conversation. A mechanic, Kenny Dunlop, was British. One day when a new MG was delivered, Kenny bent over one of the wheels, Let some air out of the tire and proclaimed "wow, genuine British air!" A regret that I have always had is that Jerry offered me a job as a lot boy and trainee which I turned down as I had just started working at American Motors for substantially more money than he offered. What a wonderful chance to start my journey as a British Auto Mechanic, had I accepted. Jerry's personal car was an XK 120 Drop head, which was painted a non-original gold. Luis auto started at a body shop which was still operated by Jerry's father.

Later, as I again changed jobs I had a need for a car that was

reliable economical to drive and newer. I traded my unfinished TD to Louis Auto for an almost new Morris Minor, 1000. I had a choice between it and a Bug Eye Sprite. Oh well, another wrong choice? However, the Morris was great fun to drive and not very thirsty. The heater was just an idea, not conducive to Wisconsin winters. It carried me to races at Elkhart, Wilmot Hills, Browns lake Ice Races, many trips to Park Falls, where we visited my wife's family. Over the years that I had it I pretty much started my Journey as a mechanic. On one return from Park Falls it started losing power. Bonnie claimed that I rocked back and forth for two hundred miles as if I were trying to push the car. I discovered that a valve seat had come loose and was dangling around the valve. My poverty budget did not allow a professional valve job, so I disassembled the head, used a punch to dimple the area of the head where the seat fit, put the seat in its place and peened the area around it to hold it in. Lapped the seats and valves, and put the head back in place. It lasted several years.

When I eventually traded the little car, it only had two forward gears and no reverse. Parking in the city was a creative adventure. I could roll it back if I were parking on a hill, or use my foot and scoot it back if I were on the level.

In chapter four we will jump forward to the beginning of my professional Gearhead saga.



***Gather Your T-Birds and Pink Ladies and  
Head to The Fireside!***

Here is Rydell High's senior class of 1959: duck-tailed, hot-rodding "Burger Palace Boys" and their gum-snapping, hip-shaking "Pink Ladies" in bobby sox and pedal pushers, evoking the look and sound of the 1950s. Head "greaser" Danny Zuko and new (good) girl Sandy Dumbrowski try to relive the high romance of their "Summer Nights" as the rest of the gang sings and dances its way through such songs as "Greased Lightnin'," "It's Raining on Prom Night," "Alone at the Drive-In Movie" recalling the music of Buddy Holly, Little Richard, and Elvis Presley that became the soundtrack of a generation.

## **Save the date**

**Saturday Evening, October 20,  
2018**

***Please plan to join your fellow Jaguar enthusiasts for a night full of food, fun, and fabulous entertainment at The Fireside Dinner Theater in Fort Atkinson, Wisconsin. Our club has a block of great seats reserved to celebrate in style and enjoy a five-course feature dinner for \$75.00 per person. Formal invitations will follow in a future edition of The Special Breed. Mark your calendars now in anticipation of this Wisconsin Jaguars Ltd. Event. Please contact Lori Warren at [profawarren@yahoo.com](mailto:profawarren@yahoo.com) if you have any additional questions***

## **CALLING**

**ALL**

## **CLUB MEMBERS**

EVERY MONTH I TRY TO KEEP YOU ALL UPDATED ON WHAT'S GOING ON WITH AND IN THE CLUB. ALTHOUGH IT'S FUN TO GO TO CAR RELATED EVENTS AND MIKE LIKES TO WRITE ABOUT THEM, I'M AFRAID IT WILL BECOME BORING TO READ ABOUT OUR TRAVEL STORIES EVERY MONTH. AND... I WOULD LIKE TO DO NON CAR RELATED TRAVELS TOO. EVENTHOUGH WE ARE NEW RETIREES WE CAN'T GO AWAY EVERY MONTH AND STILL TAKE CARE OF ALL OUR RESPONSIBILITIES.

WITH ALL THAT BEING SAID, I'M ASKING ALL MEMBERS TO SEND ME YOUR CAR RELATED STORIES TO KEEP THIS NEWSLETTER INTERESTING. IT DOESN'T HAVE TO BE LONG OR TAKE UP A LOT OF YOUR TIME WRITING IT. I'M ALSO LOOKING FOR SUGGESTIONS ON WHAT YOU WOULD LIKE TO SEE IN THIS PUBLICATION. SO PLEASE HELP ME OUT!

**CHECK OUT THE NEW WJL  
WEBSITE**

**GO TO THE MEMBER PAGE AND  
ADD YOUR CAR INFORMATION**

For Members Only!

This is in place of our membership booklet.



CELEBRATE  
THE 70<sup>TH</sup> ANNIVERSARY OF  
XK CARS

XK120 XK140 XK150

**ALL JAGUARS ARE INVITED**

ROAD AMERICA SEPTEMBER 14 – 16

JOIN US IN OUR VIP SUITE IN RACE CONTROL.

THIS ALSO GIVES US ACCESS TO THE ROOF TOP FOR THE BEST VIEWING THERE IS

HAVE LUNCH WITH PETER EGAN

HE CAN SIGN YOUR COMPLIMENTARY EVENT POSTER

THERE WILL BE PRIME PARKING IN THE CENTER OF THE Paddock FOR YOUR XK CAR

SPACE WILL BE LIMITED

TRACK ENTRY, LUNCH AND EVENT POSTER

\$30.00 PER PERSON

THERE ARE OTHER ACTIVITIES YOU CAN PARTICIPATE THROUGHOUT THE WEEKEND INCLUDING

TRACK TOURING, ROAD COURSE RE-ENACTMENT AND "GATHER ON THE GREEN" CONCOURS

IF YOU WOULD LIKE YOUR XK CAR INVITED TO THE INVITATIONAL

"GATHER ON THE GREEN" CONCOURS

PLEASE SUBMIT PHOTOS TO [DKORNELI54@CHARTER.NET](mailto:DKORNELI54@CHARTER.NET)

OPTIONAL DINNER BANQUET WITH SPEAKER, PETER EGAN



*MEMBERS AND MEMORIES  
OF ALMOST 40 YEARS*



Bruce Tammi, Mike Korneli & Carl Jensen with the rest of the crash test dummies at the AMC proving grounds. 1999



Maria & Bruce Tammi celebrating a 1<sup>st</sup> place win at the WJL Concours. 1999



Carl Jensen happy to help unload C's and D's at the Biennial in Franklin TN. 2001

Heather Furness passing out concours trophies with Deb & Mike Korneli 1999



Jerry Nell & Carl Jensen making sure the boot is perfect for WJL Concour at the Country Inn in Waukesha. 2001

It's fun to look back a pictures from the past. It reminds us of all the friends we've made through this crazy addictive car hobby. We look back at all the events, concours, dinners, driving tours, potlucks, picnics, tech sessions, races and more. We saw babies born into the club and enjoyed watching all the children grow up. It's great to still see them at our events. We can't talk about the babies without mentioning the members we lost and miss so much. They are all still a part of this club and the good times and memories we have. We look forward to all the future cars events and meeting new members, making more friends and sharing memories for many more years.

Please share your photos and stories. Send to [dkorneli54@charter.net](mailto:dkorneli54@charter.net)