

### FOR EVERY ENDING THERE IS A BEGINNING!

Saturday evening, December 8, marked the end of the 2018 calendar year for the Wisconsin Jaguar Ltd. Club.

A great group of members joined together for the holiday party in the library of the University Club near the lake front in Milwaukee. Drinks, Hors d' oeuvres and lively conversation proceeded the dinner. A short meeting followed with members offering up suggestions for the events they would see organized for the 2019 season. Also announced:

The Board of Directors for 2019.

- Mike Korneli..... President
- Mark O'Meara.... Vice President
- Dick Diercksmeier..... Secretary
- Don Huebschen..... Treasurer
- Sandy Block. Membership chair
- John Boswell.... Concur Chair
- John Boswell..... Chief Judge
- Jan Schlabowske..... Marketing
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### 2019 CALENDAR OF EVENTS

#### Save the Dates

#### Details to follow

- April 6<sup>th</sup>, Potluck
- May 19<sup>th</sup>, Hare and Hound  
Fun Rally
- June 22<sup>nd</sup>, Summer Picnic
- July 17<sup>th</sup>, Supper Club Night
- July 28<sup>th</sup>, Illinois Concours
- August 4<sup>th</sup>, WJL Concours
- September 14<sup>th</sup>, Neenah to  
Elkhart Lake
- October 13<sup>th</sup>, Driving tour  
& lunch
- October 26<sup>th</sup>, Halloween Party
- November, Go cart racing
- December, Holiday Party



**WELCOME  
NEW MEMBER**

Kristie Lawrence  
Sheboygan, WI  
2000 XKR Convertible, Black

## A PEEK INSIDE THE PRIDE

Story and photos  
By: Shenendoa Finnigan

### Why I Love Jaguars

I was emancipated from my step-parents in 1980 at the age of 16. I had a tiny apartment in the hood in Cleveland, Ohio, and the only income I had coming in was from the V.A. and Social Security. I didn't have a clue about how to make ends meet. I was still going to school and managed to get a part time job at McDonalds later on. Times were pretty bleak.

My hood apartment was next to a little used car lot and I would sit and watch the activities of this place. Once a month, an accountant would come to this car lot, to do the books. He was driving a brand new XJS. This car was the most beautiful thing I had ever seen. She was hunter green with camel leather interior and had wire wheels.

The accountant was proud, but didn't come off as snobby. I remember that he carried a leather briefcase too, which I thought was a nice touch. People respected him, and he seemed empowered, and that's how I wanted to be. I decided that I wanted to become an accountant. One time while he was there, I walked over and started looking his car over. Keep in mind, I was a 16-year-old lost soul and had no clue about cars. He came out and talked with me for a bit, and then went about his business. I told him that I was going to have a Jaguar when I got older and he told me I could do

anything I wanted to, with hard work. God only knows the power of those words. The seed was planted, and I became Jaguar crazy. My goal was to have one by the time I was 40.

Life took its course. I ended up being a single mom, and through the years became a machinist. I didn't get my Jaguar when I was 40 because I was busy trying to figure out things and raise my kid. I finally got my first Jag when I was 49 and after my daughter had gotten married and started her family. It was a little silver 2003 X-type, and I loved every inch of her. She was very

"IZZY"



classy, and in my mind, I could say, "I did it!" I named her Isabella, (Izzy), after my favorite actress.

With the encouragement of my now husband, I retired from my machinist career, (almost 30 years!), and went back to school. I got my Associates Degree in accounting and realized that I couldn't stand a desk job, haha! I'm an outdoorsy country type, hands-on kind of woman, and that's okay. I can use my degree to take care of my own books for my B&B, (another life-long

dream!) Last year, my husband started teasing me about upgrading for my birthday, and I finally took him up on it! I traded Izzy in, and came home with Olivia. She is a 2007 XKR convertible, and I adore every inch of her too.



She is also classy, but an "in your face" kind of classy! She is indigo blue and sparkles when the sun hits her. She is the fastest thing that I have ever driven and makes me giggle when I punch the pedal! I get the biggest kick when Chargers and Mustangs on the road want to play.

I love Jaguars because this former little Cleveland hood-rat can hold her head up now knowing that she finally made it.

"OLIVIA"





## Auto Biography of

### An 80 year old Gearhead

#### Chapter 6

By: *Jan Schlabowske*

During the last two years or so at the Buick dealer, I built up a following of Rolls-Royce and Bentley clients, thanks to the frequent projects sent to me by Butch. It expanded significantly after a visit of an Opel customer who was a reporter for the Milwaukee Journal. In August 1977 the reporter, Miles McNamara, brought his Opel in for service. On that particular day I had two or three Rolls-Royce cars in my work area. Miles asked why they were there and I explained that I had a small following of vintage Rolls-Royce clients. The local dealer, at that time, was not enthusiastic about working on these early cars. They ranged from 1920's Silver Ghosts to 1960's Silver Clouds. He did an interview a few days later and brought along a photographer. The heading of the article was "**Doctor of Auto Status Symbols**". It ran on August 14, 1977. From that day forward my work was almost exclusively on vintage Rolls-Royce automobiles. I had so much business that two or three assistants were hired. One was my son David when he was home for breaks from college. I became a member of the Rolls-Royce Owners club

about that time. (one could be a member as an enthusiast without owning a car if a member sponsored you). That opened up new clients and the availability to associate with other Rolls-Royce repairers, restorers, parts suppliers and the large archive of technical information at the RROC headquarters in Mechanicsburg PA. I attended my first RROC national Meet in Detroit in 1978. What a treat to spend several days surrounded by these wonderful cars. Especially the pre war custom coach built cars, by Hooper, Park Ward, Gurney Nutting, and the dozens of British European and yes American coach builders.

**A short Primer on Rolls-Royce history.** Before the Second World War and shortly thereafter, one did not usually go to a Rolls-Royce showroom and select a car out of stock. The dealer may have a car on display that he commissioned to be built, but carried no inventory. The purchaser selected the chassis model from the few that were available. The chassis included the complete running gear, the grill, and the bonnet. It was drivable. After that a coach builder was selected. He or she then went to the coachbuilder's studio, where a portfolio of designs was presented. The buyer selected the basic design and then discussed details which varied as wildly as one could imagine. Owner driver (no division window) limousine for chauffeur driven, Fabric, leather, window shades, custom crystal if a bar was included, vanity

mirrors, ladies make up kits, a crown or crease here or there on a fender, a special molding or moldings, etc., etc.

In the next step the design studio created a full scale set of drawings on large sheets of paper for the client to approve. These were mounted on a wall to give an accurate perspective. Changes could be made if proportions were less than satisfactory. When the results were satisfactory, the chassis was delivered to the coachbuilder for building. Clearly one can understand why these early cars were constructed mostly of aluminum over ash wood framing. There were few parts that could be mass produced for the bodies.

I met one of the Hooper Coachworks designers, Osmond Rivers at a RROC meet. He told a fun story. The client came to look at the first rendering and said "I want the roof to be two inches lower". After he left the staff agreed that it could not be done and allow enough head room in the cabin. Top hats were the norm at that time. The solution was to draw another roof line two inches above the original, then erase the new roof line so it still was somewhat visible as a change. Leave the original roof line and invite the client back for another look. You know the results. Upon seeing what he thought was a change; he approved the "new" design. **Back to my story.** After some time it occurred to me that all these clients were directly there



as a result of my following. It seemed logical that I should consider having my own shop. I consulted a banker. He arranged a line of credit. I found a location below what at that time was Zimdars Motors on Greenfield Avenue in West Allis. Harold Zimdars, being a long time Sports Car Racer (Porsche) and an all-around import and sports car enthusiast, remodeled his lower level for my use. Harold and I are still friends and attend The North Lake Drive 100 Mile Per Hour Club meetings together as well as occasional lunches with several old race and sports car cronies. We call them racers lunches remembering times past when one might be driving a sports car and upon passing another each would wave.

I don't remember the date that I first opened, but I do remember that we opened with four cars in the shop and four employees. The cars were a 1934 Bentley, a Rolls-Royce Phantom III, a 1934 Packard and a Mercedes 300S Cabriolet. In all my years in my own repair/restoration business, I never had a day when there were no cars to work on, and I never received a bad check.

During the years below Zimdars, we had the privilege of working on almost every model of Rolls-Royce, prewar and post war Bentleys, Jaguars, MG T series, a few Ferrari's Maserati, Talbot Lago, Packard, and at one time we had three of the total production of Bizzarrini, which is about 50 cars in the shop.

Our first full restoration was a 1929 Packard Dual Cowl Phaeton. A genuine one family owned car from a Beer Brewing family originally in Indiana. The current owner's brother purchased it in 1929 at the Chicago Auto Show in the Drake Hotel in Chicago. Mrs. Schmidt also owned a 1959 Bentley and a Lincoln Limousine. She then lived in Lake Forest and Palm Beach Florida.

The story of that restoration and showing the car in Chapter 7.

### *The One That Got Away*

Story and photos By: Steve Pate

It's sad to hear that today's youth are less interested in driving, much less owning their own car. I think the reason might be because most of today's cars resemble one another with gaping grilles, uninspired styling and ever increasing size. As proof, just look at the massive number of minivans and SUV's now crowding our roads. I think that two very important ingredients needed to create new car enthusiasts are beautiful model designs that are fun to both drive and look at, something that you want your friends to see you driving.

As far back in my life as I can remember, I have always been a "car nut." I got excited when I spotted something unusual, like a Triumph or MGB, an old Renault Dauphine, or even a Subaru 360! Over the course of my driving life, I've been lucky enough to have owned a lot of fun, interesting and unusual cars like a Triumph TR-3, a Cosworth Vega (please, no jokes) a German built Mercury Capri

autocross car that I found in Detroit, and a rare 7 series BMW with a 5-speed transmission. But my true love was always the beautiful Jaguar E-type. My fascination with Jaguars began a long time ago when I was still in high school. This is the story of how I searched for, found, and then lost an E-type.

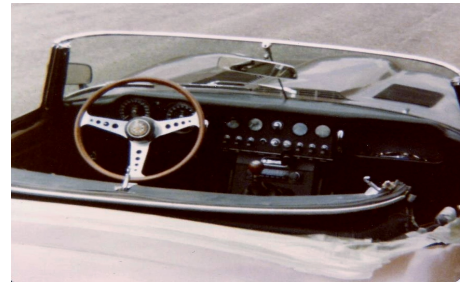
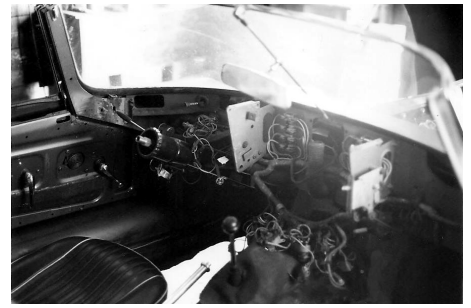
I was a self-taught mechanic growing up in Sun Prairie Wisconsin where the sight of Jaguar E-types (or any English sports car) was very rare indeed. In the short period of time between my high school graduation in 1971 and the beginning of my enlistment in the military, a friend who knew that I was interested in sports cars offered me his burgundy E-type coupe for the princely sum of \$500.00. It had a few issues including a broken back window and a bad exhaust system. However, the purchase price included a new exhaust system, still in the box! I fell in love with the sensuous lines of the car. Then there was the exotic look of that spectacular in-line 6-cylinder with its triple carbs, those gorgeous chrome wire wheels with Jaguar knock-offs and a dashboard that looked like the cockpit of an airplane. I had to have that car! However, my limited financial resources were not the biggest obstacle to overcome. I was soon to begin military service. If I bought the car I would need a place to store it for 3 years! For that reason, I couldn't swing the deal and had to pass on the purchase of that car, but my desire to find another E-type did not go away. (No, that E-type isn't the subject of this story.)

After my military service as a wheel and track mechanic ended, I returned to Madison and took a job at a small BMW dealership called Fitchburg Foreign Cars as a BMW and Fiat mechanic. Two years later, I was recruited by a Ford dealership in Sauk City Wisconsin that was adding British Leyland cars to their inventory and needed mechanics. I jumped at the chance to work on MG, Triumph and Austin cars. I also thought that by working at a Leyland dealership I might find an E-type that someone wanted to trade in for a newer car. After a short period of time, that dealer moved the Leyland franchise to Middleton Wisconsin, added Porsche and became Cars of the Continent. That shop is where I rebuilt my first (and only) Jaguar 12-cylinder engine. The unfortunate owner ran the car out of oil and seized the engine! While at that shop, I began to search in earnest for an E-type. Now I had access to factory parts at reasonable prices and hard to find factory service tools. Soon, I heard about a "Jag in a barn" near Hortonville Wisconsin. I learned the owner's name from a customer and found out that the car was indeed for sale. I contacted the owner and drove to Hortonville with a friend to view the car, a 63 convertible E-type. As excited as I was to find an E-type, there was a lot of bad news. It was absolutely parked in an old, dilapidated barn and the car was covered with dirt and dust. The convertible top was in tatters and barely usable, it was missing the driver's side headlamp cover and chrome trim surround, the dash pad was cracked in several places and the car had been repainted a dark gold

color. The worst things that I found were the chrome trim that usually runs down both front fenders had been removed, the seam filled with body putty and the driver's side floor was rusted through. It was not all bad news however. The chrome wire wheels, knock-offs and tires were in excellent condition, the exhaust was complete and original, all of the lights worked, it had decent seats and the engine compartment looked original and complete without modifications. The engine started and ran with good oil pressure, the clutch worked fine and the transmission shifted normally. I reasoned that the restoration of the car was within my capabilities and purchased the car after a brief negotiation with the owner. The drive home was exciting as the brakes locked up twice, requiring that I stop and bleed out the brake lines to allow me to continue. Other than the recalcitrant brakes, the car ran well and all of the engine instruments stayed in the normal range. I finally had my E-type! I parked the car in my small garage and began the "restoration."



Over the next few months, I removed the entire dash pad, fascia and instruments to begin the process of cleaning, repairing and replacing old parts to bring the car's instrument panel back to its former glory.



I cut out the rusted floor and used the old part as a template to craft and install a new drop floor for the driver's side of the car. I ordered and installed a new glass headlight cover, bezel and gasket bringing the bonnet back to (almost) normal appearance. I spent weeks cleaning the wire wheels and knock-offs until they gleamed. I bled out the brake system and cleaned all of the calipers. In the engine compartment, I removed and polished both valve covers and the pots of the three SU carburetors. I cleaned everything I could see until the entire compartment gleamed like new.



I replaced the oil, oil filter and air filter, serviced the battery and checked every electrical connection. Finally, I balanced

and adjusted the SU's until the engine idled and revved smoothly. Eventually, I had the car mechanically ready for another test drive. Finances dictated that replacing the torn hood and completing the interior refurbishment with a new carpet set had to wait for a future date. The car ran great! Everything worked as it should, even the clock now worked! Over the summer I had the great pleasure of cruising around in my own E-type despite the fact that I had to use a lot of duct tape on the hood to keep the rain out. One of the fondest memories I have from the short time I had that car was driving slowly up State Street in Madison with the top down, two lady friends in the back sitting on the folded hood and waving to passers-by. Good times.



Unfortunately, the story has a sad ending. I was unable to complete the restoration because my first marriage was on the rocks and I lost the E-type in the bitter divorce that ensued. In the years that followed, I bought and sold many cars, but another E-type just wasn't in the cards. It seems that the price of E-types always rose faster than my income stream. I eventually left the mechanic trade and went to work at a local retailer as a salesperson. Almost 40 years later, I retired and started looking at listings on Craigslist for used Jaguars. I noticed that

the XK8 convertibles looked a lot like an updated E-type. It had a long, sculpted bonnet with covered headlights, handsome rear fenders, and a beautiful interior. As a bonus, it now has such modern features as cruise control, air conditioning and a power operated hood. I answered a Craigslist listing from Rockford Illinois, and I am now the proud owner of a 2001 Roman Bronze XK8. It is lovely to look at, fun to drive and easy to maintain. Car lust, for a true enthusiast, never goes away. I look forward to being seen in this Jaguar for many years to come.



The author in his 2001 XK8.

## *The Jag Whisperer*

*By: Jan Schlabowske*

*Photo credit: Jan Schlabowske*

## Notes from the Shop

### January 2019

To continue the saga of the 64 E type. Upon doing a compression test we found two adjacent cylinders with low compression. We performed a cylinder leakage test, and discovered a slight head gasket leak. The head was removed and sent to a shop that is probably one of the finest exotic

engine shops that I know of. We sent it to Vintage Restorations in North Lake Wisconsin. I have known the owner Rick Bunkfeld for about thirty or more years. His specialty is Ferrari engines. The skill and artistry of repairs in his shop can only be described as outstanding. He undertook the Jag head both as a favor and to fill a small hole in his schedule. It was an expensive rebuild but the quality of the results cannot be argued with.

Since we had the cylinder head off it gave us an opportunity to inspect the cylinder bores. There was a significant ridge which points to excessive wear. Were we to reinstall the head the likelihood of excessive oil consumption was likely, so it was decided to remove and rebuild the engine. By this time Rick had a full schedule with several vintage Ferrari engines. He suggested that I have the machine work done by NVR racing in Butler Wisconsin, another first quality old time race engine shop. Tom, the owner has experience with Jaguar engines and even has an engine Dynamometer to run complete rebuilds for high performance. Since I did the disassembly down to the crankshaft and pistons, NVR will only do the basic short block rebuild and reassembly will be done in our shop.

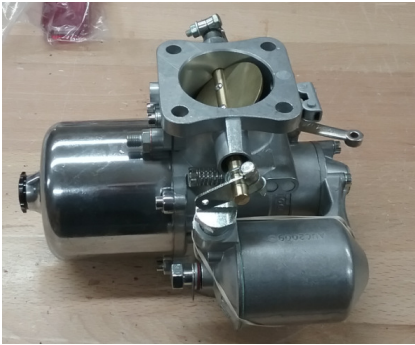
It was fortunate that we decided to rebuild the engine. As the parts were being cleaned we discovered a problem that could have caused disastrous damage. The outer rotor in the oil pump was cracked



completely through. Neither I nor any of my friends in the trade have ever seen such a problem. Running the engine would have quickly destroyed many of the rotating parts, Crankshaft, Cam shafts etc.

The Carburetors are back from Joe Curto. Photos of a Carb and the oil pump are below.

## CARB



## OIL PUMP



## Board Planning Session

Wisconsin Jaguar Ltd. board of directors spent the afternoon on Sunday January 26<sup>th</sup>, brainstorming and planning a calendar of events for the 2019 year.

The first piece of business that needed to be taken care of was selecting the club officers. Mike Korneli, Mark O'Meara, Dick Diercksmeier and Sandy Block agreed to serve in the same

positions as 2018. Don Huebschen, new board member, volunteered to step into the treasurer's position. He is taking over for John Boswell who has served as treasurer many times throughout his 30 some years on the board. Thank you John for all your hours spent. John will still be serving as Concours Chairman and Chief Judge.

Also new to the board is Jan Schlabowske and Dave Warren. They are considered directors. Jan will handle marketing, advertising and co-chair events. Dave is our dealer liaison and will also be an event chairman.

They all came up with some great ideas for the year which you can see in the calendar of events. They also left some of the ideas on the table because the calendar looks pretty full. We are however always looking for ideas and members to help implement those ideas. Please feel free to contact any of the board members with your ideas.

Members who have volunteered to chair the events on our 2019 calendar are: Carl and Carrol Jensen, Jan Schlabowske, Mike and Deb Korneli, Dave & Lori Warren, John & Bunni Boswell, Dick and Karen Diercksmeier, Kristie Malone & Mark and Kris O'Meara.

**Feel the need to help? We feel the need for help!**

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Wisconsin Jaguar Ltd. Members are eligible for a 10% discount on our interior kits and interior pieces such as tops and boots.

**Thank you Muncie Imports & Classics and OSJI for your support of Wisconsin Jaguar Ltd.**

It was really nice to have members send stories and tech articles for the newsletter last year. For 2019 you will see a change with support from sponsors and advertisers.

I am still asking you all to consider writing an article and sending pictures of car related events, projects you are working on and more.

I will also continue the "Peek Inside the Pride" column, with members writing about themselves and their experience with their cars and the club. Send articles to: [dkorneli54@charter.net](mailto:dkorneli54@charter.net)

We would also like more content for the website. Under the "Gallery" tab we have a place to put pictures of our member's cars. Send high resolution photos to Dick at [diercks4@gmail.com](mailto:diercks4@gmail.com)

## CAN YOU GUESS?

In the October issue of the "Special Breed" Mike showed you a picture of this Jaguar powered car. No one guessed



the correct answer.

It's a Mecca, powered by an XK 120 engine. It was designed and built by George Boyd at the age of 19 in 1953. He completed the car in 1955. The car company was the "Mecca Motor Company" which he registered with the State of Illinois. George raced the Mecca at a few tracks. He started on a second car which he was going to call the Matador but life got in the way. The Korean War, a wife and family put an end to the Mecca Motor Company.

Stay tuned for the full story!

Editor: Deb Korneli





