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WELCOME NEW MEMBERS

Kristopher Gasch
Shane Burkart
Port Edwards, WI
03 XJ8 VanDen Plas, Black

Bruce Manos
Racine, WI
94 XJS Conv, Flamenco Red Mica

Mike Pody
Susan Jacobs
Lake Geneva, WI
07 XKR Conv, White

Mark & Rhonda Weir
Waukesha, WI 53189
07 XKR Coupe, Black

Rodney Westphal
Watertown, WI

CALENDAR OF EVENTS

Save the Dates

Details to follow

April 6 th ,	Potluck At the Jensen's
May 19 th ,	Hare and Hounds Fun Rally
June 22 nd ,	Summer Picnic At the Korneli's
July 17 th ,	Supper Club Night
July 28 th ,	Illinois Concours
August 4 th ,	WJL Concours John Boswell Chairman
September 14 th	Neenah to Elkhart Lake
October 13 th ,	Driving tour & lunch
October 26 th ,	Halloween Party
November,	Go cart racing
December,	Holiday Party

WHY COMPETE IN A CONCOURS D' ELEGANCE

1. Support your Club
2. Meet fellow club members and car enthusiasts
3. It's fun
4. You'll have a very clean and detailed car
5. Learn about and enjoy other Jaguar models

Wisconsin Jaguars Ltd. Concours d' Elegance is held with the "Milwaukee Concours" on the Lake front.

Sunday, August 4, 2019. The 2018 the Milwaukee Concours hosted 152 cars and 250 Show and Glow cars

A PEEK INSIDE THE PRIDE

A Jaguar Journey

Story by: Bruce and Maria Tammi

A few years back I was given an award (clock) for being the longest (at least not “the oldest” yet!) continuous member of the club. Dick Diercksmeier and others still associated with the club actually got a Jaguar club going in the 1970s before I joined and the club became Wisconsin Jaguars Ltd. in 1983.

I learned about the Jaguar club at a 1981 British Car Field Day event held at Naga-Waukeee Park in Delafield. At the time I was single and the owner of 2 Jaguar XK 120s.

In 1973 I drove home a 1954 Jaguar XK 120 FHC and a year or so later trailered home a 1953 Jaguar XK 120 OTS. The '54 XK 120 ran but the body needed a lot of work while the '53 had a nice body and paint but the engine and other mechanicals needed work. I had worked on cars at about the same time I started driving at age 16. My intent back then was to restore both XK 120s, but I was woroking and just starting law school when I bought my first XK 120 so you can easily guess what happened with the restorations (yep-nothing).

I joined the club shortly after the Naga-Waukeee BCFD but didn't have a drivable Jaguar until 1990 when I (we) bought a 1964 3.8 OTS Jaguar E-type. I was working as a lawyer then, had married Maria in 1987, and it was faster to purchase a drivable Jaguar then wait for motivation and the time to restore my idle XK 120s. We were involved in the club/JCNA concours and social events after the E-Type was purchased, and the '64 E actually won the 1995 JCNA slalom title too.

In 1996 we bought a new 1996 Jaguar XJ 6, drove it for 120,000+ miles, and used it too in local and national JCNA concours, slaloms, and rallys.

In 2003, the night we returned from a trip to Miramar & Singapore, a lightning strike caused a fire which consumed the garage facility at our home which housed the 2 XK 120's, the '64 E-type, along with a couple of Prsches, and a Dodge Viper we also owned. We lost all the cars, parts, tools/workshop, and all that we had collected over the years, but luckily, we and most of our home was spared. After the fire we still had the XJ6 which was parked in our attached garage (the roof caught fire but firefighters put that out).

After the fire we rebuilt an even nicer and more functional garage facility/studio since we could start from scratch. We also were fortunate to find/purchase another (very original 2 owner) 1964 3.8 OTS E-Type later in 2003, and then an original, low mileage 1974 OTS E-type from club member, Kathy Nell (and Jerry her now deceased husband) the following year, both of which we still own and enjoy. Along the way we replaced the 1996 XJ6 with a 2006 Jaguar XJ8 which we've used as a regular driver rather than a concours/competition car (although in 2013 it took the JCNA class slalom trophy).

Working on, showing, and driving Jaguar cars continues to be a hobby of mine but over the years I've shifted away from car restoration and concours competition, and devoted more time to autocross competition (mostly with the PCNAs Milwaukee and Chicago Regions).

Both Maria and I have enjoyed the friendships we've made with the many of you, and our journey with you and other current and past Jaguar enthusiasts who have made Wisconsin Jaguars Ltd. a home for their journey with Jaguar motor cars (and now even Jaguar electric SUVs!).



Auto Biography of An 80 year old Gearhead

Chapter 7

By: Jan Schlabowske

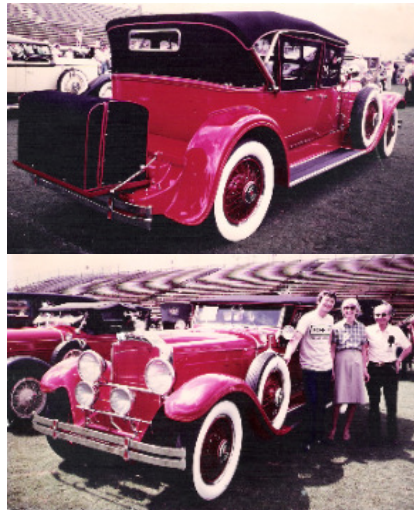
**The 29 Packard, 34 Bentley,
Ferrari 330 America, 427 Cobra,
SS100 Jaguar , etc.**

When I moved from The Buick garage to the space below Zimdars Motors, I brought along a 1934 Bentley that a client from Chicago owned. His plan was to re-body the car in a style of a famous Bentley that is known as The Eddie Hall Bentley. He sent me to the Cunningham Museum in California where the original car was in residence. After numerous photographs and notes I consulted with a design studio in the LA area and contracted with them to design a car that was close to the Hall car. They provided drawings and a wood model. These were sent to a coachbuilder in the UK to begin construction of the body. Unfortunately the client had a financial turn of events and the entire project was lost.

The 29 Packard was a success. We had painted the chassis green as was original and started on the body in a pale yellow. I sent some green leather samples to the owner. She replied "I don't want green, I want red." Oh no, Red

upholstery? Green and Yellow body! Yikes!! I spoke to her daughter and she suggested doing the whole car in red. It seems that Mrs. Schmidt always bought Red cars. We actually repainted her Limo which was red. Mrs. Schmidt agreed. We completed the car and were instructed to take it to Ft. Lauderdale for an AACA winter national show. On the way down, a race car that was loaded above the Packard dripped brake fluid on the rear fender. Now what?

We took the car to the show as is. Fortunately, it rained a little and we chose not to dry the car before the Judges appeared. The rain drops hid the few paint flaws. The Judges asked me "is this the original color?"



My answered was. This car is owned by Mrs. E Schmidt, whose husband owned the Schmidt Brewing Company in Logansport Indiana. Mrs. Schmidt only bought red cars; even the beer delivery trucks

were red. Of course she did not buy the car, her brother did, but the judges accepted my diversion. We took a first in class with the car. Mrs. Schmidt took Bonnie and I to lunch at the Palm Beach Golf and Tennis club where she displayed her trophy to her friends.

During the time below Zimdars we had the good fortune to find, in a barn near Oconomowoc, a Ferrari 330 America which I purchased and sold to a local collector.

One day a chap stopped in and asked if we would work on a 427 Cobra. You know the answer. I picked the car up from a large appliance distributor warehouse in Mequon. It was stored in a large plywood box, where it sat since about 1970. It had only 6000 miles on it and everything was original. Holy Cow! We did not need to restore the car. A repaint, going through the hydraulics, the fuel system, cleaning the upholstery and it was ready to go. What a blast to drive that car in 1979 when it was probably one of the most potent street cars of its era.

One of the other cars of note that we were fortunate to restore and care for over many years was the SS100 owned by past members Jerry and Kathy Nell.

That's part of the chapter 8 story

The Jag Whisperer

By: Jan Schlabowske

Notes from the Shop

Winter seems to be over and my customers want their cars back as well as those who want to bring theirs in to get ready for summer

We are working on an Alloy bodied XK120. We keep running into problems that were caused by the previous shop who did the engine work. As we reinstalled the cylinder head we found that the flywheel is on wrong and the Top Dead Center mark cannot be seen.

Since the goal is only to make the car somewhat drivable and not restore the car, we decided with the owner's permission, not to pull the engine. I will reinstall the flywheel and use a dial indicator to determine TDC. We discovered that the camshafts were slightly off, so the valve timing is off. No wonder it ran lumpy. Progress is being made.

A note on this car... It was raced at Elkhart Lake in 1950 and 1951 when the races were on the street. It seems to have spent its entire life in the area. As we discover the history I am sure the owner will share it with the club.

The E type 2 + 2 has been a slow process. Replacing weather strips always poses problems with reinstalling chrome trim and door fitting. I hope to get it back to the owner by the time he reads this. Two of my customers have joined the club.

The Series one short block should be near completion at NVR Racing. Reassembly and installation comes next.

HELP Wanted.

I am seeking a part time mechanic, preferably retired that would want to work with me about 20 hours a week. I would consider an apprentice, with an affection for vintage and classic cars.

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WI Jaguar Club Winter



Potluck Dinner

Saturday April 6, 2019

Starting at 3pm with Dinner at 5pm

Carl and Carrol Jensen's House

S110 W25415 Hunters Run Vernon WI 53149

The club will supply the entrée and let us know if you wish to bring:

Appetizer
Green Salad
Pasta Salad
Other Side Dish
Dessert

RSVP by Saturday March 30

cajensen2@aol.com or 262.662.0287

let us know what you would like to bring!

See you then!

AMELIA ISLAND ADVENTURES

By Deb Korneli

Sunday March 3rd marked the starting date for our annual trip to the Amelia Island Concours d' Elegance in Florida. As most trips are for us, we hardly ever go straight to our final destination. It started with us picking up John Boswell. He had never been to Amelia Island before. The plan was to get through Chicago, Indy and Nashville without hitting any rush hour traffic on our way to Atlanta. We were hauling our XK120 which had been invited to the Concours. Trailers and rush hours are not fun. We actually made it through Indy before we stopped for the night.

The purpose for our stop in Atlanta was two-fold. Mike was returning some wood frame patterns for the SSI and we were picking up Bunni who was flying in from Phoenix. She was working at a conference. We managed to miss the rush hour in Atlanta too which is almost always in a state of rush hour. The wood was returned, more measurements were taken and a little more research was done. We went out for a nice dinner with James and Pat, the owners of the SSI we used to help with the work we are doing on our SSI. That's more of what these car trips are about; catching up with old friends.

Bunni's flight arrived just before noon. She took the shuttle from the airport to the hotel so we would not have to try to drive around the airport with the car trailer. A quick lunch and we were off to Amelia Island to start a nice

4 day weekend. Our tuck had a different idea...

We were set to stay just off of the island and hoped to arrive by 7pm. We stopped just outside of Savannah, GA to fill up with gas. Back on the road the traction control light started flashing off and on in unison with the maintenance light. The check engine light joined in. The transmission was not shifting. Mike did not want to stop because he was afraid the tranny would just quit working. I put a call into Hagerty Insurance to see if they could locate the nearest Toyota dealer. We were hoping it was something simple, maybe just a reset of something and we would still make it to our destination at a reasonable hour. The dealer was an hour away and they said we had to arrive before 6pm but they probably couldn't look at it. We pulled in at 5:30 but they told us to come back first thing in the morning. We found a not so quality, Quality Inn with enough space to park the rig, check in, check out the rooms and then went to dinner.

Up bright and early we headed back to the dealer. We were 3rd in line. After waiting about an hour with no word we thought this was good news. They must be fixing the problem. (What I failed to mention is the truck is a 2017 with 15,000 miles on it.) Finally the technician came out, without a smile and said, "come with me and I'll show you what is wrong." Seeing the engine with a scope inserted and the tech saying "you have an engine problem" blew us away. That was a bit of a stretch.

What we had was a mouse problem. The scope showed us a mouse nest under the manifold. They had chewed through the wiring harness. The tech thought they could have the part and get it installed by 11 am the next day. Not wanting to miss anything at Amelia, we rented a car and told them to call us when it was done. An hour later we were on the island and viewing auction cars. We met up with our other condo mates, checked in and even had some time to relax before dinner where we met up with more Amelia friends.

Friday we viewed auction cars and looked at all the vendor booths. Then Mike and I drove back to the dealer to pick up the truck and trailer. Saturday was Cars & Coffee. We walked through about 500 cars and talked with car friends we've met through the years. We took a lunch break and then went to watch the auction cars drive in and out of the auction. I can't tell where the secret spot is but we were up close and personal. Mike's sister and brother-in-law from Florida joined us for the day and stayed for dinner.



Photo Courtesy of Robert Delmar, JCOF

Sunday was the day of the Concours. We lined up at 7:30 to enter the field where we parked with nine other XK 120's. Judging for our group was finished by 10:30.

David Hobbs, David Hinton and John Mayston-Taylor were the judges for the Jaguar 120 class.

They were very thorough and knowledgeable judges. I may be biased because they awarded our 120 with the Best in Class trophy!



Mike showing the race history

There were 300 beautiful cars on the show field, 130 judges and 38 classes. Race Car driver Jack Ickx was the 2019 Honoree. I can't even guess how many volunteers were there.

As an entrant we drive in and enjoy sharing our car and its story. As a spectator, we come in and enjoy four days of auctions, seminars, show cars, art work, friends, great weather and more. Some of us come in and enjoy all that is there just for us and some of us look around at all it takes to put on such a great event. All I know is that I'm glad to escape Wisconsin to be part of this every year.

WORLDS FASTEST PRODUCTION CARS



By: Mike Korneli, Photo Courtesy of: Deb Korneli

Where else can you see two of the world's fastest production cars of their time but at the Jaguar Club of Florida's Concours d' Elegance? I don't know but it sure was special! The 1949 XK120 is owned by Mike and Deb Korneli. The 1993 XJ220 is owned by Ian Crawford. The Alloy bodied XK120 was produced from 1949 – 1950. The XJ220 was produced from 1992 – 1994.

Looking at the two cars, grill to grill, it's easy to see what a few decades of automotive advancement can do. The XK120 was praised for its flowing beautiful lines. Next to the XJ220 it looks more like a rounded off brick. The XK120 doesn't feel like a tall car when you sit in it. Then you compare it to the XJ220. The bonnet of the XK120 is half way up the windshield of the XJ220. Suddenly the XK120 looks like an antique.

There are actually similarities between the two cars, well at least in how they came to be. The XK120 was introduced at the London Auto Show in 1948. Jaguar had no intention of building a production version of the car. It was a hit at the show so the decision was made to produce the car. The XJ220 debuted at the British International Auto Show forty years later in 1988. It was also the hit of the show. It even got higher praise than the Ferrari F40. Continued below

Once again Jaguar did not intend to produce the car. They went back and did their homework, or at least thought they did. They eventually decided to put the XJ220 into production.

There were 240 aluminum bodied XK120's produced. There were 281 XJ220's produced. Jaguar went on to produce 12,000 steel bodied XK120's. The XK 120 is a 3.4 liter twin overhead cam six cylinder. It produced 166 horsepower. The XJ220 is a 3.5 liter twin turbo six cylinder. It produced 546 horsepower. What a difference 40 years can make! Jaguar took the XK120 to the new Jabbeke Highway in Belgium in 1949. Driver, Soapy Sutton set a new production car speed record of 132.596 mph. In 1992, in Italy, Driver Martin Brundle took the XJ220 to a new production record of 217.1 mph.

Two different periods of time with two totally different cars, yet the stories are very similar.