

The Special Breed

Wisconsin Jaguar Ltd Newsletter

Volume XXXIX No. 2

APRIL, 2020

AMELIA ISLAND CONCOURS



1948 Jaguar MK IV Carrosserie Lagenthal Coachwork

Monday March 2nd 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. Mike and I both have family in Florida so we take this vacation to spend some time with them.

This year the concours was a week earlier than it usually is. The 2021 date has been set for March 4 -7. Rumor has it that the first weekend in March will be the norm for this show.

As always, the plan was to stop in Atlanta to visit a friend. We always go through Nashville to get there. Luckily we decided to stop for the night in Bowling Green instead of pushing to get to the eastside of Nashville. Watching the news in the morning, we saw

that a tornado had passed through Nashville at 1am. While driving through in the morning we did see the signs of destruction alongside of the freeway. We arrived in Atlanta in the early afternoon. We visited and Mike of course took some time to look at James's SS1 to get some more detailed information for our restoration.

We arrived on Amelia Island, Wednesday, a day earlier than we had planned so we headed straight to one of the auction sights to preview the cars. The first person we ran into was fellow club member, Dick Clarey. It was his first time at Amelia Island. There were several Jaguars up for sale throughout the weekend. The cars pictured above were at the Bonhams auction. The downward trend in prices continue, including the Jaguars.

Carl, Carrol & Mike at Cars and Coffee on a chilly Saturday with a pretty XK150



Mike appreciating David Hinton's E-Type Race Car at Sunday's Concours



Thursday morning we went to the auction and checked out the cars that we missed the day before. Carl and Carol's flight arrived so we met them in Downtown Fernandina for our annual Mexican lunch at Pablo's. We took advantage of the quiet town and checked out the shops while waiting for other friends to arrive. The rest of the afternoon was spent grocery shopping and getting set up in the condo. We spent a relaxing evening having dinner and figuring out the rest of our weekend schedule.

Friday morning our first stop was at the Gooding auction viewing cars and watching a little bit of the bidding. Next we caught the shuttle to the Ritz Carlton, grabbed some lunch, checked out the Sothaby auction cars and then headed over to the Roger Penske seminar. That was the highlight of the day. Joining Roger on the panel were past race car drivers, George Follmer, Rick Mears & Rusty Wallace. John Mecom, a team owner that Roger drove for, was also a panelist. Ray Evernham was the MC for the afternoon. We enjoyed listening to the drivers talk about their racing histories and some of the behind the scenes shenanigans.

Saturday was another full day of car stuff. We started the morning at cars and coffee. It was sunny but very cool. Vendors and car clubs filled the field. It was nice to see the wide variety of marques and get a chance to see the differences between the models.

One of the first cars I saw was the Jaguar XJR15.



It was not the only beautiful car on the field. Many car owners shared the love of their car and hobby with spectators from all over the world. This free show is just one of the many things you can do on Saturday.

At the back of the Ritz Carlton, we looked over all the Sotheby auction cars and the ocean. We had to be inside for the 11 am Penske seminar. This time the panelists were some of the thousands of employees from the Penske Empire. This was another very interesting look at Roger Penske and all that he has accomplished over the years.

Inside the hotel the auction had started. You could also bid on silent auction items and shop for the perfect item to display in your home or garage. What a nice reminder of the weekend at the Amelia Island Concours.

The last perk of the day was a cocktail party hosted by Heacock Classic Insurance. It was set up at their vendor space on the show grounds. There we had the opportunity to see some of the show cars enter early. It was kind of like our own private showing.

We also had a chance to visit with Mike's sister and her friend. It was their first time on Amelia Island and at the show. They were impressed to say the least. They live about 6 hours west of Amelia.

One of our favorite things to do is meet up with friends that we don't get to see often and sometimes only at Amelia. We headed out to dinner to do just that. It was a great end to a long but fun day.

Sunday was the Concours show day. The Jensen's left early to help a friend get his car set up on the show field. We took our time and had a leisurely breakfast with our other condo mates. We waited for the first rush of spectators to go in and then headed over. I have to say, this was the best group of cars we've seen in the 15 years that we have been attending the show.



Class Winner: 1954 XK120 FHC



1957 XK140 SE FHC

PRESIDENT'S MESSAGE

By Mike Korneli

"It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of light, it was the season of darkness, it was the spring of hope, it was the winter of despair." Who would have thought we would be living through Charles Dickens opening line from "A Tale of Two Cities." At least in 1859 when Dickens wrote the book there wasn't a 24/7 information network with competing "experts" to confuse and frighten people. The sun is going to come out and we will be able to get back to our fun car stuff; when that happens, embrace it! We will keep you informed about existing and potential new events.

What have we been up to? We spent 2 ½ weeks in Mexico in February. Surprisingly, I was not ready to come home. It might of had something to do with the below zero weather forecast in Wisconsin. We were only home for nine days before we headed for Florida; this time by car. The first stop was to see our friends James and Pat in Atlanta. James is a real car guy. Two of the many cars in his collection are an SS1 and an SS100. Both need to be restored.

He also has more memorabilia than I have ever seen. The pickers could do an entire show on his place. From there it was onto the Amelia Island Concours. Then it was on to see my nephew and two of my sisters, all who live in Florida. Another two weeks go by and I'm ready to go home.

That was about six weeks of no working on car projects. I was ready to jump on my projects; or was I? The Group 44 stock car was painted and I got the sponsor stickers applied. I needed the vinyl numbers and Pontiac logos. Not easy to get in these times. Eventually I got the needed decals and the exterior looks as it should. I was ready to get the engine and transmission; but the same problem. This time nothing will happen until our freedoms return. So it sits.

The SS1 is moving along, kind of. The plan was to have it in primer by now. More work than expected has set things back. Bet you never heard of that during a restoration before, have you. A wrong bonnet hinge required a second order from the UK. My plan was to work on the front and rear axles. I disassembled and painted the spring leaves individually. Upon assembly, I realized that one side of the front springs had eleven leaves and the other side had twelve. The side with twelve was one

and a half inches shorter; it was collapsed. I need to get new springs fabricated. The rear springs revealed the same problem. Getting them fabricated now is not going to happen. There are some minor things I can do but the project is basically sitting.

The last acquisition was the Excalibur. This is a very unique project. The first thing I need to do is get the engine and transmission located in the chassis. I have an engine but need the transmission and bell housing. The plan was to go to the Jefferson swap meet and locate what I needed; but it was cancelled. I don't like the idea of buying that kind of stuff online, so I need to do more homework. Again the project is in a holding pattern. I have been searching on line for race results and photos from back in the day. To say I was shocked would be an understatement. I found out a friend had the original lap charts that Brook Stevens had done during the 1953 Sebring race. They felt that it belongs with the car and gave them to me!

So what is happening? Well first of all, working on 3 restoration projects breaks all my rules. It's amazing that none are progressing with any speed. Being out of shop space I had to move to my display side. The one off Mecca was having carb issues. Finding a

carb kit was impossible. Who would have thought that a side draft Zenith carb, which was only put on 1939 to 1941 International cab over engine commercial trucks, would be hard to find? I found needle seats that were close and hand filed them to the correct length and redid all 3 carbs. I may still need to make some angled carb spacers so the floats are set properly; unless I can avoid it?

The side glass on the XK150 had cracked two years ago. We never drive it in bad weather so it was not a priority to fix. Before we went to Mexico I pulled the car apart and had the glass re-made. Procrastination led to the car sitting. No more excuses. Time to finish a job I really didn't like. At the same time I fixed the door lock which was never clocked right and didn't work. I pulled the other door apart and fixed that lock too.

Last year we drove the XK120 to a show. I thought I heard the fan belt squeaking. When we got home I smelled something funny and popped the bonnet. The generator was smoking. I disconnected the battery. I pulled the generator and took it in. It was fried. Why? I am on my second aftermarket control box. The instructions said it should charge at 15.3 to 15.9 volts. It was below that when I checked it. So I adjusted it up. The automotive electric shop

said it should be at 14.0 to 14.5 volts. I learned there is a difference between an open circuit charge and what the charge is at the battery. Did I create the problem? That had been sitting apart since last fall. The generator is back in and the regulator needs to be re adjusted. The brakes got adjusted and bled. Rear shock links were replaced; another procrastination item off the list.

The final project was the MGA. The last time the car was worked on it was an engine out job. When I put it back together it developed a leak from the clutch slave cylinder. While sweeping the floor I found this copper washer. I knew where it belonged. It belonged between the slave cylinder and the hose. This had been a two year procrastination. The same mechanic that had clocked the door locks incorrectly and adjusted the regulator incorrectly had also not noticed the copper washer had fallen off the hose when he reattached it. I'd fire him if I could! I still need to do a few tweaks on the MGA and then there is some adjusting to be done on the E-Type, maybe. I feel procrastination setting in. I need to have something hanging over my head, don't I?

The editor can help with that! Don't forget about getting the race car ready for the charity event!

REMEMBERING

SIR STIRLING MOSS

9/17/1929 4/12/2020



THANKS FOR THE MEMORIES



AUTOBIOGRAPHY OF **The 82 Year Old Gear**

Head

Chapter 12

By: Jan Schlabowske

The Cadillac Stretch.

I was contacted by the chauffer of a gentleman in New York about building a Limo for his employer. After some discussion, he informed me that it was to be a Cadillac, not a Rolls-Royce. I explained that we did not do Cadillac stretches but he was insistent and his client was willing to pay whatever the cost was for us to do the Job. Scott and I discussed the request and decided I should check into having a reputable coach builder do the basic stretch, leaving all finishing work to us. We found a coach builder in Fort Smith, Arkansas who was willing to undertake the work.

We agreed to take on the contract, and ordered a Coach Builders Special from Cadillac. A Coachbuilders Special comes without a painted or vinyl top, no carpet, and no headliner since all these areas will be unusable after the stretch.

The car was shipped to Fort Smith. Shortly after its arrival, my partners and I had a falling out which ended with me leaving "Concept Coach Works." After a few days I received a call from the client's secretary during which she expressed her clients

disappointment in the fact that I had left the company. She asked if I was willing to complete the car. I was willing but there were some problems. The contract was with "Concept Coach Works." I did not have a shop to do the work and it was too long to fit in my garage. I also did not have the funds to acquire all the parts needed to continue the work.

The contract issue was resolved by the client paying "Concept Coach Works" \$5,000.00 to release the car to me. My cash requirements were taken care of by the client sending me \$10,000.00 to locate a shop and begin the work. I found a suitable location about a mile from my home in Hales Corners.

The chauffer contacted me to discuss the client's requests for requirements and specifications. The car was to be a safe refuge in case of an attempt to kidnap him or his family. The materials were to be of the highest quality, with no consideration of cost. Regarding cost; as I used the advance payment of \$10,000.00 so they sent me another advance so that I was never delayed in the progress because of lack of funds.

The safety and security requirements were an unfamiliar area to me. I contacted Cadillac engineering and they informed me that they would provide a list of all the components that the Federal Government requires for a Presidential limousine. I shortly received a three page long list of computer generated parts

numbers. Included were a new engine, transmission, suspension components, wheels, tires, radiator, rear axle, and dozens of supporting parts. I ordered these parts from the local Cadillac dealer. We were embarking upon the removal of nearly every brand new mechanical part and replacing them with more brand new parts. Additionally, we sent the fuel tank out to have it made explosion proof.

The owner requested that I go to New York to meet with his interior designer so we could agree on the materials and design of the interior as well as meet the driver to spec out additional gauges and driver compartment modifications. The interior designer chose Bridge of Weir Leather, Wilton Carpet and English wool broadcloth head lining. Rather than wood veneer, black laminate was picked for the hard surfaces. A fixed sun Roof opening with a motorized panel was added. A motorized division window between the front and back compartment with a separate privacy panel was also requested. On the electrical side of things, several reading lamps, a high quality sound system, and an intercom between compartments was installed. There was no request for a TV however. The limo would have seating for six people. The Chauffer specified a group of analog gauges, the same interior materials and a fire extinguisher.

The construction posed no problems that we could not resolve other than I could not do it alone. I hired a friend of

mine. He had recently closed his shop where he specialized in high performance work on Ferraris and De Tomaso Panteras. Mike and I have continued to have relationship to this day. I also hired an upholsterer to do the interior construction. The cabinet work was done in house.

An interesting side note. After the car was completed we needed a small part that had gone bad. I went to the Cadillac dealer and the parts person said "oh that's for a BO5 option". I asked what that was? He said that's for a Government Secret Service Car. Oh my gosh! The engineer failed to tell me that I could have ordered the car from the factory with most of the upgraded parts already included on the car.

When the car was done, I personally drove it to New York, met the owner for the first time, and asked him if he thought that he received his monies worth. At that moment I realized that he had no idea that he spent over \$125,000.00 on the car. All my communication was with his secretary, who was prompt in sending me the funds as I needed. He was very satisfied with his investment.

In chapter 13 we will journey our tour of growth into buying and selling an array of very desirable, motor cars that range from Aston Martins, Jaguars, Ferraris, Tuckers, Porsches, race cars, Rolls-Royces and a Lost Mercedes 540K Special Roadster.

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CORONA VIRUS MONKEY WRENCH

Your 2020 Board of Directors worked very hard to organize the 2020 WJL Calendar of events. It was done and emailed to the membership in the end of February. As we all know, planning anything at this time is difficult but we are going ahead with the schedule. The other question is, once the "stay at home order" is lifted, how many members will be ready to participate. Please let us know what your feelings are.

May 13, Concours Judge Certification/**with social distancing**
John Boswell 414-840-1317

June 13, a.m. Hare and Hound fun rally.
Jan Schlabowske/Mike Korneli, West Bend 262-629-5314

June 13 p.m. Summer picnic. Mark & Kris O'Meara,
West Bend, 414-702-9944

August 8, Concours, John Boswell, Brookfield, see enclosed flyer

August 15, Jaguar/Austin Healy driving tour, Mike Korneli

October 8 – 10 Mecum Auction overnight, Dave Warren 608-201-2992

October 31, Halloween Party, John & Bunni Boswell 414-840-1317

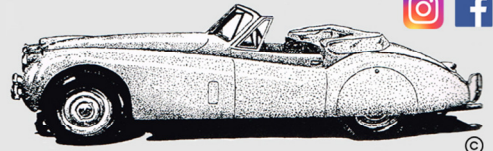
December 12, Holiday Party, Korneli's 262-629-5314

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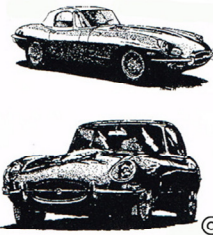
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Over my years in the trade the list of cars that have passed through my shop includes SS 100 (2), most vintage Jaguar sports cars, Packard, Mercedes 540K, 300SL, Austin Healy, MG (most models) Rolls Royce (from 1920 -1989) Ferrari, Lotus, Maserati, Range Rover, Bentley, Bizzarrini, as well as many American classics.

We don't especially enjoy "boring" cars, but will attend to whatever your daily driver is too.

Visit us on Saturday mornings for coffee, and car talk.

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