

The Special Breed

Wisconsin Jaguar Ltd Newsletter

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HOLIDAY PARTY 2019



Friday, December 6th was an evening fill with good conversation and of course, food! Thirty members of the club were in attendance and even Santa took time off to prepare and carve the prime rib for our enjoyment.

The night started with drinks, hors d'oeuvres and plenty of time to Christmas mingle. It's always so much fun to catch up with friends we don't get to see very often. A short recap of the events of the year and a treasurer's report was given. Ideas for the 2020 calendar were discussed. **The Potluck date was set for April 4th at the Jensen's.**

A board meeting is being planned for January so the

calendar can be set.

After dinner the group took a short 3 mile drive to the Korneli's for dessert. Homemade apple crisp and brownies topped off with ice cream was enjoyed by all.

A special treat was served up by Mike. Since his retirement he not only spends most of his time working on car projects, he takes time to find more projects! He would and does say that the projects find him.

The photo below is second in the series:

"Carrol drives a Junker"

The car is the third of three of the Brook Stevens Excalibur J race cars. The car started its life in 1953 with a Willis six cylinder. From 1955 to 1958 it ran a supercharged Jag XK engine. This is its final form with a sleek new front end powered by a 496 CI Lincoln engine. Watch for coming updates



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The Jag Whisperer

By: Jan Schlabowske

Notes From The Shop

They break standing still.

When we discovered the extensive corrosion in the water galley of the 1950 XK 120, we were stimulated to explore how much a car can deteriorate even in conditioned storage. The galley was plugged solid. If we had not decided to replace the cylinder head gasket, we would never have discovered it. Cleaning the galley was a difficult job by media blasting, scraping, and soaking with a mild

hydrochloric acid solution. Fortunately we were disassembling the engine for a complete inspection. This subject was brought up when I had a discussion with an acquaintance that has an extensive collection of Ferrari's and race cars. He commented that he changes antifreeze in every car on a three year schedule. The fact that we both are of a somewhat advanced age, brought to mind a long forgotten solution. A small piece of sacrificial metal was hung from the radiator cap that was called an anode. Water heaters have such an item in the tank. This metal works as a corrosion magnet. Today's anti-freeze solutions claim to have inhibitors for this problem. Clearly they are ineffective during long term storage. Our suggestion is an antifreeze change every three years, being sure that the engine block is also drained.

On the subject of fluid change, there is another area of concern, the brake hydraulic system. Conventional brake fluid absorbs moisture from the atmosphere. Because oil floats on water the moisture accumulates at the lowest

point in the system; usually in the wheel cylinders or calipers.



caliper piston assembly from a 1967 E-Type that was in storage for fifteen years.

The result was all new caliper pistons assemblies, new master cylinder and a new servo unit. Replacing hoses, flushing all lines and refill with synthetic fluid which is less prone to moisture absorption. Castrol has reformulated and renamed their LMA fluid to "Advanced Performance Series Fluid." As a convenience for future work; we installed remote bleeders on the rear and speed bleeders all around. A brake system flush every three years will lessen the potential for a large rebuilding expense.

2020
CALENDAR OF EVENTS
Save the Dates

Details to follow

APRIL 4TH POT LUCK

AT THE JENSEN'S



Auto Biography of An 81 year old Gearhead Chapter 11

By: Jan Schlabowske

The Stretch

The decision to contract Blackhawk to design a fixture to allow us to cut a unitized body in half, separate the two halves and reassemble them was made after Scott and I visited a coach builder in Fort Smith Arkansas. They graciously hosted us and demonstrated their process.

Their method was to disassemble what needed to be done, support the center of the car on stands and roll the two halves apart on the cars wheels. Then fill in the gap with new sheet metal. They did Cadillac and Lincoln Limo's. The result seemed to us to be a bit hazardous since there were variables that could affect the end alignment, such as tire pressure, suspension sag etc. Taking into consideration that we were going to produce Rolls Royce limos, we thought a better system needed to be applied.

Blackhawk engineers worked with us and designed a two part frame fixture. The engine and complete rear suspension needed to be removed. The body shell was then secured at the rear suspension mounts and front suspension mounts as well as in the center adjacent to the place where the cut would

DO YOU HAVE ANY IDEAS FOR THE CLUB? EVENTS YOU WOULD LIKE TO SEE US DO? SOMETHING YOU WOULD LIKE TO VOLUNTEER FOR? INFORMATION YOU WOULD LIKE TO SEE IN THE NEWSLETTER? STORIES YOU WOULD LIKE TO WRITE? PICTURES YOU WOULD LIKE TO SUBMIT? CONTACT US AND LET US KNOW. dkorneli54@charter.net

be made. We also cross braced the body in the center to compensate for any stress changes after the cut was made. Upon making the cut we would then roll the front half away from the rear, keeping everything in alignment.

From that point the building required straight forward, body work, paint work, upholstery, rewiring and interior cabinetry. We were fortunate to have a few ex Excalibur employees, and Bill Leahy of Leahy Coach Works. Bill had a long history with Lehman Peterson Coach Works. They built Presidential Limos. He also was head coach builder for the Meister Brauser racing team, who raced Scarab and Cobra race cars. Bill did the body work for us on Jerry Nell's SS 100, and later on another SS 100 that I restored while in Arkansas. He also built Alloy Cobra bodies. He was one of the last of a breed of coach builders who gas welded and hand fabricated the body parts. His welds were so good that one could polish both sides of the Aluminum panels and not find the seams.

We took some of our cars to a Rolls Royce Owners Club meet in Cincinnati to see how they were accepted. I had been a member of the club for many years and knew that we would receive constructive criticism. The regional Rolls Royce service representative, who I knew gave us a very good

report. The Connolly Leather, Wilton Carpets and high Gloss Cabinetry presented well.

Upon returning to Erie street we went into full production. Scott would get on a plan and return with beat up cars that we bought at bargain prices. We were only concerned about rust, so tended to acquire southern cars. Any mechanical defects were well within our abilities.

The period of my joint venture with the Sampson's would be coming to a close soon, but there is a chapter that it ends with regarding the only Cadillac Limo embarked upon at Concept Coach Builders; an interesting story about a very special car that I ultimately ended up finishing after leaving. That will be Chapter 12.

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PEEK INSIDE THE PRIDE!

Don & Dave Huebschen

*Re- created from an interview
done by Fred Welk in a 2002
"Special Breed"*

This story is about two brothers and their Jaguar that reminds us that love is more important than what's practical.

Don Huebschen's childhood wasn't filled with fast cars. His father owned family sedans and nothing too sporty. But his brother, Dave, older by four years, sparked an interest in British motors the day he drove home in an MGB. "It was pretty neat" Don, who was 13 years old, then remembers.

Age 16 probably couldn't come soon enough for the kid from Beloit. He found a Triumph TR4 in the Milwaukee Journal classified, got a ride to Waukesha and bought it. College days came soon for the brothers. The TR4 was sold and Don went to Madison without wheels. But he roomed in his freshman year with Dave, already at the university there. That's when Dave saw it---just a little ad in the Beloit Shopping News but it caused quite a bit of excitement in Dave's imagination because he understood what a grand heritage a 1956 XK140 enjoyed.

Don knew he liked Jaguars too, but he had no idea what an

XK140 was. His boss had an E-Type and once offered Don the ultimate perk for a teenager; the chance to drive it in Beloit Memorial High School's homecoming parade.

The brothers went for a look but Don was not impressed. It was a scraggly Cat. "The car was rough and ugly" he recalls. "It had thick coats of crummy paint. Parts of the interior were missing and the rest was covered in synthetic black fur. But he wanted to have it," Don says, remembering his brother's rashness.

The car clearly had been in an accident. Body putty was applied thickly. The right wing, the right door and the right rear fender had been replaced. The cowl around the windshield was full of putty. The doors either had gaps thick enough to put your thumb in or were binding against the body. There was lots of damage.

"This isn't clean" Don told his brother. "But it's only \$800!" Dave protested. It seemed to make little difference because Dave didn't have \$800. "Would you go halves with me?" Dave asked his brother.

It may have been love for his older brother who gave him his first ride in a British car, or the subtle pressure that older siblings seem to manage with ease, but Don agreed. "That

was 1972 and \$1,100 could probably have bought a clean XK140." Don remembers with amusement.

The young men spent warm Wisconsin summer evenings and long weekends together working on their car. They stripped off the poorly applied coats and painted the Cat a cream color. They replaced interior parts and worked on the wiring the best they knew how. The result was a fun roadster that they drove periodically for the next two years.

Graduation day arrived for Don in 1975 and he needed money for a real car to go to work. He urged Dave to sell the vehicle so they could free their investment. "You'll never restore this car," Don complained to his brother. "Why don't you put an ad in the paper?" Dave was torn. He knew what an ugly, rough, jalopy it had been and how much hard work he had put into it, and, no doubt, what a work of art it could be, if properly restored. Dave wrote out the ad but never placed it. The hand written copy surfaced in recent years as a reminder of the incident. Instead, he offered to buy Don's share. Brothers don't always see eye to eye. But they agreed improved condition of the car rated a \$1,500 valuation, so Don got \$750.

Dave was out of school now

when his big brother, Dave, died of cancer at age 33.



Dave Huebschen posing with the stripped 1956 XK140



***Don Huebschen 21years old
Steve Karstaedt painting in his suit***

and working. He bought an older home in Madison with a single car garage. There was enough room at the back for the 140 turned sideways and his VW still fit too. As Don predicted, the Jaguar sat there sadly for seven years. That's

"I knew what his dreams were for this car," Don says. "And I always did like it." So he asked Dave's widow if he could purchase the 140.

Immediately Don started disassembling the car to prepare for the proper restoration that it always

needed and Dave had always wanted to do. Don's father, Herb, helped work the car over. "Dave taught me all of my mechanical skills," Don reflects. "He would have finished the car if he could."

Don came across a Wisconsin Jaguars Ltd. car show including beautiful XK150 dropheads. It provided inspiration. Then an ad in Hemmings Motor News led him to a Jaguar Drivers Club Area 51 concours in Louisville, KY., with more beautiful 120's, 140's and 150's. He spent time conversing with the owners and was referred to Jim Kakuska, a restorer from Oswego, IL.

"He graciously came up," Don says. "Jim had a three-year waiting list but that worked out because it gave me time get the mechanicals in shape. About that time I was finished. The car went down to Illinois for the cosmetic to be done."

The car went to the restoration shop in 1989, about seven years after Dave's death.

It was ready in spring 1990, a year Don remembers well because he met Trish Riley.

She loved cars too. They drove the Jaguar to door County together and to concours events in nearby states. Don and Trish enjoyed the shows including the concours awards banquets and the friendships they built, to say nothing of their own growing relationship. The

Jaguar was part of their courtship.



Trish would help clean wire wheels. Don says because of her small hands, they never lost a point in judging. And he fell in love with her as a result, he jokes.

The XK140 carried Don and Trish away on their wedding day in 1992 from the Church by the Side of the Road in Rockton, IL. It was a small family affair but Don couldn't resist tying small wedding bells on the boot handle---nothing likely to scratch the car, of course.

Today, the car has its own stall in the Huebschen garage in South Beloit, IL. "It is a thing of beauty on wheels," Don says with pride. I love driving it and I love just polishing it and looking at it. If it weren't for Dave I wouldn't have it."

The car is painted Imperial Maroon which was an available color selection when new. Over the years the Cat has also been white, grey, red and black.

Jaguar's archives said the original color was Dove Grey with black interior and red piping. The first owner of record was a Navy officer in

Long Beach, Calif., who Don hopes to track down some day.

Engine and chassis numbers match. The car has a C-Type head with large valves that offer an extra 20 hp. About 10 percent were built that way, Don says. And it has factory overdrive that is handy for the 3,000 miles Don adds each year to the 64,000 miles now on the clock. This is a Jaguar that has to be driven to fulfill its purpose.

"It's a rolling memorial to my brother," Don says. The car has been in the family 31 years now." Colin, Don's eight year-old son, likes the car. Father and son go to the drive-in together and to airport fly-ins. Colin helps clean and polish the Cat.

"Colin asked me if I could pick him up from school next week in the Jag," Don reports. "Seems he would like to impress his new second grade girlfriend! I can see that there will be new uses for the Jag in coming years.

Updates:

The car has been in the family for 47 years. It gets driven 600 miles a year and Colin enjoys driving it whenever he visits.



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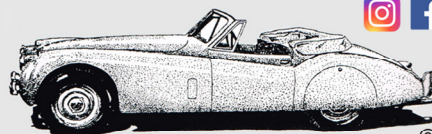
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Over my years in the trade the list of cars that have passed through my shop includes SS 100 (2), most vintage Jaguar sports cars, Packard, Mercedes 540K, 300SL, Austin Healy, MG (most models) Rolls Royce (from 1920 -1989) Ferrari, Lotus, Maserati,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

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