

The Special Breed

Wisconsin Jaguar Ltd Newsletter

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HARE & HOUND

RALLY By: Deb Korneli

LEROY AND SHENENDOAH FINNIGAN & MUGGLES
2007 XKR



LEIGH DE GROOT
2015 F-TYPE



What is a Hare & Hound Rally and what does it take to set one up? Well, Jan Schlabowske was the only member who really knew.

Because the event was starting and ending at the Korneli Garage, Mike and I took the first step and went out driving country roads looking for beautiful scenery, dips, curves and less than 40 minutes of driving. During that drive we mapped out the turns of the course.

The second run was to add at least 30 extra miles for those who might want to just do a driving tour. The third time out was checking and

recording the mileage at every turn. Once that was done, Jan came out and rode the course with us to see if he thought it was interesting, too easy or too challenging. Once we agreed, we went back to the start and set the trip meter to figure out the exact mileage and mark the course. A yellow (0) at an intersection indicated that a decision needed to be made; right turn, left turn or straight ahead. You make your decision, and if you don't find a yellow (X) within a quarter of a mile, you made the wrong decision and you go back the intersection and try again. It could take three tries to get it right!

We finished marking the course and drove it one more time to make sure everything was marked.

The next morning Mike and I drove it one more time recording the mileage at every corner including the extra portion for the "tour only" course. Because we set up the course we were not allowed to do the rally. We did however want to have some fun too, so we would lead the tour.

June 13th was a bright, crisp Saturday morning. Competitors started arriving at the Korneli garage in great anticipation of a fun Jaguar day and a chance to meet up

with friends they hadn't seen in months. Some were excited to compete and some just wanted to drive the course at a leisurely pace. After a little visiting and getting the instructions it was time to start. The tour group left first. Five minutes later the rally started.

The rally proved to be too difficult as not one driver/navigator made it through the whole course. They did however make it back to the garage in time to sit down for their picnic lunch. Everyone had fun and enjoyed sharing their driving experience and finally getting to talk and listen to someone who was not on the television!

Oh! We did present the trophies to the driver and navigator that got closest to the correct time. Even though they admitted to driving on the freeway (which was not part of the course) Bob Roth and Daniel Jorvig won the 1st annual Hare & Hound Rally. I say 1st annual because I think the organizers learned a lot about how and where to mark the course and the competitors would probably like to take another shot at it and see all the great roads we chose.(bigger XXX's and OOO's) needed. Because of social distancing, they don't stand for hugs and kisses!

JAN SCHLABIOWSKI Rally Coordinator
BOB ROTH driver
DANIEL JORVIG navigator



PICNIC LUNCH



AUTOBIOGRAPY OF
The 82 Year Old Gear
Head
Chapter 13

By: Jan Schlabowske

The exciting Collector Car Market. Near the end of the Limo construction, we were told that the building that we were using was not zoned for

automotive work. A longtime client of mine, Jerry Nell, was a WJL member. Jerry sold me a building in Butler, which was remodeled to fit our needs. It had shop space, display space and an office.

In about 1988 the collector market became very active with values increasing on almost a daily basis. I acquired a dealer's license and started some sales along with our shop work. Most of my sales were as a broker, as I did not have the financial resources to purchase the cars myself.

I received an auction catalog for Classic Cars that was to be held in Las Vegas. The catalog was very high quality as were the cars. I went to the bank and acquired a letter of credit allowing me to write a check up to the modest sum of \$30,000.00, and registered as a bidder.

Upon arrival in Las Vegas, and reviewing the remarkable selection of vehicles, it was evident that there would be few that were within my budget. But it was a great opportunity to meet other dealers and collectors.

A significant experience happened as I was reviewing a trio of Mercedes cars. There was a 220 Cabriolet, a 300 S Coupe, and a 300 S C Roadster. I returned to these cars several times, and each time ran into the same gentleman who was also interested in the cars. We began discussing the cars and he asked me what I would estimate the value of each

might be. I thought the 300 SC Roadster might fetch around \$200,000.00, the Coupe around \$125,000.00, and the 220 around \$75,000.00. He then asked if I would bid on one of them for him because he would not be there when they came across the auction block. I explained that I did not have a credit limit large enough to buy any of them. His response was "I do! I will give you a signed check that you can use. It has a guarantee up to **One Million Dollars ! Yikes!**

The next day the cars went through the auction. I bid up to my estimate value on the Roaster and the coupe, only to lose them because I was at least 50% too low. I decided to buy the 220 at whatever the cost, because it was clear that the values were higher than I thought and Bernie the buyer wanted a car. I paid double my estimate and bought the car. That evening I called Bernie in Detroit and explained. He thanked me and asked if I would ship the car to my shop, go over it and ship it to him? Oh, by the way, what is your last name and business name?" He gave me a check worth one million dollars that was signed and did not know my name.

After that Bernie became my bank. I could call him and ask for hundreds of thousands of dollars, and the money would be in my bank the next day, no contracts, purely on trust. His only question was "how fast can you flip it". Bernie would keep the best of the finds for his collection, always paying me a fair profit as if we sold the car.

Over the next couple years many Mercedes 300 SL's passed through my shop. I think about 8 or 9. At the beginning of 1989 we paid about \$125,000. 00 for a decent driver. At years end we paid \$600,000.00 for the same quality. The same rate of appreciation went for Ferrari's, some Jaguar's and most important competition cars. I purchased two Porsche Race cars in Central America; a 934 and a 935. The 934 came from El Salvador. The 935 was in Costa Rica. The trip to inspect the El Salvador car and to have it shipped is a story all in itself. The country was still somewhat involved in a revolution. Was it necessary to deal with a Nobel Prize winning ex-President to buy a car? I will continue that saga as well as the discovered Mercedes 540 K Special roadster that was lost, and discovered in Salt Lake City for the next chapter.

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Notes from the Shop

By: Jan Schlabowske

Big Cat Engines 12 Cylinders

Lately we have had the pleasure of servicing several 12 cylinder Jaguars. Among these cars we encountered several

issues. Low oil pressure after long hot driving, intermittent no start, and sedan exhaust part unavailability.

The low oil pressure would be evident after a trip of 20 or 30 miles at high speeds. The engine temperature remained near normal. When the engine was started cold the pressure would be 60 or more pounds. Gradually it would reduce to about 25 pounds until the car came to rest. At that point the pressure dropped to near zero on the gauge. We replaced the sending unit, the oil pressure by pass on the filter adapter and checked the instrument gauge by substituting a mechanical gauge. We did not know what the viscosity of the oil that was used during the last oil change. It is likely that it was what many shops would use, 10W30 or something near that.

The E type workshop manual calls for 20W50. We have decided to upgrade the motor oil that we use in all high performance engines. The brand of choice for us is MOTUL. You may notice their signage at Formula 1 races. While it is somewhat more expensive than most other oils, we are convinced that the quality justifies the cost. Our viscosity of choice is MOTUL X-Power 10W60. The pressure problem was resolved.

Intermittent no start: Shortly after Jaguar introduced the 12 cylinder engine, the factory supplied an ignition conversion. The amplifier on the electronic ignition was situated between the cylinder banks, just ahead of the distributor. The conversion relocated the amplifier to the upper radiator support, where it was not subject to the extreme engine heat. This kit is no longer available. In our opinion the original OPUS system was prone to failure, no matter where it was located. For years we converted the internals on the distributor to a PERTRONICS system. When this was done the tachometer had to be sent out for recalibrating.

Recently an entire new system has come on the market. The amplifier is completely rebuilt and can go back to the engine location without heat damage. The system includes all the ignition components, that amplifies the distributor, ballast resistor, coil, and wiring. The system has the most comprehensive instruction manual that I have ever seen. An additional bonus is that the tachometer does not have to be recalibrated. The cost is about \$685.00 plus a \$450, core charge which is retuned when the vendor receives the old parts. Installation is a little putzy because of all the pipes and

other plumbing above the distributor. The results are an engine compartment that would be judged correct and a very reliable ignition system.

The sedan exhaust system was impossible to find at the time we were working on it. It too is a 12 cylinder car. We found a small muffler shop in West Allis that duplicated the original system, at a reasonable price. Happy to say there are no rattles.

Over the past few months there has been an Aston Martin, a MKII Jag, several E types, and an Opel GT (how did that slip in?) The Pontiac GTO is close to ready for paint, and a Rolls Royce scheduled.

Happy Motoring,
Jan, Dean and Dave.

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1934 SS I PROJECT

BY: Mike Korneli



My SS I project has had many interruptions over the years. Part of that has to do with how to find parts. The second reason is that other cars were put in front of the queue. I finally have most of the parts I need and progress has been made.

A steel bodied car nailed to a wood frame is certainly a recipe for problems. Eighty percent of the wood frame was gone or damaged. When the car was restored in Argentina a lot of the wood was replaced with metal structure. Although not my original plan, I decided to replace it all. That was only made possible due to a couple of friends who had redone SS cars and had original pieces. Some of the pieces were rotted and not complete. I was also missing a few pieces which

required making some assumptions. I had never attempted to build a wood chassis before. This required buying a wood band saw. Fortunately I have a milling machine. Those two tools a skill saw and a hand saw were used to build the frame. I have to say it was personally very satisfying to see the completed frame with functioning doors.

The sheet metal on the car was equally as challenging. It looked better from ten feet than it really was. The entire sliding sunshine roof was replaced with a solid panel. This required creating the entire sliding track mechanism. Other body panels had been modified more than once. I guess not all that surprising for



Photos By: Mike Korneli
700 hours of wood working

an 87 year old car. This would require coach building equipment and skills. Another first; I would need help to get the body back to original. We had done a spring tech session at Hardison Metal Shaping several years ago. I ended up using Colton to do the work. The first time he sent me a progress picture it was like opening up a Christmas present when you were a kid. The work was magically getting done and I didn't have to swear to get it done. It wasn't magic. I was buying my own Christmas presents. I could live with this!

I brought the car back home, disassembled it and prepared it for primer. With each piece sprayed it was reassembled. The body work will now begin. The plan is to have it painted before the snow flies. There, I put that in writing.



IT'S NOT TO LATE

One last reminder about the Concours d' Elegance

In years past it was always the clubs favorite event. It also brought in a little income to help support the club.

There will be plenty of room for proper distancing.

HOPE TO SEE YOU THERE

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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)

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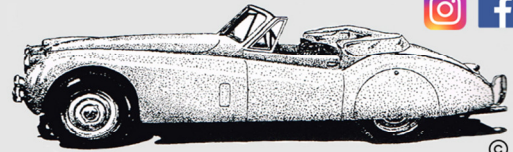
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