

# *The Special Breed*

Wisconsin Jaguar Ltd Newsletter

Volume XXXIX No. 4

NOVEMBER, 2020

## **A YEAR AT A GLANCE**

By: Deb Korneli

**2020** will be remembered for years to come. Maybe not fondly but to put a positive spin on it...we are here to hope 2021 will be better.

Many of us put ourselves in lockdown and others went about our lives but a little more cautiously. For the car people, many driving tours were organized. We could stay in our cars, wear a "mask" and easily "social distance" and still visit with our friends. The most difficult part of this for me was not hugging my friends. Again, on a positive note, we still got to see each other. Not really wanting to believe that there was going to be "a new normal" we went about planning events believing that this would end soon.

Our first attended event was the Potluck. It was held at The Jensen's in February. Fun and great food as usual.

Next on the schedule was the James Bond Movie Experience. It was initially scheduled for April but was canceled because not enough people signed up to

meet the minimum numbers to reserve the seats. Then because of Covid, the movie was not going to release until later. Not wanting to give up on a good idea, it was rescheduled for November. Once again the movie release was postponed. It will be put on the schedule for April 10<sup>th</sup> but we will have to wait to see if 007 can find the cure for Covid!

Our next event was the Hare & Hound Rally. It was well attended and even though no one completed the rally, we all had fun.

The Concours d' Elegance was held August 8<sup>th</sup>. It was very well attended. Most of the members were seasoned concours competitors but we did have a few new people to the show experience.

Jag Club members joined the Healey Club members on a weekend driving tour to Door County the first weekend in October. This was the last event of the season.

I think we did pretty well with the challenges we had this year and I hope we can put 2020

behind us and have a way better 2021!

## **WISCONSIN JAGUAR LTD CONCOURS d' ELEGANCE**

By: Mike Korneli

We were able to pull off a Concours this year despite its challenges and Covid concerns. The new venue was a place to hold a Concours with good exposure for the club and Jaguar. "The Corners" in Brookfield has a quaint small street layout. There are shops and restaurants lining the streets. There was not a lot of activity due to Covid. In a normal year I think it would be great. Hopefully we can return next year. My first stop will be the store with the Gelato and pastries. The Home 2 Suites was our base hotel for the weekend. Wilde Jaguar displayed three new cars. It was great to have them participating in the event. It has been a long time since we have had a dealer at any of our events. Maybe this will be a start to a stronger relationship.

The weather cooperated nicely. Not too hot or cold. Given the conditions we had a nice turnout. We had nine cars in

the Championship class, eight in driven and eight in display for a total of twenty-five cars.



There was a nice cross section of cars from XK's to F-Types. The always reliable Mark IV of the Jensen's decided to take a break from the activities. Well, at least the starter made that decision. Unfortunately our only early car ended up being a no show. We even had some out of state competitors. Two from Illinois, two from Ohio and one all the way from Oklahoma.

It was decided not to have any kind of official gathering on Friday night for dinner. Even with out of state visitors it was felt safety over hospitality was the rule of the day. The same safety was used for the judges meeting and the judging itself.



The town of Brookfield awarded the 1960 XK150 owned by Don and Paula Beck of Oklahoma,



The Best of Show award.

Given the conditions, I think the event went off very well. People had fun and felt comfortable.

John had laid out complete Covid procedures. As always a big thank you goes out to John and Bunni Boswell. I don't know how many years they have been doing this; I'm not sure they do either!



## **AUTOBIOGRAPHY OF** **The 82 Year Old Gear** **Head** **Chapter 14**

By: Jan Schlabowske

### **El Salvador, Costa Rica and a 540K Special Roadster.**

An acquaintance of mine contacted me about a 934 Porsche race car that was for sale in El Salvador. I contacted the mechanic of the owner who verified that it was in fact for

sale. The car was a retired IMSA car and had been raced extensively in Central America and Laguna Seca by the current owner. I contacted the El Salvador Embassy to inquire if a visa was possible. I also contacted the US State department about the safety of a trip there since they recently had a revolution. Both said a trip was safe and to export the car could be done with minimal hassle.

I flew to El Salvador and met with the owner and made a deal. By coincidence, there was a race scheduled two weeks later at the local race track called El Habale. The track was named after the nearby extinct volcano. We decided to have the car ready for shipment from the local airport on the Monday following the race. I would spend the race weekend there and go to the race. The Porsche would not be raced because the owner had acquired a Rousch Mustang with an Alfa Romeo Grille.

The race day was interesting to say the least. Being surrounded by armed soldiers with helicopters flying overhead all made me wonder just how much of the revolution was really over. Despite that, the environment was about as casual as one could imagine. It reminded me of 1940 American dirt track racing. Little girls were walking around selling candy and Chicklets chewing gum. The track was well made and paved. Fueling was interesting. 55 Gallon drums were supported on 2X4's and gravity fed into the cars. Two

drivers returned to the pits and had a fist fight over some issue.

Sports car racing became popular several years earlier when a group of wealthy Central and South American enthusiasts agreed to fund a series of tracks on which they could compete with each other. They called the series The Central American Challenge. Tracks were built in Costa Rica, El Salvador, Panama, and I believe in northern South America, five in all. They hoped to attract European competitors, but discovered that attendance could not support Formula or Factory sponsored teams.

On Monday the car arrived and was loaded. The spares were to be shipped the next day with everything going to Miami. When I returned home, I received a phone call that the car arrived, but the rebels took over the airport and the parts did not get shipped. They did however leave a few days later. The rebels also took over The Holiday Inn where I had intended to stay because my travel agent said it was the safest. I stayed in a very nice hotel downtown and never felt threatened despite seeing armed guards at every business.

While there I was told of a 935 Porsche that was for sale in Costa Rica. I contacted the seller and went there to try and make a deal. We agreed on a price and closed the deal. I then discussed the large number of Classic and collector cars in Argentina with the

seller. I was unsure about how to negotiate export from a country which I had little knowledge. His answer was "you mean which wheels do you need to grease" I said yes, to which he replied "to bad my friend Oscar who lives across the street is at an inauguration, he could help" He was referring to Oscar Arias, the ex-president and Nobel Laureate. Then he said "it's best to start as high as you can"

Later that year another friend of mine called me about an unknown 1938 Mercedes 540 K Special Roadster that surfaced in Salt Lake City. Mark was the historian for the Mercedes Benz Club and verified its provenance. While it was not exactly similar to the 540 K Roadsters that had become extremely valuable, it was an authentic car. The car was built for the Krupp Arms company, but was shipped to the Netherlands for the use of the German Governor. After the war the Queen gave it to the head of the underground who sold it to an American GI. I was shown a photo of the GI with the car in front of the Eiffel Tower. He brought it to San Francisco and a few years later sold it to Carl in Salt Lake City for \$3,500.00. The new buyer was a machinist who built reproduction Gatling Guns and old cannons, all of which were functional. The Gatling guns fired 600 rounds per minute. It used 22 caliber, 9 MM caliber and very small rounds that he constructed using the firing pins from shot gun shells. Synchronicity?? (the car was

back in the hands of an arms manufacturer)

The negotiations had begun. Before I left the seller told me that Don Williams of the Blackhawk collection told him it was worth \$1,500,000.00. I called Bernie and asked if he was interested. His answer was yes if the car could be bought for the million five hundred. He sent me \$250,000.00 to take for a deposit. I had a certified check made to the seller and flew to Salt Lake City. Over dinner at a nearby restaurant I inquired about the price. The owner repeated the claim that Don Williams made. I asked "did he make an offer", he said "no". I asked if he would take that amount. He said "well look at all the taxes I will pay". I responded. "I calculated that. You will be left with \$1,080,000.00" His response was "how do I know you are serious?" I showed him the deposit check in his name for \$250,000.00.

We made the deal but he wanted part payment in a few cars as trade-ins to reduce his tax liability and expand his collection. Bernie wired me the balance and over a few weeks I purchased several cars, sent them to him and finally the balance.

While there in Salt Lake City, we flew in a small plane to a town near the Bonneville Salt Flats. There, a chap had a museum with a nice assortment of cars. I purchased a 300 SL. Then I was on to another collector where I purchased the ugliest Rolls Royce Silver Ghost



that I had ever seen, and a sleigh and a wagon.

The time frame for all this activity was the late 1980's and early 1990's. The collector market was crazy. Had someone purchased a Mercedes 300 SL during early 1989, it would cost about \$125,000.00 for a decent driver. In one year they brought over \$500,000.00. We turned the cars as fast as we could. We were satisfied with a few thousand dollars each. Today they are bringing over one million dollars. For me the joy was in the hunt, kind of like Automobile Archeology. Sadly current prices are out of reach for about ninety percent of enthusiasts.

### WELCOME NEW MEMBERS

#### **MONTY BEAL**

**Menomonee Falls, WI**  
**15 F-TYPE S COUPE, BLACK**

#### **TODD & IRYNA KRESHECK**

**Two Rivers, WI**  
**64 E-TYPE OTS**  
**75 XJ6 C**

#### **STEPHEN C VAN DE BLOEMEN**

**Waukesha, WI**  
**83 XJ6 VDP BLACK**  
**85 XJ6 BRONZE**  
**02 XJR 100 LTD. EDITION, BLACK**  
**06 XJ 6 VDP BRG**  
**08 XJ8 VDP, BOTANIC GREEN**  
**17 F-PACE BRG**

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**96 XJS BLUE**  
**17 XJL RED**



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## **Notes from the Shop**

By: Jan Schlabowske

Covid has had some effect on us. We miss the opportunities to share our facility with fellow enthusiasts on Saturdays. Visitors are few.

Over the past couple months we replaced window regulators in an XK 150 S OTS. We found them in the UK., and ordered new door lock assemblies from the same source. The cost of these items is astronomical, but the fact that we can get them is a blessing.

We replaced two steering rack and pinions, one in a Series II E-Type and one power unit in a Series III E-Type.

Rolls Royce cars, (proper motor cars), seem to be attracted to a Rolls Royce magnet in my driveway. The fuel injection system in later cars is a common cause of failure and expense. The system is a CIS system, common to early Porsche and Mercedes. Rolls Royce always seems to decide to modify the system in ways that the common repair manuals do not refer to. We spend a great deal of time on the phone with my friend Greg Albers, of Bentley of Zionsville. I go way back with his company when in my past life I was very involved with Rolls Royce Motor Cars. Greg is always willing to do virtual

diagnostic as was his father Herman who has since passed away.

I was invited to a Rolls Royce event a couple weeks ago in the North Chicago area. It was a short Color Tour, led by a Rolls Royce Silver Ghost. There were two Jaguars, and two MGs; a TD and a TC with a Supercharger. The tour ended at one of the members palatial estates on Lake Michigan. An outdoor, safe distance picnic was held on his grounds. A few of his collection were on display. They included a McLaren, a Mercedes Benz 300SL Gullwing, a vintage Bentley, a Rolls Royce Continental, and a Bentley Continental.

My ride was my recently acquired 2003 S-Type Jaguar that I purchased from my son Dean.

A RROC member, who does short video productions, asked if I would be willing to do some that relate to repairs that an owner could do by himself. A California shop does this on one Saturday a month. He invites owners and makes the video available to members on youtube. I think that we will give it a try when he returns in spring. It is a way to keep club members connected during the Covid 19 time.

The GTO is close to returning for reassembly. We took it to Don's Auto Body in West Allis. Don is a racer/ gearhead, with the proper perspective when it comes to restoration. He raced a Datsun 510, a Spec Mazda and has one of the nicest restored early Mini's that I have seen.

## **FALL IN DOOR COUNTY**

**BY: MIKE KORNEL**

The Jag Club was invited by John Seaman of the Austin Healey club to join them on a fall tour. He also invited the MG club. The best part was that John did all the leg work. John and his wife Sandy had been to Door County, our final destination, many times. He knew all the good roads.

Our plan was to take the XK150S. It's such a comfortable car and keeps up with traffic so easily. When the time came the plan changed. The weather forecast was cold, windy and rain. I had never even turned the coolant on to the heater and didn't want to deal with any potential problem, so the Corvette it was.

We met at a park & ride in Sheboygan. There were 8 cars total for the three day overnight tour. It was a bit of an odd mix; 3 Jags, 2 Healeys, a Miata, a replica MGTD and our Corvette. Our members included: Jon Bauer and Chris Werner, Leigh and Kim

DeGroot, Shenendoah & Leroy Finnigan, Fred and Meg Fleischman and Mike and Deb Korneli. Fred and Meg drove their Healey to balance the club count out at 4 Jag Club members and 4 Healey Club members.

The first part of the drive up was a little boring as it was mostly highway. I have to admit I was feeling a little bit like a wimp. The Miata was driving with its top down and the MG replica didn't even have side curtains. We were warm wimps with the top on the Corvette up. I'm not going to say if the heat was on! The roads got nicer the farther up the peninsula. Deb and I had never been that far up in Door County and were interested to see the sights. We arrived at our base hotel, The Birchwood Lodge, in Sister Bay. It was a very nice suite. We were supposed to have a view of the water; perhaps that was from the roof.

There were no firm plans for dinner due to Covid. Some people chose to order in and some went to a restaurant.

John picked some great roads. Fred has spent much time in Door County and is very familiar with the roads. He commented that that was the slowest he had ever driven them. For a first timer it was nice because you could actually look at the scenery. The state



park with the water caves was probably my favorite.



Right after we arrived it started raining ice pellets. It didn't last long but it confirmed my car choices. There was another state park that drove along the water. It was quite nice. Traffic was very busy. There were a lot of people camping in the not very desirable weather. I'm talking tent camping. Once again, happy for the modern car with a heater. We left the park and entered Fish Creek. The traffic looked like the Chicago Loop during rush hour. I couldn't believe it. The one road coming into the main drag of Fish Creek was probably backed up a quarter of a mile. We were supposed to find a place to eat lunch and do shopping on our own. We all pulled into what was a full parking lot. After a little discussion, the Jag group

decided to head back to Sister Bay in hopes of less people.

We followed John's route at first. He had set up stores to stop at along the way. We did find some great stores that sold everything you could make with cherries. Who would have thought! We stocked up on a lot of products because I love Cherries. Eventually we plugged Sister Bay into a GPS and took a direct route back. It was busy there but only about one quarter of the people that were in Fish Creek. There is a Swedish restaurant in town that is known for having goats on the grass roof of the buildings. We finally got to see it.



Despite the less than perfect weather, dealing with masks and Covid, we had a fun time. I think everyone did. The MG was concerned about some mechanical issues on Saturday but I saw it parked outside of the hotel on Sunday. I guess everything was ok. Classics are great but sometimes not so dependable.

More of the 2020

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We invite owners of later model Jaguars cars such as XK8, XKR, F-Type or any more current models to try us. Our labor rate is friendly, and parts markup modest. We have technical information and specs readily available.

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 Healey, 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.

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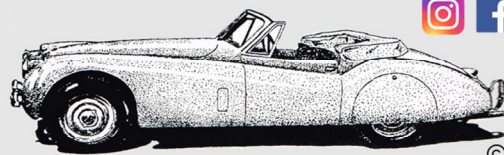






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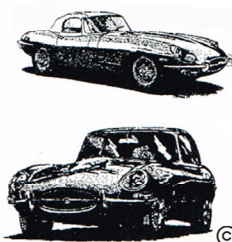
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