

JAGUAR/HEALEY FALL COLOR TOUR

The morning of October 5th 2019 brought hopes of sunny skies, morning coffee, bright colors and the excitement of meeting with new and old friends and car enthusiasts. The skies were a mix of cloudy and sunny, the coffee flowed and the friends showed up in full force. 16 Jaguar Club members and 12 Healey Club members ignored the rainy weather forecast and brought their cars out for the sixty five mile run.

Bernie Evans, a Healey Club member and organizer of the tour gave us our instructions and got us lined up for the tour. As in any well oiled car event there were a few wrenches thrown into the mix. The starting point of the tour was at a coffee shop on Main Street in Hartford. Little did we know that Main Street was closed for a farmers market or that there would be a walk-a-thon with seas of participants storming the city. The parking lots and streets were full but we adapted and started off as planned.

Once we left the city the next, (let's call it a little wrench) appeared. We were supposed to turn on Hwy K but we saw the road was all torn up and closed. I was a little disappointed. Being from the

area I knew what views we were going to miss. Luckily the detour was short and brought us around the block and back to Hwy K and we didn't miss any of the sights. We still descended the hill that gave us a beautiful view of Big Cedar Lake.



We continued on the scenic tour through the Kettle Moraine sometimes losing sight of our leader as his racing gold Opel blended in with the fall colors of the Quaking Aspens. Yes, I said Opel, which Bernie chose because it was better at keeping the rain outside than his Healey is!



Our first stop was at a cute wine shop in Dundee, where we picked up two other Healey Club members who would prove to be the most important people on the tour. (You'll find out why at the end of the story.) A little drinking, a little

shopping, a little resting, talking and we were back on the road. Rumor has it there was another "little wrench" used quickly on one of the Jaguars. It was up and running well within seconds that we hardly knew there was an issue.

We carried on to our final destination for lunch at Black Wolf Run in Kohler. We were seated in a rustic room with beautiful views of the golf course. Not long after our tasty lunches were served it started pouring. That promised rain held off until we'd finished the driving part of the tour.

And now for the end of the story...Healey members, John and Sandy Seaman invited us to their home for homemade apple and cherry pie with ice cream. It was wonderful, as was the whole day! We look forward to our next joint event with the Healey Club! Thanks Bernie for organizing and leading the tour.



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The Jag Whisperer

By: Jan Schlabowske

Notes From The Shop

Much has accomplished since the last notes. The XK 150 is back home with ton of new mechanical components and a valve job. In the process of setting valve clearance we discovered that when they were last adjusted the repair shop did not have a shim assortment so after the valves were ground there was not enough space to use the thinnest shims available. So they ground the shims thinner to achieve the correct clearance. This act made it impossible to achieve the necessary clearance. So we removed the head, re-ground the seats and installed new valves to correct the

problem. The owner spent several days in our shop helping. While I don't encourage this it was good for the owner to see firsthand what we often run into on these elderly cars, and why the cost climbs.

The Alloy 120 is back on the road and will be home by the time you read this. The goal was never to restore it, only to make it marginally operable. The owner has been looking at it for about 20 years and only drove it in his parking lot. It has a significant history, having been raced on the street in 1950 and 1951 at Elkhart Lake by Steffen Briggs. A note at the end of this article to warn owners of the older cars

A 1973 V12 E Type OTS has been in and out with major maintenance. The owner has owned it for 40 plus years and has no intention of selling it. Wow, what a wonderful car to drive when all is working. We have become attached to these "Big Cats". While most shops avoid the V12's we look forward to seeing them.

In our affinity for British cars of significance, we also take in Rolls Royce. Recently we had a 1962 Silver cloud II, a 1948 Silver Wraith, a 1956 Bentley, a 1972 Silver Shadow, and a 1967 Silver Cloud that just arrived. It was Rolls Royce cars that I specialized in for many years.

Two last items. I have two Jaguar special tools that any WJL brave soul may borrow. A tool for removing the wire wheel hubs and a tool to reset the torsion bars on E types. The

torsion tool is of our own manufacture. I borrowed one from JCNA and made my own.

Recommendations and advice to owners of older cars.

While setting the carbs on the XK 120, a loud noise erupted and I was hit in my legs with car parts. The harmonic balancer on the crankshaft disintegrated. Had this happened while driving it probably would have destroyed the radiator, water pump and anything else that was hit by the five pound part. Upon inspection, we found that the rubber that bonds the two half's together was dry and cracked. Now this happened on a 70 year old car. But anyone with an early XK might inspect their balancer to see if the rubber is dry and cracked. Good OEM replacements are a little under \$300.00. Uprated Billet silicone filled are a little over \$500.00. We are replacing the balancer on the 67 E type that is recovering from an engine rebuild.

2019 CALENDAR OF EVENTS

Save the Dates

Details to follow

Oct. 26 th	Halloween Party Boswell's
Nov. 10	Go cart racing
Dec.	Holiday Party TBD



Auto Biography of An 81 year old Gearhead Chapter 10

By: Jan Schlabowske

The Rolls Royce Stretch,

Our shop on 45th and North Ave. was near a limo rental firm. During a conversation with the owner of Elite Limousines, he mentioned how he wished that he could afford a Rolls Royce Limo. Upon reflection and noticing that I had in my shop a rather Shabby Silver Shadow sedan I thought "Is there a way to create a reasonably priced limo and make it more reliable at the same time out of this car? "

I and a part time employee Scott Sampson took a trip to Fort Smith Arkansas to visit a well-respected company that stretched Cadillacs and Lincolns. It was an enlightening trip. What we learned was that a successful limo builder needed a staff of good body men and upholsters. The industry method was to obtain a coachbuilder's special from the factory, which came with an unpainted top, no headliner and no rear carpet. Roll it out onto a level floor, support the center and saw it in half with a Sawzall. Then separate the two halves and weld in pre-manufactured body sections and finish details. What we saw was a problem was keeping the two halves in proper alignment. Upon returning we discussed the feasibility of the project.

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

Two issues came up; Chassis alignment and reliability and using cars that were ten to 15 years old.

Chassis alignment; I contacted Blackhawk to see if they had any ideas. They came back with a design of a two part frame machine. Each half could be secured, cut in half and rolled apart 48 inches without losing critical panel alignment. We contracted them to build us the fixture.

Reliability; The cars we intended to use would be high mileage examples. Engine reliability and repair costs were potentially high. Systems such as brakes and electrical could be rebuilt or repaired as needed during the stretch. **Let's use Chevrolet engines!!!** Oh Oh. The hydraulic brake and suspension are operated through a high pressure system which gets its pressure from two pumps that are operated via the cam shaft and are mounted on the engine block.

I had an acquaintance, Peter who had a tendency to create out of the box or odd ball systems. He said "I can do it". A few weeks later he came in with brackets and hardware to operate the Rolls Royce pumps off of belts in the front of the engine. It worked! The brakes and leveling system operated as normal.

The frame fixture arrived and we had a ceremony of sawing a Rolls Royce in half. The first car was purchased by

our neighbor. We made few short cuts in the construction. Using Connolly Leather, Wilton carpeting, English broadcloth for the headliner, and Veneered Cabinetry, we could produce a Rolls Royce Limo at near the same price as a Cadillac or Lincoln.

My part time employee was Scott Sampson, whose father was BJ Sampson of Sampson investments. I had a relationship with BJ as he would often bankroll large purchases of collector cars for resale. I had a used car dealer's license.

BJ approached me as to whether I was interested in selling the company? He was looking for a place for Scott. He offered a fair price, keeping me as Director of Operations, Scott as President, and moving the business to a building that he owned on Erie street, next to his office.

In addition we could complete restoration projects in process such as Jerry Nell's SS100 at the new shop, and continue to sell cars. Since setting up an entire fabrication company with the expense of hiring painters, body men, electrical specialists, stocking parts inventory and buying cars to stretch, seemed to be beyond my skills and financial ability, I said yes.

Shortly thereafter we moved.



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JAG C-X75 CONCEPT

The F-Type was introduced in 2014. Jaguar has an updated version in the works. The car will get a little freshening up. It's kind of hard to improve on such a beautiful car. The rumors are a change in the look of the headlights. This would require modifying the hood and the front fascia. The rear tail lights are also in for a change. It sounds like the V-6 option may be in the history books. An inline 6 would replace it. Interesting; the F-Type could have an inline 6 just as the original E-Type had an inline 6. This engine might get an oversized starter that would help power the car under heavy load. Then under braking, it would recover energy. The new 6 cylinder may no longer be offered with a manual transmission. I hope not.

So why a picture of the 2010 C-X75 concept car?



The minor changes for 2021 F-Type is really something to extend the life of the model. Jaguar is working on a new F-Type for a few years down the road. A mid-engine platform is an option. Jaguar did look at the possibility of making the C-X75 a production model. In 2012 they ended work on the project. The original concept was an electric hybrid. It was to have a 2.0 liter 4 cylinder. In my opinion a car that looks that good with a 4 cylinder is a shame. I know that the electric motors have tire shredding amounts of torque, but I am old school. I think most sports car buyers are. Hopefully Jaguar will build a mid-engine F-Type. It took Corvette a few decades. Can Jaguar do it in a few years? Good old fashioned combustion power please. BY: MIKE KORNELI

GO GO CARTING - NOVEMBER 10TH 2:30 - WAUKESHA



As people who are truly passionate about our cars, a chance to drive really fast is not to be missed. Even if you've never sat in a racecar or driven around a track, deep down, most everyone truly wants to!

On Sunday, November 10 you'll have just that opportunity. We've reserved a timeslot at the Veloce Indoor Speedway in Waukesha, Wisconsin to participate in our own private Grand Prix style electric go kart race. These are not kids' toys or Wisconsin Dells caliber vehicles. Veloce's go karts are the most sophisticated, safe and technologically advanced karts available and are capable of speeds up to 50MPH (which seems closer to 150 MPH when you are mere inches off the ground)! Think of them as a more nimble and smaller Jaguar I-Pace. If you've never tried this kind of racing, you simply do not know what you're missing.

Our day will begin at 2:30 with check in, making payment (\$63 for our 3 Race event), the obligatory signing of liability waivers and donning of safety gear. We should be lined up and ready for the green flag at around 3 pm. Upon completion, the winner will receive a trophy and the accolades of everyone who witnessed their racing prowess.

From there you are free to get back to reality and on the road for the trip home or stick around for impromptu drinks and dinner with your racing buddies and the gallery.

For more information or to add your name to our grid, contact Dave Warren at dave@davesace.com.

Veloce Indoor Speedway
W229N1400 Westwood Dr
Waukesha, WI 53186



By Carl Jensen

This year our marque lost a treasure and possibly our last tie to some of Jaguar's greatest days. Norman Dewis, Chief Test Driver and Development

Engineer for Jaguar Cars, left us at age 98.

Norman was a very interesting man of many loves. He loved Jaguars, racing, laughing, friends, nearly every woman he met and the wild west. He had a passion of everything western, including movies, country music and clothes. He was a man full of energy and always looking ahead. His

warm welcoming smile and sincere interest in others made everyone who met him feel like a friend. Our Jaguar club magazines from England show him everywhere and it looked like the party was always around him.

But don't think for a second that Norman did not have a serious and extremely focused side. While he would laugh

about the great stories he told, one does not rise to the top or their profession in the auto industry without extreme inner drive. In fact, Norman never lost his "push the limit" mindset. I can tell you first hand that he rode my rear bumper on a high speed rally more than once, for long durations of time...so close I could not see the front of his car. It amazed me that at his age he was still razor sharp, so focused. During week long trips, I would get up early only to find Norman already up and chipper, but when

my sleepy head hit the pillow at night, he was still going. Amazing.

While sitting at the breakfast table one morning we shared experiences of working in the auto industry. Norman had done so much, but it was interesting that he pointed out that there were a million miles of boring test laps, as well as many life threatening situations. In his wisdom he was able to point out to me the importance of enjoying the good times, but those great times do not always mean the grass is

always greener on the other side of the fence.

After Norman passed, a lot of photos and memories were emailed back and forth among friends. While it was sad that he was gone, the photos made us laugh and celebrate a life well lived. But it was in a note from Terry Larson where I read the most meaningful comments. He pointed out that as time went on these cars really became just the connection that brought us together as friends.



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