

# *The Special Breed*

Wisconsin Jaguar Ltd Newsletter

Volume XXXIX No. 5

DECEMBER, 2020

## **PRESIDENT'S MESSAGE**

Mike Korneli

What a year! You don't ever want to wish your life away, especially as you get older, but I will be glad when it's over. As a club we did manage to hold four events; the rally, the concours and a weekend driving tour organized by the Healey Club. The last was the Holiday Party/Annual meeting held at our house. Members were surveyed as to what if anything we should be doing due to obvious concerns. The majority of those who responded were more comfortable in our home than in a restaurant. A good time was had by all and of course the food was great as always.

Due to a lack of activities we also had a reduced number of newsletters this year. The newsletter is the one thing that keeps our less active members up to date with what is happening in the club. All the clubs are struggling with the lack of activities. Members feel detached from the club and each other. That is not a good thing and the result is the membership is declining everywhere. The Jaguar club

nationally has seen a 30% decline in membership. I don't know how it survives if that doesn't turn around. Our club has been very stable at about 100 members. It will be time to renew your membership by the end of December. I'm going to ask you straight out; please do not bail out on the club now. Now is when we need your membership the most. We will be planning a full schedule for next year and will be back to a normal newsletter schedule. Please drop your renewal notice in the mail today and more importantly join in on an event. We always eat well and have a lot of fun.

I would also like you to submit a photo of your Jaguar and we will get it up on the website in the gallery section. My goal is to get everyone's car in the gallery this year. No names or addresses are included so you don't have to worry. There can't be an easier way to participate than that. Start sending them in to [dkorneli54@charter.net](mailto:dkorneli54@charter.net)

### **NEWSLETTER ARTICLES NEEDED SEND TO**

**[dkorneli54@charter.net](mailto:dkorneli54@charter.net)**

Tell us why you joined the club  
What do you like about the club  
How did you find out about us

## ***What the Flock?***

### ***The Tool Kit for the 1948 3.5 Ltr Jaguar***

*By: Carrol Jensen*

Like many people in lock down during this COVID-19 pandemic, I was looking for a project to occupy my time and turned first to where Carl was already spending much of his time, the garage. We had restored our 1948 Jaguar several years ago but a project I never finished was the tool kit assembly for the boot.

We have about 50% of the tools for the kit and we had the original wood frame with the old flocking on it which was matted, stained and worn off in many places so first I needed to figure out how to fix that. Most people think of 'flocking' a Christmas tree but look inside any jewelry box or watch case and you will also find those small particles of felt that are glued in to create a nice finish. So how do you learn how to flock? Google! The largest supplier of flocking supplies can be ordered via a website called flockit.com. Because their physical address was in Rockford IL, I drove down one

day with my large wooden tool kit frame to ask some questions. Assuming a brick and mortar retail store, I was surprised to find a small one-story office complex with an even smaller mail order only business. While they were very surprised to see a customer walk through the door, they were very gracious in explaining the process and sold me everything I needed to re-flock the tool kit.

First step is using sandpaper and my "mouse" electric sander to remove as much of the existing flocking on the wood. You really want to get inside every nook and cranny to remove the existing flocking but not take down too much of the wood. Continuous use of the air compressor helps to see how much you have left to remove.

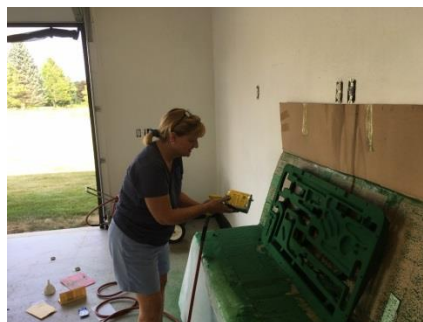


*Sanding off the old flocking material*

There are 2 parts to the tool kit assembly; a solid piece of material that lays in the bottom of the boot and the wooden tool frame that fits on top of that and both needed flocking.

Step two is to carefully pour the flocking material (almost like sand) inside a small canister that you attach to the air compressor for an even spray of the material onto your project. You need an air compressor that you can dial down pressure so as not to create too much pressure or it will not coat evenly.

Step three before you turn on the air compressor is to paint the wood with a matching color glue and because it dries within 10-15 minutes, it quickly became a two-person job! Because of the size of our project, we filled two canisters so we could easily switch off when one empties and not interrupt the flow of spraying the material within that 10-15 minutes before the glue dries. Wow, what a mess!



*Making a flocking mess in the garage*

Once completed, I looked very carefully in the corners and areas where too much flocking was applied and carefully tried to smooth it out and removed some of the extra flocking. We then let it sit for 72 hours to make sure it dried completely before putting it back together.

For the inside upper section of the boot, I found the closest example of what I needed in pool table felt; it is thin enough to fit within the aluminum molding but had great color choices and was strong and is very durable. I ordered several color samples online and other than having to pay for a much longer piece than needed, it worked out very well and matches nicely.

The search for tools to complete the kit continues but has been made much easier by the purchase of a 42-page booklet entitled, The Jaguar Mark IV Tool Kit Manual written by Roger Payne of Canberra, Australia. It is full of good photos of the tools specific to the different kits offered for the 1 ½ litre, 2 ½ litre and our 3 ½ litre.



*Still need a lot of tools!*

**Help support the club  
Submit an article today!**

**NEWSLETTER ARTICLES  
NEEDED!**

**SEND TO**

**dkorneli54@charter.net**

## Order your Jaguar club Name Badges!

Wisconsin Jaguars Ltd. will provide individual name badges to new and veteran members for a nominal fee of \$15 per badge.

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## WELCOME NEW MEMBERS

**Share our club  
Recruit a new member**

## BOOKS TO PASS THE TIME AWAY

BY: Mike Korneli

It's winter and now collector cars are put away. For cars that are driven the big challenge is keeping them clean. That's mostly a car wash. That leaves lots of time to be filled. Reading a book is a nice option for a cold winter night. Bob Birmingham is a local author.

He was an SCCA member in the early years in Milwaukee. He has written several books

about those early days and local people that rose through the ranks. Some of the books are more like a biography and deal with personal lives and not race results. Some suggestions:

Augie Pabst,  
"Behind the Wheel"

published by Dalton-Watson.

"Brooks Stevens Family Legacy  
from Excalibur to Weiner  
Mobiles"

published by Henschell Haus.

"Bill Wuesthoff Smooth and  
Fast-Nuff Said"

published by Henschell Haus.

"Mis-shifting"  
was one of his earlier books. It's a combination of the early days stories, events and people. It went through two printings and may be sold out. Try the internet. He has a new book that should be out in December;

"Fred Wacker, Gentleman  
Racer."

Bill remembers those early days of SCCA and the people who were the driving force in the Milwaukee region. Any proceeds made from the books are donated back.

## **Have you been on a vacation?**

**Viewed a car auction, show or race?**

**Purchased a new car?**

**Tell us about it in the  
newsletter!**



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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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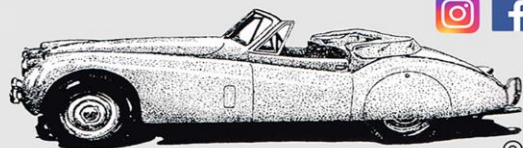
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<b>XK140</b>		Roadster SI & II	3625
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FHC	5190	2+2 SI & II	4830
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## **BOB TULLIUS**

### **And Stockcars**

*By: Mike Korneli*

It seems like I always have a lot of projects going on. All of it is of course self-inflicted. Two of the projects are non-Jaguar. The project that is now finished, if a project is ever finished, is a Group 44 stock car. Group 44 was a long time British and Jaguar race team. Bob Tullius is Group 44. Bob made his living for almost 30 years racing sports cars. When I found his stock car I contacted him. He was surprised and even excited about the car. That surprised me. The car ran part of the 1989 season and two races in 1990. Not a big part of Group 44's history.

Part of the reason I decided to take on the project; besides Bob, was that the driver was Jim Sauter. The Sauter name is iconic in Wisconsin racing. Jim raced NASCAR for 20 years; His son Jay did too. His son Johnny is currently racing and he won the truck championship a few years ago. I found out that there is an annual Sauter Family Racing car show in Necedah. I got the car done just in time to attend the show. That was due to a lot of long days working on the car. When we arrived we went to register. It was one of Jim's daughters that signed us up. We told her what we had in the trailer and she said we were going to make her cry. Jim had passed away about 6 years ago. Each one of the sons came over to see the car. Jay commented that he



couldn't believe someone would make the effort to restore one of his dad's cars. I did tell him it was a combination of his dad and the Group 44 connection. After 20 years of racing it is the only NASCAR they are aware of that still existed that Jim raced. I got all 4 of the boys to sign the dash next to Bob's signature.



Jim Sauter Jr.

I sent Bob a couple of pictures of the car at the show and told him the story. He responded back that doing that was such a great thing and he really wished he could have been there. That was uncharacteristically emotional for Bob. I told him I was not sure what I was going to do with the car. I restored it just to save the history. I asked him if he still did tours of his hanger where he stores his cars and

planes. He said he still does but not as many as he did when he was in Sebring. I asked him if he would like to display the stock car at the hanger. He said he would love to but it would be a really long haul to get the car there. That was the end of the conversation.

Flash forward a couple of months. We just got done spending seven weeks remodeling one of our rental properties. It was both depressing and tiring. A break was in order. I needed to drop off an SS engine in North Carolina and pick up some more parts. Deb's brother had fallen and broke his hip. She really wanted to see him. He also lives in North Carolina. It turned out that HSR had its 24 Hours of Daytona vintage races coming up. A few days of beach time was sounding good. I decided to contact Bob and see if he still had any interest in displaying the car. He told me he had already made room in the hanger for the car. The trip was on. The weather forecast was not good; four days of rain. Not great for strolling the beach

or watching races. Strong winds made the tow down less than enjoyable. It's hard to believe but the weather forecast was wrong. It was 80 degrees and mainly cloudy on some days but others saw sun. It was great for the beach and for racing.

The main reason for being in Daytona was to deliver the stock car to Bob's hanger. We arrived on Wednesday and spent time walking on the beach. We arrived at the hanger on Thursday after lunch. We rolled the car off the trailer. Bob has a guy named Matt who helps him with things. Bob and Matt laid out a plan on how to back the car into its spot. The car needs to go under the wing of a plane and then angle into place past the million dollar GTP car. Don't hit it! We literally walked through the plan. Bob is a perfectionist and it seemed like overkill. On second thought... trying to back up a 778 horsepower stock car in a hanger with planes and cars deserved a little planning. I got it in place with Matt directing me. Bob stood there and looked at it. He didn't like it. We needed to move the car to the left and change the angle slightly. We'll roll it! It's in gear. I can't get it out of gear from the outside of the car. I need to stuff the clutch in. Okay, I may as well fire it up and move it. Success.



I did a lengthy GoPro interview with Bob. Among other things he explained how racing in NASCAR was his dream. What! He started racing sports cars and was making a living at it. Trying to switch to NASCAR just wasn't practical. The video will be on the Wisconsin Jaguar Website. He talks about a lot of things, many of which I had never heard of. Check it out.

We found out that friends from Wisconsin, Todd and Julie Flemming, go to the vintage races every year. Another ex cheesehead couple that now live in Boca Raton came up to see us too. On Friday we went back to the hanger so our friends could get the full tour from Bob. We toured the office first. When we got out to the hanger I noticed they had moved the car forward. I think Bob was finally happy. Bob had given me a sticker that said,



"Approved by Group 44",

when I first found the stock car. At the end of the tour I told him if the car met his standards he could apply the sticker. We took a video of him applying it! The next day at lunch he said to Deb, "you know that sticker"? She said, "It was crooked wasn't it. He said "Yes"! He confessed that he took it off very carefully and replaced it! He really is a perfectionist.

We enjoyed a leisurely lunch with Bob and his son Russ. We went to a beach front restaurant called "The North Turn." What a cool place. North Turn refers to the race track turn where they had racing on the beach from 1948 - 1958. Every wall was covered with period pictures of beach racing. If you have a passing interest in that kind of history; go there. Russ had a suggestion for my next project. Group 44 did four Indy races in 1987. They assured me that restoring an Indy car would be easy; "They don't have many parts!" This is how I ended up with my last four projects. Someone always knows of a car that would be perfect for me! We got home without any new projects. For now!



Bob's other love: Planes! He's explaining about the artwork on fighter planes during his hanger tour.

## **LAST EVENT OF 2020**

Saturday December 12<sup>th</sup> a small group of the club members got together for the annual dinner meeting. Instead of going to a restaurant we decided to have a small potluck. As always, the food and company was great!

During the meeting portion of the evening we discussed the membership renewal. More than 50 percent of the membership renewed and voted this year. Five new people volunteered to chair or work events. That's Great!

The board of directors will get together shortly to work on the calendar of events and the two new chair people are working to come up with their dates.

We wish your Holidays are safe and you have a healthy and Happy New Year!



## **AUTOBIOGRAPY OF** **The 82 Year Old Gear** **Head**

### **Chapter 15**

By: Jan Schlabowske

As I said in chapter 14 "the years 1989 through part of 1991 were years of incredible appreciation for classic and collector cars. I took a Ferrari Lusso to an auction in Geneva Switzerland because we could see a softening in the US market. The car sold at a \$75,000.00 loss. My partner and

I decided that it would only increase the loss to ship it back to the US so we sold it to The Old-timers Garage in Zurich.

Upon my return we chose to move whatever inventory we had and get out of the highline sales. At that time my partner and I were looking at other business opportunities. We shut down the business and embarked in an Environmental Cleanup business. I will skip the next few years and move on to my return to a shop.

Since I had previously built a very nice shop at home, and was now out of a job, I spoke to Jerry Nell, who was a longtime friend, client and Wisconsin Jaguar Ltd member. I asked him if he thought there might be enough Jaguar business to set up shop at home. He encouraged me to do so.

When the Rolls Royce Stretch business closed after I left, I purchased their special frame machine that we used to keep the bodies in alignment. My son David and I converted it into a fixture that we could use to reconstruct E-Type bodies. We could remove all mechanical E Type parts, attach the shell to our fixture and completely remove the rocker sills, floor and drive shaft tunnel without losing the body alignment. We replaced all these parts with panels obtained from Martin Roby in

the UK. Martin Roby purchased all the factory dies from Jaguar after the E-Type was no longer in production.

We could then reassemble a body using factory original panels, welded in the same spots done at the factory and not lose any alignment. The doors close properly and everything fit as good as new. We leaded the seams too. One car that came in from Ohio was completely rusted from about my knees down. It was a Series I coupe and the owner insisted that we salvage what we could.

David stayed with me for about three years. During that time we had the good fortune to restore about eight E-Types. We did several high performance modifications on E-Types, as well as some work on Mk II's, XJ6's, and a few other cars. We rebuilt the engine on Jerry Nell's XKSS which came in with a cracked block after one of his European forays and did significant work on his C Type.

In 1999, David moved on to the bicycle business, and Bonnie and I decided to pack up and relocate to Arkansas. We thought a warmer climate might be nice.

In Chapter 16, I will relate building our new home, shop, a 44 foot bridge across a creek and resume Jaguar repair and restoration.