

# *The Special Breed*

Wisconsin Jaguar Ltd Newsletter

Volume XXXX No. 1

MARCH, 2021

## **PRESIDENT'S MESSAGE**

Mike Korneli

I need to start out with a Thank You. The response to renew your Wisconsin jag Club membership was great. We only lost a few members and most of them were for things like "I sold my car". Not only that but the dues came in earlier than normal. So, thank you.

We are trying to put a full schedule together. There are still some lingering covid effects going on. That should continue to ease as we get into spring and summer. The Amelia Island Concours was pushed to May 23<sup>rd</sup> and British Car Field Day is scheduled for August 22<sup>nd</sup>.

There were also several members who respond to the request to volunteer to help with events. Getting involved in even a small way makes for a much better experience in belonging to a club. You get to know more people. So thanks you to those that have volunteered. We also got eight people to send pictures of their car. We have unlimited space so send yours in.

Make sure you check out the schedule. Hopefully you have time to participate in a number of events. Our first event, the Potluck, is coming up in about a month. It's an indoor outdoor event. I hope to see a lot of new

and old faces at the upcoming event.

## **1934 SSI PROJECT update**

By: Mike Korneli

Time for a little update on the SSI restoration. I had a plan; I always have a plan. There was about two months to go before our winter retreat to a warm climate. If I focused on the bodywork it could be ready for paint before we go.

After barely touching the right front wing I realized I needed to modify my plan. I have to to make and fit the interior wood before body paint to prevent lots of chips or scratches. The wood floors should be done first. New plan, spend three or four days getting the interior wood done. First I would need to make cardboard patterns. Before I do that I have to final position and secure the transmission tunnel. With acceptable patterns the plywood floors can be made. With that done I realized that there needed to be wood panels to cover all the structural wood for the interior. But, before that you need to fabricate wood attachment blocks. Now the cardboard patterns can be made followed by the actual wood. I can now check that off the list. The interior wood is done. Wait! I need to make the actual finish trim wood

Continued on page 6



**2021**

## **BOARD OF DIRECTORS**

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## ***"A PEEK INSIDE THE PRIDE"***

**By: Dave Warren**

### **Why We Joined the Club**

As I was paging through a copy of the USA Today on a flight to an Ace Hardware convention in Houston, TX, I was stopped dead in my tracks when I came across an ad for the newly released Jaguar X-Type. At the time, I didn't know a soul who owned a Jaguar and I had not even considered purchasing a car, as opposed to a pickup truck or an SUV like I regularly drove. The sexy image and a lease price of "from \$299 per month" stuck in my mind for the better part of six months.

Fast forward to Father's Day, 2002 when my lovely wife presented me with a humorous, animated card that said something like "for one day I could finally be right". I took this as possibly my one and only opportunity to drag her to the nearest Jaguar dealer (which was in Love's Park, Illinois) and made my case as to why I deserved any new car, let alone a Jaguar.

When we arrived at the lot, the first thing I recall seeing was a 2002 X-Type Sport Model which was painted in a beautiful British Racing Green. The sport model featured very subtle ground effects and a distinctive black colored grill. Of course, nothing was more impressive than the prominent

chrome leaper gracing that shiny curvy hood. I knew right away that this was my moment to take advantage of my one and only day of being right. Unfortunately, the "\$299 per month lease" proved to be an illusion, but that's another story.

Like I assume is true for most first time Jaguar owners, I loved everything about the car, especially the way others would crane their necks as I drove by. Soon we began receiving mail promotions for products geared towards a more luxurious lifestyle than I'd previously known. One of those letters was truly the catalyst that brought a positive change for our lives to come. It was a finely designed invitation from Jaguar USA to be their guests at a VIP outing/picnic at the Brian Redman Classic in Elkhart Lake.

What an event it was; excellent food and drink, free swag, an opportunity to test drive the newest models and the good fortune to hobnob with lots of interesting people, most memorably Bill and Maria Tess. I'm not sure if we looked like we needed a friend, but whatever the reason, this outgoing pair began to tell us about the Wisconsin Jaguar Car Club they were members of and invited us to join. I'm pretty sure they weren't going to take no for an answer and

quite frankly, after hearing their pitch about all the benefits to joining, we just couldn't decline!

So, the moral of this story is twofold; never say no to Bill or Maria Tess, but even more importantly, don't be afraid to invite a potential member to join our great club!

**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.

**Please mail a check for \$15 for  
each badge, payable to WJL**

Don Huebschen

7730 Cannellwood Drive

South Beloit, IL 61080

**Email your request to**

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Type your name as you wish it to  
appear on the name tag



## WELCOME NEW MEMBERS

**Bob & Mary Jo O'Brien**  
**2005 XK8**

### **"A PEEK INSIDE THE PRIDE"**

By: Bob O'Brien

Recently my wife and I purchased a low mile 2005 Jaguar XK8 convertible from Texas owners Mike and Dianne Cook. When we purchased the vehicle, we were encouraged to join our local Jaguar owners' group. This is our letter of introduction to the club members.

Jo and I reside in central Wisconsin on Long Lake, Waushara County near Saxeville WI. Our interests include the Long Lake Association (homeowners), Waupaca Curling Club (curling enthusiasts) and Wisconsin Balloon Group (hot air balloon owner & pilot).

We are looking forward to meeting fellow Jaguar owners at club rallies and learning the ins and outs of Jaguar ownership. Until the spring the car stays in the garage under cover.

**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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**1961 Alfa Romeo Giulietta**  
**\$74,995**



**2021**

## **CALENDAR OF EVENTS**

**POTLUCK APRIL 17<sup>TH</sup>**  
**BOSWELLS / SOUTH**  
**MILWAUKEE**

**GARAGE TOURS**  
**MAY 8<sup>TH</sup>**  
**WOLF MOTORSPORTS**  
*wolfmotorsport.com*  
**& THROTTLESTOP**  
*throttlestop.com*  
**ELKHART LAKE, WI**

**JUNE PICNIC**

**JULY PICNIC**  
**23/24**

**CONCOURS D'**  
**ELEGANCE**  
**AUGUST 7<sup>TH</sup>**  
**THE CORNERS IN BROOKFIELD**

**BRITISH CAR FIELD DAY**  
**AUGUST 22<sup>ND</sup>**

**VINTAGE RACES**  
**SEPTEMBER 17 - 19**  
**E-TYPE REUNION**

**FALL PHOTO RALLEY**  
**OCTOBER**

**HOLIDAY PARTY**  
**ANNUAL MEETING**  
**DECEMBER**



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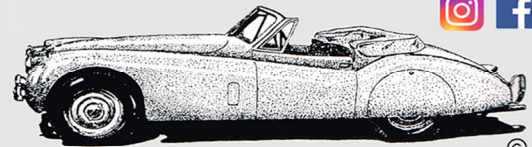
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## Standard Interior Kits

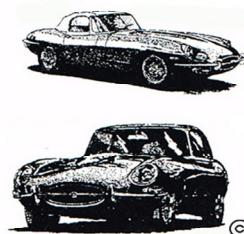
XK120		XK150	
Roadster	\$3745	DHC	\$4720
DHC	3270	FHC	5390
FHC	4335	<b>E-TYPE</b>	
<b>XK140</b>		Roadster SI & II	3625
Roadster	4130	Roadster SIII	3295
DHC	4385	FHC SI & II	4230
FHC	5190	2+2 SI & II	4830
<b>XK150</b>		2+2 SIII	4595
Roadster	4430	<b>call 800.338.8034</b>	

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XK120		E-TYPE	
Front Seats	\$1295	Front Seats	\$995
<b>XK140</b>		Rear Seats 2+2	995
Front Seats	1395	Headrest Covers	179
Rear Seats	259	<b>MKII Saloon</b>	
<b>XK150</b>		Front Seats	1595
Front Seats	1295	Rear Seats	1595
Rear Seats	239	<b>MKIX Saloon</b>	
<b>Call for models not listed - 800.338.8034</b>		Front Seats	1595
		Rear Seats	1595

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

### **Chapter 16**

By: Jan Schlabowske

Arkansas. In 1999, Bonnie and I decided to relocate to a warmer climate. We chose the Hot Springs area in Arkansas because of its seasons that are somewhat similar to Wisconsin, and respectively a low cost of living. We purchased a five acre plot of land on a hillside with a creek running through it. The creek was crystal clear unless there was a storm and had a

mill pond that was six feet deep for swimming. The pond was a neighborhood swimming hole. We allowed the neighbors to swim, and provided a picnic table and sand box for the children. This part of the story is too long to include here.

We lived in a 31 foot Travel trailer while I constructed our new home and workshop. This part of the story is also lengthy and may be submitted in a future article.

The new shop was 30 feet wide and 40 feet deep. After about a year, after our home was complete, I came back to Milwaukee and picked up an XK E OTS that I had started which the client wanted me to complete. While working on the E Type, I attended a British

Car show in Memphis. There I met an owner of a large collection of Jaguars. He had every model of XK 120 made, as well as a Mk IV Drop head and an SS100. He inquired if I had any experience with the SS 100. When I told him that I had restored Jerry Nell's SS 100, he asked if I would take over the work on his which was languishing in a shop in Canada. I agreed and he had the car shipped to Arkansas.



Shortly thereafter, I sent some photos of the cars in the show to my E-Type client in Wisconsin. He asked if the MK IV was for sale. Since it did not fit in the Memphis collector's collection he decided to sell it to my client. It was one of the most original 1948 cars that I had seen up to that time. While it was completely useable, the new owner asked me to restore it. Now I had three major projects in a one man shop. This was a challenge. I thought that since paint, engine rebuilding and upholstery work would be subcontracted, it was possible for me to manage all three.

The SS 100 was a field find out of New York that was purchased at an Auction. Needless to say it needed almost all new chassis wood and much body repair. In the nearby Hot Springs Village there was a group of collectors who had rather large shops. One also was a woodworker and had a well-equipped woodworking shop. He agreed to allow me to use his shop to rebuild the ash wood framing. One of his fellow woodworkers assisted me in that endeavor.



Upon completion of the wood work it was time for the body work. In Hot springs there is a company that rebuilds major aircraft components. They have

a media blast booth large enough to hold the complete wing of a 747 airplane. They were slow and agreed to media blast all the body sheet metal. Since damage to aircraft parts was unlikely, I was comfortable with them doing the SS parts.

When the parts were done, my client came with me to collect them. They were all loaded into my truck, held down with bungie cords. On the way back, I looked into my rear mirror and found something amiss. OH NO, one front fender is missing!! We retraced our route and found it flattened out in the middle of the highway. It looked like an eighteen wheeler drove over it. Yikes! Glad the client was with me. Where does one find a front fender for a 1937 SS 100.

The answer to that will be in the next Chapter, which will be The 83 Year Old Gearhead.

**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

**SSI PROJECT UPDATE  
from page 1**

that gets stained and vereered. That would include all the door trim, the sunshine roof and the dash wood. I had original wood to copy for some of the needed parts. Finally all of the interior wood is done. And it was... until I walked to the back of the car and looked into the empty hole which is the boot. By now you know the

drill. Make and secure attachment blocks. Make patterns and then the wood itself. OK; now the wood is done. It only took 3 to 4 days. Yeah right! It was 3 to 4 weeks.

While making the boot floor I remembered there is a conical piece of sheet metal that covers the gas tank filler neck. May as well get that done now. Oh yeah, there is also a complex piece of sheet metal beneath the pedal box and the drivers floor. One more thing checked off the list. Right below the pedal box is a shaft that goes through the frame. The pedals rotate on it. It was remade in Argentina and turned down to a smaller diameter. I have two originals but they varied in length by a half inch. I need two pedals to slide on the shaft to determine the right length, but I don't have a brake pedal. The components to fabricate were made a long time ago. The short version is it was real pain to get it mocked up and welded in the right place. I now know the correct shaft length. Getting the old shaft out was another challenge. Reluctantly I took a torch to my newly painted frame. The heat was not enough. I tried to drill the center hole in the shaft larger to take the pressure off. More heat. Didn't work. Heat and quench with water. Success! Pedal setup is done. I was planning on repainting the  
continued on page 7



*SS 1 continued from page 7* front part of the frame when I did the body anyway. Am I running out of things to do before I can start the bodywork? Apparently not. When the paint is done it goes out for the interior. The seat side on one of the seats is broken and needs to get repaired before I can send the car out. I stripped the seat and found the side piece is made of wood. More wood work. It's a piece with angles and curves. I got it replicated. It's narrower than the seat bottom it attaches to. What did I do wrong? It's a complex piece with angles and curves. I got it replicated. It's still narrower. After measuring both seats I decided to put the old piece back on. It measures 5/8" to narrow too. The factory never got it right. Modify, shim and it's good to go. The only thing I can think of that is left is getting the windows in everything to work properly. Tricky business and it required Deb's help. I can hit my original schedule if I can get the bodywork done in two days. Time for a new plan! Actually I told the interior guy I would be ready by the end of May, beginning of June. I have been doing this long enough to set internal and external goals.

## WISCONSIN JAGUARS LTD

### PotLuck

**Saturday April 17 3 – 9 PM**

**823 Milwaukee Ave, South  
Milwaukee WI 53172**

As 2021 continues with the Covid19 delays and cancellations we are busy planning our first event of the year to be as open and filled with fresh air as we can. Bunni and I will be hosting this year's Pat Luck at our warehouse facility in South Milwaukee. Based upon weather, we can have the overhead door open and the heaters on high to make you as comfortable as possible. We will have hand sanitizers and disposable masks as needed for those that may have forgotten them.

The main course will be pulled pork, cowboy beans, and coleslaw provided by your club. Bunni and I will provide the Water/Soda/Beer/Coffee or whatever other liquid you may want. All we ask is that you bring either an appetizer or desert to share. Either fill out below, or call and leave a message on the answering machine at 414-764-9391 our land line.

Names: \_\_\_\_\_

\_\_\_\_\_

Dish: \_\_\_\_\_

### **Plan to join us on May 8<sup>th</sup>, 2021**

RSVP by May 1<sup>st</sup> to: Jordan & Lanette Brill

*lkbrill@yahoo.com*

920-894-7300 Landline

920-797-9189 Cell

#### **10:30 A.M Tour of Wolf's Motorsports LLC**

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*Race car & Vintage cars,*

*Track side services*

*Auto repair & maintenance,*

*Power sports*

*Car Detailing*

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**Elkhart Lake, WI 53020**

#### **12:00 P.M. LUNCH at Lake Street Café**

**(dutch treat)**

**21 S. Lake Street**

**Elkhart Lake, WI 53020**

#### **1:15 P.M. Throttlestop & Throttlestop Museum**

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*Car & Motorcycle Consignment*

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