

ONLY A REAL JAGUAR ENTHUSIAST
SEES THE LEAPER IN THIS PHOTO



PHOTO CREDIT: Rachel Breit

WELCOME NEW MEMBERS

Roger Phelps
07 XK Conv. Red

Peter Holzwart
19 XE 300 Sport 4 door, Santorini Black

David & Diana Hauman
70 Series II E-Type, Conv.

John Curtis II
01 XKR Conv. Silverstone Edition, Silver

Susanne F Finke/Kelly H Hillstead
12 XJL 4 door Sedan, Silver

Alan & Julie Andrea
66 Series I E-Type OTS, Cream

If you would like a picture of your Jaguar posted on the website in the Gallery section, email a photo to dkorneli54@charter.net

CALLING ALL MEMBERS!

SAVE THE DATES!

MARCH 24TH – 27TH 2022

**JAGUAR CLUBS OF NORTH AMERICA
ANNUAL GENERAL MEETING (AGM)
DINNERS & TOURS**

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SONESTA MILWAUKEE WEST**

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ACROSS AMERICA**

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Pre Event Planning & Preparation

Check in & Hospitality

THURSDAY, FRIDAY & SATURDAY

We also hope our members will attend the events that are being planned throughout the weekend and show our guests how great the Wisconsin Jaguar Club is.

If you would like to volunteer some time and support your club

Call Deb at 262-388-9705

DID – U – KNOW

by Facia Nearside

In 1967 the Suez Crisis sent fuel prices soaring, and even though most vehicles in England were of modest size it was felt more could be done to conserve resources. Sir Leonard Lord issued his top engineer, Alec Issigonis, a challenge to design a small fuel-efficient car capable of carrying four adults. We all know the result, the legendary Mini. What is less well known however, is the result of the previous work Issigonis had done along the same theme.

In the early 1940s the British government was looking for a lightweight amphibious vehicle which could be parachuted into the battle area. Issigonis, while working for William Morris, designed the Nuffield Guppy. It was a small vehicle with balloon tyres capable of carrying one soldier with equipment. The Guppy showed promise but the war in Europe ended before it could be put into service. Subsequent work by Issigonis produced two more vehicles in which the family lineage could also clearly be seen, the Austin Ant and the Mini Moke. Both of these were hopeful of securing contracts from the military sector but mindful of their potential in the civilian market.

The Ant was cancelled before full scale production could begin. This was during the period when BMC became part of British Leyland, and the Ant was considered to be too close of competition for the Land Rover.

The Mini Moke was also originally targeted as a lightweight military vehicle, but the small wheels and low ground clearance made it unsuitable for off road use. Shifting to the backup plan the design was offered to the civilian world as a lightweight, easily maintained, recreational and utility vehicle. Success was all but assured when Brigitte Bardot was photographed driving one.

Then James Bond showed up in a white Moke in the movie Live and Let Die. Popularity followed and more than 14,500 Mini Mokes were produced at BMC's Longbridge plant between 1964 and 1968. Another 26,000 were manufactured in Australia between 1966 and 1981, followed by the final 10,000 in Portugal from 1980 to 1993.



Long known as the designer of Britain's most successful car, Alec Issigonis was thus quite successful with several other innovative small vehicles. In recognition of his various achievements Issigonis was appointed Commander of the Order of the British Empire in 1964 and also Knighted by Queen Elizabeth in 1969. As for the name of his enduring creation the Mini Moke? Moke is old British slang for a donkey!



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SEEKING NEW BOARD **MEMBERS**

It's that time of year again.

Time to plan the 2022
 schedule

Time to send out
 membership renewal forms

Time to update the
 Membership Booklet

Time to elect board
 members!

Your Board of directors has
 been working hard to
 represent our club and put
 together a fun schedule of
 events for the year. A
 couple of them would like
 to take a break.

New board members,
 means new ideas.

Most of the commitment is
 through email with limited
 face to face meetings a
 year.

We would also like ideas for
 new events for our 2022
 calendar

If you're interested in
 helping out, call Mike at

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2021 CALENDAR OF EVENTS

**HOLIDAY PARTY
 & ANNUAL MEETING
 at Mueller's Linden Inn
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FRIDAY, DECEMBER 3rd

COCKTAILS, 5:30

DINNER, 6:30

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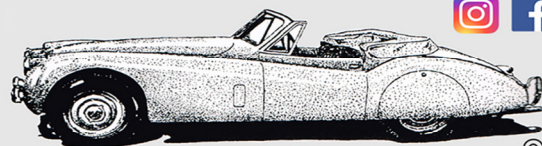
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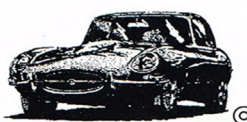
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AUTOBIOGRAPY OF: "The 83 Year Old Gear Head" Chapter 20

By: Jan Schlabowske

The final chapter, but not the end.

To start I must express my gratitude for the support that our small enterprise has received from Wisconsin Jaguar Ltd., as well as The Wisconsin chapter of the Classic Car Club, The Rolls Royce Owners club and the many new and old acquaintances that remain in my circle of friends.

During the past few years, many important and wonderful projects passed through our shop. They included an Alloy XK 120 that was raced at Elkhart Lake on the street in 1950; several E Types, an XK 150 S, several sedans, a one owner 1965 Pontiac GTO, a 1946 Ford Tractor, an Austin Healey 3000, Rolls Royce Silver Shadows, a 1938 Rolls Royce Phantom III 12 Cylinder, an Opel GT, an Aston Martin, a couple MG B's, and others that have slipped my mind.

As I write this, we are reassembling an engine from a 1960 Bentley Continental. After 30 years of storage, a Very Rare 1923 Lancia Lambda is being recommissioned, as well as a 1933 Rolls Royce 20/25 after seven years of storage. A Bentley Turbo R, is waiting for the return of its speedometer after much work sorting out a nonfunctioning turbo. A Ferrari F360 will return for top hydraulic repair, and an E-Type and Rolls Royce is waiting on my patio for major brake work.

The variety and eclectic assortment of cars has been challenging and stimulating. Acquiring parts and technical information is the challenge. Yet contacts throughout the world seem to appear. There is a chap in Las Vegas who is an expert on the Lancia Lambda. A farm tractor shop in northern Wisconsin is repairing the Magneto. There are estimated to be only twelve or so in the US and a few hundred in the world. I encourage all arm chair gearheads to Google the car. It is a remarkably advanced car for 1923.

Remember that we always welcome visitors on the first and third Saturday mornings, 9 till 12. A text or call will help me plan. Some interesting activities are ongoing, as is the coffee.

On a personal note, my son Dean has moved to Louisiana. A loss to me since my other son now lives in Cable Wisconsin. We cut back during the long Covid restrictions and Guy who was with me for a couple years decided to not return. I was lucky to find a young enthusiastic mechanic to fill a slot. Nick came with a strong background on high line cars and is a bit of a gearhead too. He drives a Range Rover, so he must have knowledge because he is always on time. I am not planning on adding another mechanic. We will be limited in how much work that we can take, since a great deal of my time is consumed in parts and technical searching and my 83 year old body that complains when I push it. We just need to accept reality.

This enterprise of three years and twenty chapters has been fun and rewarding. I thank with all my heart for the frequent encouraging response that I have received from you readers. There is not likely a Pulitzer in the future, but your kind words have been the greatest reward.

I am already contemplating more "Notes from the Shop", and an article or two on a couple interesting thoughts bumping around in my head. Some hints to keep you looking forward and renewing your WJL membership are The History and craft of Coach building and why does it cost so much to repair and restore these old cars. LOL Jan

1938 12 Cyl. P III Rolls Royce



1923 Lancia Lambda



1933 Rolls Royce 20/25





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New member, Alan Andreas with his Series I E-Type



Longtime member, Dan Pankratz and his Series II E-Type

The E-type Anniversary Celebration at Road America was well attended. We had a great mix of all 4 Series. The twelve E-Types included: Series 1 with a Flat Floor, 3 OTS's, and 2 Coupes, 1 Series 1 ½ OTS. Series II was represented by 2 OTS's and 1 Coupe and Series III had 1 OTS and 1 2+2.

Other Jaguars included in the display was a 38 SS, an XK 120 an XK140, and a couple of XJS's.

Peter Brock was the featured guest for the weekend. In his honor there were several cars that he designed or that were involved in his career. Included (From The Carroll Collection) was a, Shelby Cobra, Shelby Daytona Cobra Coupe, 1965 Shelby GT 350, 1956 Shelby GT350R and The Shelby School of High Performance Driving (Race Team Econoline Van) Some of the entrants from Gather on the Green stopped by with a 1963 Split Window Corvette, 1963 Corvette Convertible, and a 1965 Stingray.

The Saturday afternoon car show "Gather on the Green" at the Osthoff hosted 145 beautiful cars and motorcycles. The Best in Show award went to E-Type owner Jay Butler. Votes were purchased for one dollar. We are proud to say we earned almost \$10,000.00 for Camp Anokijig. Thanks to all those who participated the awesome weekend of automotive excellence!

3 MARQUE PHOTO RALLY! *Like golf, low score wins!*

The morning of October third was rainy as was most of the day but that did not deter 27 drivers and their co-pilots to compete in the 3 marque photo rally. We were handed our packet with set of photos for directions and a set of photos with things to look for along the way. This was a rally for beginners and most of the competitors were new to rallying. We were told that this was not a race and to have fun. We were pretty sure we would be lost in the first few directions, pull out our GPS and head straight to Siebkens for drinking and the Packer game. After the first six miles, Mike and I thought we had a chance at winning this thing. As we started watching buildings and signs, we found the first four and we thought this was a piece of cake! Then after 14 miles of the straightest country roads, we realized we were way off course. It was too early to quit so we decide to cheat and ask Google for directions to St. Johns church. That was one of the buildings we were supposed to look for. The problem was, once we found it, which direction should we go to get back on track. I guess looking for the church was a good idea, on a Sunday morning, because once we passed the church we found the next sign on the list and knew we were headed in the right direction. Now we could only guess how many miles out of the way we had gone because we cheated instead of backtracking. We missed another clue and went back and forth 3 times before we found the right turn. At this point it was the principle of the thing and we were not willing to give up. We had no idea if our shortcuts add or subtracted miles. We knew we missed seven clues and we were close to the end of the rally. As we spent many of the last 16 years in Elkhart Lake, which was where the rally ended, we figured we could at least pick up some of the last clues and deduct a few more points. After picking up 3 more clues we happened across Dan and Barb's orange VW bus and the ending point. Looking at our odometer we read 91 miles. Now we had to figure out how many miles to deduct. We turned in a finishing mileage of 61.01 miles along with the answers to the clues. We were awarded the 3rd place trophy scoring 2400. John and Bunni Boswell, who also had driven 91 miles did a better job guessing their mileage and won 2nd place scoring 2010. And the 1st place winners were Kristi and Jason Lawrence scoring 800. After all club awards were handed out, Dan told us that the total mileage was 49.05 miles. One of the experienced rally drivers got all the clues right and scored 10 points. He said he had missed a few turns and had to back track. When I asked him if he actually figured out how far out of the way he went, he said, "isn't that the whole point"! The overall 2nd place scored 100 and 3rd was 180. Well, I guess I had the wrong attitude going into this competition and Mike just wanted to go to Seibkens and have a drink!



1. The rainy day start. 2. Competitor check in.
3. 2nd place Boswells 4. 3rd place Kornelis



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