

PRESIDENT'S MESSAGE

By: Mike Korneli

Happy New Year to everyone! The club had a great 2021. It started out with a great response to my request for membership renewals; it was overwhelming. I don't like to go back to the well, but we still have some people that have not renewed. The board is trying to provide activities that people want. If we are not doing it let us know.

JCNA was forced to raise our national dues to \$10.00 per member. At the last AGM they showed the math and the trends going forward. The numbers don't lie. It has been ten years since the last increase. Our club is back in a strong financial position. The advertisers in the newsletter helps. Please support them. We even managed to make some money on a couple of our events. So.... The board has decided to absorb the increase from JCNA. We will monitor the situation each year.

We have a number of new members. That is great to see. Even more wonderful is that they are participating in events. It can sometimes be a little uncomfortable being the new kids on the block. The best way to get over that is to participate and before you know it your one of the "old gang." While we are a car club, in the end, it's about people and relationships.

We had our typical club events last year. There were a couple of twists. The 60th Anniversary of the E-Type at Road America was certainly one of them. Getting to hangout with designer Peter Brock while he checked out all the E's was something special. The other thing that sticks out to me is the fall rally put on by Dan and Barb Pankratz. First of all it was a lot of work for them! I will admit I always say that I am not a rally person. I would rather know where I am going and not get lost, not argue with Deb and not get a divorce. Too much stress. In the end we did get lost, at least twice. We didn't argue, almost. But most of all we had a blast.

2022 is here. The first big event is the AGM. Even if you don't want to sit through a business meeting come for the fun stuff. The second event is our potluck. It's a chance to show off what we are really good at; eating!

Join in the fun.

Mike

2022 CALENDAR OF EVENTS

SAVE THE DATES!

MARCH 24TH – 27TH 2022

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

MIKE & DEB KORNELI

dkorneli54@charter.net

APRIL 23RD 2022

POTLUCK AT CARL & CARROL JENSENS

cajensen2@aol.com

COOPER TECHNICA TECH SESSION

JUNE 11TH stay tuned!

MARK O'MEARA

mark.omeara.md@gmail.com

JULY 24TH 2022

SUMMER PICNIC

Roger & Sharon Phelps

414-303-1761

AUGUST 6TH

CONCOURS d' ELEGANCE

AT THE CORNERS IN BROOKFIELD

JOHN & BONNI BOSWELL

Jboswell1@wi.rr.com

SEPTEMBER 10TH – 11TH

FALL DRIVING TOUR TO

HAYWARD

STEVE AND CINDY KARSTAEDT COTTAGE

donhuebschen@gmail.com

**Any other ideas, contact a board member with your
suggestions**

DID - U - KNOW

by Facia Nearside 2022

What has become the longest running and one of the most prestigious motoring events in the world started in London in 1896. On November 14th that year 33 motorists set off for Sussex only 60 miles away. This was not a race but more of a celebration, and as such it was called "The Emancipation Run".

The origins of this event go back to 1861 when the British parliament passed the first of the locomotive acts. This legislation imposed a speed limit of 10 mph on any self-powered vehicle. The second locomotive act in 1865 further limited the speed to 2 mph in town and 4 mph in the country. This speed limit was certainly unnecessary however, as this act also required any self-powered vehicle to be preceded by a man on foot carrying a red flag. Still not restrictive enough, the third act in 1878 required vehicles to stop at the sight of a horse. These laws (strongly supported by the railroad industry) of course had ONLY the safety of the public in mind. Together quite effectively they stopped early motor vehicle development in the UK.

Finally, after intense lobbying by vehicle enthusiasts, the "Locomotives on Highways Act of 1896" was passed. This legislation is considered to be the turning point that allowed the automobile industry in the United Kingdom to develop. No longer was a man required to carry a red flag ahead of a vehicle, and the speed limit was raised to a breathtaking 14 mph. As for the Emancipation Run: you know it as the London to Brighton Run. It now takes place on the first Sunday of each November just as it has every year since 1927 (war and COVID years excluded). While today more than 500 enthusiasts set off on the run, it is still started exactly the same way as it was in 1896...by the symbolic destruction of a red flag.



JAGUAR TRIVA QUESTIONS

1. What color was the 1957 LeMans winning D-Type?
2. What years did Jaguar produce the XJ-S?
3. What was William Lyons first job?
4. Where was the first E-Type raced in the United States?
5. Did Jaguar produce the S-Type Sports Saloon in 2003?
6. What year did Lyons introduce the Jaguar model to the public?
7. What year did Jaguar produce the Mark IV?
8. Where was William Lyons living until he passed away?

ANSWERS ON PAGE 7



Is this car a Jaguar?



REINA INTERNATIONAL AUTO
12730 WEST CAPITOL DRIVE
BROOKFIELD, WI 53005
(262) 781-3336

reinaintlauto.com/vehicle-inventory/

1999 Mercedes SL 500
 \$18,995



1951 MK V Saloon
 Call for price



2008 Mini Cooper
 \$9,995



WISCONSIN JAGUARS LTD
2022

BOARD OF DIRECTORS

PRESIDENT: Mike Korneli

VICE PRESIDENTS:

EAST: Mark O'Meara

WEST: Dave Warren

TREASURER:
Don Huebschen

SECRETARY:
Dick Diercksmeier

DIRECTORS:
Sandy Block
John Boswell
Jan Schlabowske

MEMBERSHIP CHAIRMAN
Sandy Block

CONCOURS CHAIRMAN
John Boswell

MARKETING CHAIRMAN
Jan Schlabowske

DEALER LIASION
Dave Warren

NEWSLETTER EDITOR
Deb Korneli

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 \$15 check for each badge, payable to WJL to

Don Huebschen
 7730 Cannellwood Drive
 South Beloit, IL 61080
Email your request to
sandra.jblock@gmail.com

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



WELCOME NEW MEMBERS

DENISON & JULIE BOWMAN
17 F-TYPE R COUPE, BLACK
MARSHALL, WI

RANDY & QI CORNELL
01 XK8, CONVERTIBLE
EAGLE, WI

JOHN & MARY SPLUDE
67 E-TYPE, ROADSTER, RED
GREENDALE, WI

JOHN SPHEERIS
17 XJL, BLUE
OCONOMOWOC, WI

TIM SCHULTE
52 XK120 (REPLICA) WHITE
58 XK150, FHC, CREAM
72 SERIES III E-TYPE, 2+2 DK BLUE
APPLETON, WI

WELCOME BACK

STEPHEN VANDER BLOEMEN
83 XJ8 VDP, BLACK
85 XJ6, BRONZE
02 XJR LTD EDITION, BLACK
06 XJ8, VDP, BR GREEN
08 XJ8, VDP, BOTANIC GREEN
17 F-PACE, BR GREEN
WAUKESHA, WI



Original
Specification
Jaguar
Interiors



Muncie Imports & Classics

"Quality Care for Quality Cars"



Award Winning Restorations

Interior Restorations

- Handcrafted Jaguar Interiors & In-House Installation
- Custom Upholstery Work

Paint & Body

- Metal Fabrication
- Frame Straightening
- Paint Correction
- Parts Reconditioning

Mechanical Restorations

- Custom Updates



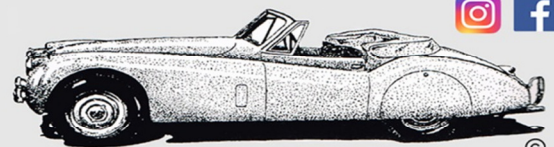
4301 N OLD STATE RD. 3, MUNCIE, IN, 47303

muncie-imports.com (800) 462-4244 | OSJI.com (800) 338-8034 | mic@muncie-imports.com



O.S.J.I.

Original Specification Jaguar Interiors



Fine Handcrafted Jaguar Interiors Since 1980

Standard Interior Kits

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

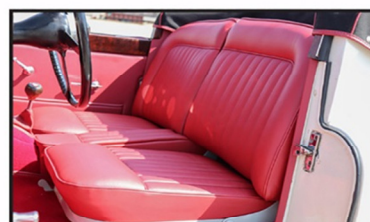
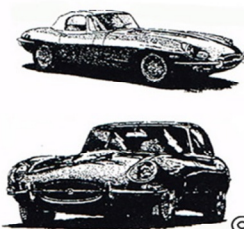
Leather Seat Covers - pair

XK120	
Front Seats	\$1295
XK140	
Front Seats	1395
Rear Seats	259
XK150	
Front Seats	1295
Rear Seats	239
Call for models not listed - 800.338.8034	

Interior

Components

- Carpet Sets
- Underfelt Kits
- Door Panels
- Headliners
- Console Retrim Kits
- Original Hardura
- Convertible Top Boots
- visit osji.com



Factory Installation

Send your seat frames or complete car to our Muncie, Indiana Factory trim shop for installation perfection!

Call for quote
800.338.8034

OSJI.COM

amy@muncie-imports.com

800.338.8034



WELSH
ENTERPRISES, INC.

The Right Choice
FOR THE RIGHT PARTS



800.875.5247 (Domestic) | Welshent.com | 740.282.8649 (International)

RETIREMENT PROJECTS

BY: MIKE KORNELI

It has been a while since I have done any project updates. I have a lot of projects and I always tell people that I will have to live to be 150 so I can get them all done. The harder I work the more projects seem to find me. I am not looking for projects they just appear. It has gotten worse in the last two or three years. First it was the one off Mecca, a car that



came out of the original owner, builder, racers estate. The car ran at the inaugural race at Road America and got a two page spread in Hot Rod magazine.

Next was the Group 44 Stock Car.



This was the last car that Group 44 Racing raced. It was driven by Wisconsin stock Car driver Jim Sauter. The Sauter family is an Iconic name in stock car racing. Jim ran NASCAR for twenty years as did his son Jay. His son Johnny is still racing today and has two truck championships. While Bob Tullius of Group44 was famous for racing Jaguars he loved stock car racing. It was his dream to run NASCAR.

The third project came through a friend from Atlanta. He had a friend who needed to sell his then

projects due to health issues. He had two SS Jaguars. I bought and used one of them as trade bait for rare SS parts from another friend in North Carolina. I kept the second car which is a 1936 SS Jaguar 2 1/2 liter Saloon. 1936 was the first year the SS Car Co. used the name Jaguar as a model Name. Three cars were shipped to the US in March of 1936. The other two cars are gone. Arguably my car is the first Jaguar ever imported into the United States.



The final car that found me was the Excalibur. The Excalibur J cars were the brain child of iconic Milwaukee designer Brook Stevens. Three J cars were built along with 2 other race cars. All but the last racecar saw actual race time. The Stevens family has four of the cars and I own the other.



That is a lot of new projects considering I am in the middle of my 1934 SS 1 Coupe restoration. That project has been going slow and I knew it would. A rare car with hard to find parts equals slow. It does allow for other projects to get worked on. The one off Mecca got disassembled mechanically and had components

completely restored as needed. The car was too nice to be restored.

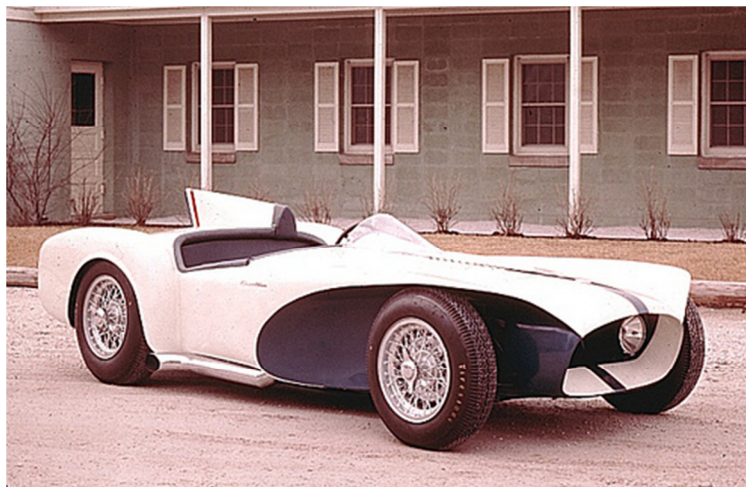
The Group 44 stock car got a race car restoration. Not perfect, but pretty close. The connection to Bob Tullius and Jim Sauter make this a special connection to Wisconsin. It is now done and living in Daytona in Bob Tullius' hanger. Both of the cars have an interesting story that can be told; but that is for a different time.

The 1934 SS1 Coupe has been at the interior shop for months. There are no off the shelf interior kits. Everything is custom made. That's the reason it takes so much time, and money!



This leaves time for the Excalibur. This car started life at its first race at Sebring in 1953. It went through four different body changes over the years. The first change was a simple change; cycle fenders to a pontoon style fender. The second change was more radical with a complete redesign to the front half of

the car. It now sported full front fenders which were scalloped similar to those of period Ferraris. It had a huge rear tail fin that was taller than the D-Type Jaguar. It looked almost cartoonish.



The third and final change lowered the body. The cowl section was completely removed and a new hood added. The front fenders were extended to match the full center body section. The tail fin was reduced to a more attractive proportion. By 1964 the car/body just sat. There is a very long and interesting story for this car. At present I am working to create the mechanicals that long ago went missing.

The pictures show a little of the story either past or present. That is a little insight to the life of a "retired" obsessed gear head.

TRIVIA ANSWERS

1. Ecurie Ecosse Blue.
2. 1975 - 1981.
3. He was an apprentice at Victor's Barrow yards where he was to learn ship building. He didn't last long there.
4. At Elkhart Lake in 1952 where it won its class.
5. No. Production ended in 2002.
6. The 1936 2 1/2 liter Jaguar Saloon was launched at the Mayfair Hotel in London September of 1935.
7. Jaguar never produced a Mark IV. They produced 2 1/2 and 3 1/2 liter saloons from 1945 - 1949. The Mark IV description came out with the successor: The Mark V.
8. Wappenbury Hall near Warwickshire.
9. Wosley Hornet. In the early years the SS car company bodied many different cars. This was of course pre Jaguar.



**Wisconsin
Jaguars Ltd.**



ANNUAL GENERAL MEETING REGISTRATION

Milwaukee, Wisconsin

MARCH 24-27, 2022

Name: _____

Street address: _____

City, state or prov, zip or postal code: _____

Name of guest: _____

Email address: _____ Phone: _____

JCNA number _____ If delegate, club name _____

Delegate registration (includes Saturday breakfast and lunch) _____ x \$70 = _____

Non-delegate breakfast _____ x \$30 = _____

Non-delegate lunch _____ x \$40 = _____

Friday afternoon garage tour of the Korneli Collection _____ x \$35 = _____

Includes transportation and lunch. Brian Sheridan, who was the Engine Program Manager for Tom Walkinshaw racing and worked on the Le Mans Jaguar program, will be the guest speaker.

Friday evening dinner and music _____ x \$45 = _____

Saturday business meeting – 8 a.m. to 2 p.m.

Saturday afternoon car museum, Saturday evening banquet, and awards presentation

Includes admission and transportation. _____ x \$75 = _____

Make check payable to: Wisconsin Jaguars Ltd.

TOTAL = _____

Registration deadline – March 1, 2022!

To book a room reservation at the Sonesta Milwaukee West at \$129/a night, either:

a) Call (800) 766-3782 - **Be sure to mention Wisconsin Jaguars Ltd.**

b) Book online at <https://tinyurl.com/2ms65we9>

For more info, call or text Mike or Deb Korneli (414) 315-1105 or (262) 388-9705 or email: dkorneli54@charter.net.

Please mail completed form & check by March 1 to:

**Don Huebschen
7730 Cannellwood Dr.
South Beloit, IL 61080**