

The Special Breed

Wisconsin Jaguars Ltd Newsletter

Volume XXXXI No. 2

MARCH 2022

PRESIDENT'S MESSAGE

By: Mike Korneli

As I sit here writing this it is snowing and blowing. It's March 31st. Perhaps it's April Fools Day one day early. The forecast for the next week looks just plain cold. Sometimes this time of year in Wisconsin just sucks!

Our first event of the year is usually our Potluck get together. This year was different. We hosted the JCNA Annual General Business Meeting. Hosting a major meeting for JCNA always has a financial risk to it. Prior to the commitment we crunched the numbers and ran a budget. The event was organized with a worst case scenario in mind. After all, it could snow! The plan was to make some money even with the worst case. The turn out was good so we did make a nice profit to put in the club's treasury. All the bills aren't in yet so we don't have a final number. Thanks you to all the members who helped and those that attended. By all the thank yous and compliments, I think everyone had a good time.

The weather will get better so we need to look forward to the next couple of events. Carl and Carrol Jensen are hosting the Potluck. They have a wonderful home and garage for hosting. Carl is working on restoring a Stutz Bear Cat. That alone is worth coming to see. One thing our club is good at is cooking and eating! The event is coming up soon, April 23rd. Hope to see you there.

Another event I am personally looking forward to is Cooper Technica. I will confess I don't know a lot about them. Friends that have gone say it's worth the trip. It's a restoration shop that works on a wide variety of cars, including some very rare ones. Start planning to attend this event. Cooper Technica, June 11th.

We have had many new members join the club since January 1st. Come join the fun. The Potluck and Cooper Technica will be great events to meet fellow club members.

I'm Looking forward to starting the Jaguar club season and seeing you all again and for the first time!

2022 CALENDAR OF EVENTS

SAVE THE DATES!

APRIL 23RD 2022

POTLUCK AT CARL & CARROL JENSENS

cajensen2@aol.com

call at 262.662.0287

<https://www.perfectpotluck.com/meals.php?t=BUWW7656>

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 & BUNNI 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

By the end of WWI, 30-year-old W.O. Bentley was recognized as an accomplished inventor and engineer. In 1919 he founded Bentley Motors Limited in London, and with partners Frank Burgess from Humber and Harry Varley from Vauxhall he set about designing a superior 3 litre engine. The engine of course was a success, and the first production Bentley 3 litre automobile was delivered in 1921. W.O.'s motto was "to build a good car, a fast car, the best in class". This goal was achieved and soon Bentleys were earning widespread acclaim for their durability.

In 1922 a single 3L Bentley was entered in the Indianapolis 500 and it managed a respectable 13th place finish in the 27-car field. Later that year three of the five cars to finish in the Isle of Man tourist trophy were Bentleys. As this was the only team to finish, they received the Team Award thereby launching Bentley's reputation. Bentley followed this up by winning Le Mans in 1924, 1927, 1928, 1929, and 1930. Ettore Bugatti is quoted to have said that W.O. "made the fastest lorries in the world".

Despite great success and an excellent reputation Bentley, like so many other enterprises of the day, was totally caught out by the Great Depression. With Bentley Motors LTD in financial difficulties Woolf Barnato purchased the assets and became chairman. W.O. stayed on and continued design work as Barnato's employee. The worldwide financial crisis continued to take its toll however and by July of 1931 Barnato's financial support had evaporated and Bentley Motors went into voluntary liquidation.

It was expected that aero engine builders Napier and Son would purchase the assets of Bentley Motors but arch rival Rolls-Royce was keen to eliminate the competition. Rolls-Royce agents posed as the British Equitable Central Trust to avoid alerting Napier and driving up the price. A last-minute bid by Rolls-Royce topped Napier's bid and on November 30, 1931 Bentley came under Rolls-Royce ownership. With the acquisition W.O.'s life took a turn for the worse. His wife divorced him and the takeover terms obligated him to work for Rolls-Royce from 1932-1935. Sadly, Rolls-Royce even sequestered him from the design team working on a new car bearing his own name. W.O. never worked on a Bentley again.

Once free of the court appointed obligation with Rolls-Royce, W.O. moved on to Lagonda. David Brown had just made arrangements to combine production with Aston Martin and it is said he then acquired Lagonda just to gain W.O. Bentley's engineering experience. W.O. did not disappoint. Soon a double overhead cam Lagonda straight-6 appeared in the new Aston Martin DB2. The power plant was a masterful success and important design details were later carried over to their V8s. Eventually W.O. moved on to Armstrong Siddeley. There he designed another twin-overhead cam 3 litre engine before retiring.

W.O. Bentley passed away August 13th, 1971 shortly before his 83rd birthday. Although married three times he had no children.

1927 Bentley 3 Litre Sports Two-Seater



1926 Bentley 3 Litre Drophead Coupe



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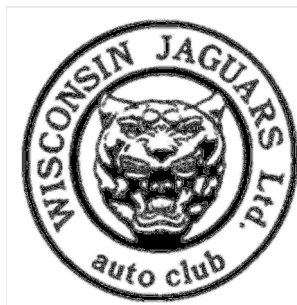
1988 Excalibur Phaeton
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2022

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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.iblock@gmail.com

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



WELCOME NEW MEMBERS

March 22

Dan Jorvig
Waukesha, WI

Quintin & Nadine Adamski
Green Bay, WI
2002 XK8 Conv, Topaz

John & Holly Domagata
Merrimac, WI
1969 E-Type Coupe, Primrose
1970 E-Type Coupe, Silver
2011 XK Coupe, Silver



AGM, THE ANNUAL GENERAL MEETING: 2022

The AGM is much more than a business meeting. It's a weekend of fun social events and a meeting of the Jaguar Clubs of North America's Board of Directors and 2 delegates from each Jaguar Club throughout North America. About 80 Jaguar lovers were in attendance. All Jaguar Club members are welcome to attend the event but only the delegates vote on behalf of their clubs.

March 24th – 27th were the dates of the 2022 AGM. Thursday started with setting up the registration room. Sponsor packages were arranged, name tags and schedules set out and we were ready to greet our guests.



Enjoying hospitality in registration

Once the Board of Directors checked in they were off to dinner, to get reacquainted and socialize before the business of the weekend began.

Friday morning started with the board breakfast and a meeting to prepare for the AGM. This year a working lunch was in order so they could join the delegates who got to peruse the Korneli Collection. Fifty delegates from across the US arrived in a coach bus and were treated to a lunch prepared by Deb Korneli. They took some time to look over the collection before Mike Korneli presented a slide

show and talked about the cars with special history.



Korneli garage

Mike likes researching the history of his cars before he starts the restoration process. We received many comments on how much they enjoyed the collection and presentation.

Next, Brian Sheriden, the



engine program manager for Tom Walkinshaw Racing took the stage. He was working for Tom when they took the win at LeMans. He showed slides and talked about how he was involved in racing before he joined the Walkinshaw team. His presentation was the precursor to the Saturday night banquet and awards presentation where he would talk about what happened at 24 Hours of LeMans when Jaguar won the race.

Back on the bus, the group was headed back to the Hotel to get ready for Dinner, music and dancing. Drinks were flowing, music was playing and everyone was enjoying the Italian Dinner. After dinner some people took to

the dance floor while others drank, talked, sang with the band



Dennis Eynon, AZ. Singing with the band

and had an opportunity to closely view, Platinum sponsor, **BREMONT CHRONOMETER'S** timepieces. The representative, Gaston Pettinaroli, displayed the Jaguar watch along with many other styles. Also in attendance was Tony Lee, representing Gold Sponsor, **SNG BARRATT**. While not in attendance, Silver sponsors, **Moss Motors** and **Welsh Enterprises Inc.** supplied us with goodie bags.



Our sponsors support us, please support them!

Saturday was a full day starting at 7:00 a.m. with breakfast and the Annual General Meeting; then a break for lunch and back at the meeting to tackle some tough subjects to vote on. The meeting was scheduled to end by 2:00 p.m. with the bus leaving for the Wisconsin Auto Museum at 3:00.

The bus pulled up to the museum on time and the group was greeted by the curator. She gave a brief history on the museum and the group had two hours to enjoy the museum.



Wisconsin Auto Museum

Pulling up to the restaurant the group got a chance to see a partially frozen lake. For most of

us that is just everyday winter life but some of the people had never seen "frozen water"! Once again with drink in hand, we sat down to another delicious meal. Brian Sheridan presented the second half of his race history; The American and British Jaguar race teams at LeMans. After Brian's informative, funny and enjoyable talk, we moved onto the JCNA Awards Presentation. For most of us, this was the end of a busy car weekend. The Board still had a final meeting on Sunday morning before heading home. All in all the 2022 AGM was a successful

event and the participants went home happy and well fed, which always seems to happen with Jaguar events in WISCONSIN!

Thanks to all of the AGM volunteers who helped make this a successful event! Rick Becker, John Boswell, Bunni Boswell, Dick Diecksmeier, Jason Lawrence, Kristi Lawrence, Jan Schlabowske, Alan Wilson & Halina Wilson.

Deb & Mike Korneli
AGM Organizers

The First Regional Event of the Season!

Join us for the annual Jaguar Club Potluck on Saturday April 23, 2022

Starting at 3pm with dinner at 5pm

**Carl and Carl Jensen's
S110 W25415 Hunters Run
Mukwonago WI 53149**

To RSVP by Friday April 15 and select a dish to pass, you can go direct to our link at *Perfect Potluck* at

<https://www.perfectpotluck.com/meals.php?t=BUWW7656>

Or call at 262.662.0287

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QUESTIONS AND ANSWERS

From the litter box

- 1.) What Wisconsin driver drove a light weight E -Type in the 1963 LeMans?
- 2.) What team entered the light weight E -Type that the Wisconsin driver drove?
- 3.) How many “standard” color schemes did SS offer for their 1934 SS Coupe or Saloon?
- 4.) How many greys did Jaguar offer on the XK 120’s and 140’s ?
- 5.) When was the XJ 12 Saloon introduced?
- 6.) Originally Jaguar did not make an XJS convertible. Who did make them and how many years did they make them?
- 7.) When was the F-Type concept car introduced?
- 8.) What the heck is a nave plate?
- 9.) The Jaguar factory had a devastating fire in 1957. How many days did it take for them to resume production?
- 10.) What company did Jaguar purchase in 1947?

- 1.) The Wisconsin driver was Augie Pabst.
- 2.) It was the Briggs Cunningham Team.
- 3.) The total number of “Standard” color schemes was 76. The body, wings, and boot could be a different color. Then you have different interior colors. This made up the “color scheme”
- 4.) Jaguar offered 6 greys; Birch, Battleship, Lavender, Pearl Mist and Cornish. Who ever said the British were boring?
- 5.) The XJ 12 was introduced July 11th 1972.
- 6.) Hess & Eisenhardt made the XJ 12 convertibles in 1986 & 87.
- 7.) January 11th 2000. This was the first time Jaguar teased with an F-Type. I believe the factory came out publically and stated; “what would prevent us from building this; stupidity.” They never did build it. Enough said.
- 8.) A nave plate is a hub cap!
- 9.) It took 2 days to resume production after the factory fire.
- 10.) Jaguar purchased “The Standard Motor Company” in 1947. They had been buying engines from them since 1931.

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