

The Special Breed

Wisconsin Jaguars Ltd Newsletter

Volume XXXXI No. 4

JUNE 2022

THE LITTER BOX:

By: Mike Korneli

- 1.) What Jaguar has two doors, 4 headlamps, a convertible cloth head over the rear seats and two removeable panels over the front seat?
- 2.) Which Jaguar Saloon is fitted with a single wind screen wiper?
- 3.) What company built automatic transmissions for Jaguar? Borg Warner or ZF?
- 4.) Where did Jaguar set a speed record in the XK 120?
- 5.) The E-Type debuted in 1961. What was the # 1 hit Rock song in 1961?
- 6.) What was the #1 movie in ticket sales in 1961?
- 7.) What is the British term "Coachline" on a car?
- 8.) What does "unsprung weight" mean?
- 9.) Where is the spare tire on the 1936 & 1937 SS1 Saloons located? See answers on page

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Join us for the Wisconsin Jaguar Ltd.

Concours d' Elegance

August 6th

At the Corners

20111 W Bluemound Rd. Brookfield, WI 53045

Set up and cleaning starts at 8:00 am

Judging starts at 12:30 pm rags down

Awards at 4:00 pm

Calendar of events

**JULY 24TH 2022
SUMMER PICNIC
RSVP BY JULY 10TH
to
sharon3284@aol.com
414-303-1761**

**AUGUST 6TH
CONCOURS d' ELEGANCE
AT THE CORNERS IN BROOKFIELD
JOHN & BUNNI BOSWELL
jboswell1@wi.rr.com
See registration insert**

**SEPTEMBER 9TH – 11TH
FALL DRIVING TOUR TO
HAYWARD**

**HOLIDAY INN EXPRESS 715-634-0700 \$189.00
PER NIGHT + TAX**

**AMERICINN 715-634-2700 \$135.00 PER
NIGHT INCLUDES TAX.**

Call the hotel and let them know you want to move a room from the Wisconsin Jaguars Ltd. block into your name.

Make sure you contact Don and let him know you are joining the tour.

The rooms are going fast so don't wait too long. This is going to be a great weekend.

CONTACT DON:

donhuebschen@gmail.com

608-289-0057 check out the flyer in the last newsletter for more information



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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

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Email your request to
sandra.iblock@gmail.com

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



THE LITTER BOX: answers

- 1.) XJ-SC Cabriolet
- 2.) XJ6 (XJ40)
- 3.) Both
- 4.) Jabbeke - Aelre Highway in Belgium.
- 5.) "Will You Still Love Me Tomorrow" by the Shirelles.
- 6.) 101 Dalmations easily beat the number 2 movie, West Side Story 148 million to 63 million in ticket sales.
- 7.) Coachline is the pinstripe that goes along the waistline of the body.
- 8.) Weight not carried by the compression of the springs. The E-Type has independent rear suspension. The differential and brakes are bolted to the body. This allows the suspension to react faster to bumps.
- 9.) Left front wing.

When Michael Cook passed in 2018, I felt compelled to write this, but life takes odd turns and it was deferred.

Facing retirement in mid 2016, I began looking for a retirement project in 2015. I had several aborted projects. The first was a 1964 E type restoration that I never got to, as my first spouse became stricken with MS. The next was an Intermeccanica Porsche with a 3.2 engine. A failed contract ended that project. Last was a very ambitious project of a Bugatti Atlantic replica. I had to bring my ambitious sights down.

In December of 2015, we committed to purchase a "1962" Jaguar MKII. It was rust free from Seattle, but the 3.8 L engine had been blown and replaced with a John's Cars kit 4.3L Chevy V6. It had a marine manifold and a Carter 500 CFM carburetor. The 700R4 transmission was robust and it had been converted to XJS power steering and had upgraded Wilwood brakes. It was a nice conversion by Wagon Works. The interior needed finishing and other things needed refinement. Even the wire wheels were nice originals. It came with boxes of parts, including a boot lid that had an Alaska license plate! The car arrived in mid-December (only minor snow so far in Wisconsin), and powered itself out of the truck and was put into winter storage.

I started a bit of homework on the car. It was shipped originally from Coventry to Royal-Elysees CH.F. Deleroix in Paris, and then to the States. Checking the serial number raised a question that it was not a 1962. The seller was cooperative and told me that when the State of Washington automated its titles, he had also owned a 1962 E Type. The State mixed them up, noting the E Type as a 1964, and the MKII as a 1962.

I did not do too much more during my last tax season (43 years as a CPA) and then retired in June of 2016. I started the process to get a build sheet on the car. I contacted Mike Cook, Archivist at Jaguar North America, and his capable assistant Gloria. They told me that they could not do that without proof of ownership, as I only had the signed off WA title. Mike was kind enough to tell me that the build date was 6-18-63!

In May of 2016, I gathered up the title, pictures of the car's ID plate, Jaguar serial number information, emails on the title issue with Mike and the former owners and sent it off with the application for title to Wisconsin. They responded, told me that I was not eligible for a Hobbyist plate but that I could apply for a Collector plate. So I redid the application and sent it in July with their coveted fees and sales tax.

Then things went dead...no word back after several calls. My temporary plate even expired. In November I physically went to the WI DOT. I requested that they issue a 1962 title, then I could get a build sheet, then reapply to get it properly titled. The DOT contacted me, asked that I get a corrected WA State title! I deemed that impossible, even with a cooperative seller.

I recontacted Mike Cook and he told me that even though the car was built in 1963, if it was still in stock at the end of 1963, that it could have been originally titled as a 1964. That explained the oddity of the situation.

I was too busy during winter and in May of 2017 revisited the DOT. I raised hell....the squeaky wheel got some action from the state bureaucracy. Some responsible person pulled the forms from a cluttered desk and the title was issued. The MKII was registered as a 1964! I informed Mike Cook and thanked him for his help! I then sent in the information to get a Heritage Certificate.

During the fourteen month title struggle I had the local mechanic do some work on the car. They went through it and had quite a test drive. The pin holding the front brake pad was not inserted and the pad slipped out during the drive. They hit the brakes, but the pedal stuck to the floor due to the builder installing too long a bolt! It was harrowing, almost wiping out two mechanics in one drive. The "rebuilt" transmission failed and we ordered and installed a new custom built one for the car from Bowtie Overdrives. Their build quality, crating and follow up were first class. To improve the "patina" I had some cosmetic body work done. continued on page 8





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DID – U – KNOW

by Facia Nearside

In 1929 the Swallow Sidecar and Coachbuilding Company was immensely successful rebodging Austin, Standard, Fiat, and several other brands into elegant and affordable little cars. William Lyons, however, was quick to realize that to move to the next level required more control over the entire process. To achieve his vision, he needed to assemble an automobile to his own specifications.

During the late 1920s long bonnets and low roof lines became very fashionable among car stylists. This fact was not lost upon Lyons, but rebodging provided him very little latitude. What he needed was a chassis tailored to fit the desired outcome. Unfortunately, Swallow could neither develop nor make the chassis required. John Black had just become CEO at Standard which was at the time bleeding red ink. Although normally a small series of coach-built cars would not be profitable enough to justify the effort of a separate chassis, Black had confidence in Lyons' enterprise because of the success of the Standard-Swallow. With very little persuasion he agreed to build an extra low chassis to Lyons' specifications. Swallow paid £500 to get production underway and agreed to take 500 chassis with a six-cylinder engine and transmission at a price of £130 each. Swallow was finally going to have something technically unique to offer!

For this new bespoke product, a new marque name had to be found. Negotiations between Swallow and Standard about whose name would be more prominent eventually ended with a unique compromise. The new marque would be called "SS", and part of the agreement was not to agree to what the letters stood for and for neither party to reveal a meaning.

In the fall of 1931, the Swallow Coachbuilding Company (the word Sidecar had been dropped) announced "The SS is Coming". The SS1 was introduced in October that year and was an immediate sensation at the London Motor Show. It was the first car introduced by the Swallow Coachbuilding Company as a marque in its own right.

The slightly smaller four-cylinder SS2 was introduced shortly thereafter. Complaints about the rear passenger space of the SS1 being cramped led to an almost immediate redesign. By September 1932 the car was built on a new more rigid chassis with the rear axle underslung and a longer wheelbase. The proportions were now more attractive and passenger space became quite adequate. Demand for the SS cars grew exponentially leaving Swallow in the enviable position of finding it difficult to produce them fast enough. This was even more significant considering the depressing financial conditions of the early 30s which left many other manufacturers stumbling. Despite this unqualified success however, one final piece of the puzzle remained to be solved. Performance or lack thereof! To be continued...



Cooper Technica tour. Note: his work clothes!



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JULY 24

JAGUAR SUMMER PARTY

Join in the fun for a Jaguar summer party. The event is fun! Come by boat or car. The event starts at 12 noon and lasts till it's done!! The chicken breast, brats, buns, beer, soda, lemonade, iced tea and water are provided. Bring an appetizer, side dish or dessert to pass. Bring your own alcoholic beverages other than beer & wine. Lastly, Please bring lawn chairs.

RSVP by July 10 to sharon3284@aol.com or call 414-303-1761.

Let me know what to pass item you are providing so I can plan ahead.

HOSTS: ROGER & SHARON PHELPS

LOCATION: W303N2634 MAPLE AVE., Pewaukee

WEST SIDE OF PEWAUKEE LAKE. THE ADDRESS IS ON THE WOODEN FENCE BY THE ROAD. LOOK FOR THE WISCONSIN FLAG ON THE FENCE.

JAGUAR SUMMER PARTY

FUN IN THE SUN

BOAT RIDES

FOOD, REFRESHMENTS

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LAWN GAMES

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COOPER TECHNICA REPORT

On June 11th, seventeen members of the Wisconsin Jaguar Club and a few guests, met in Hales Corners to get ready for a short driving tour to the main event, Cooper Technica. We were met by owner David Cooper who was excited to share his restoration shop, projects and many stories this adventure has taken him on.

Restoring a car is not just about taking a complete car apart, making repairs, repainting and putting it back together. Especially with older cars, it's about researching the history of the car, locating parts that are missing or destroyed, making what you can't find and then putting it back together.

There were three cars in the restoration process. Two were Alfa Romeos; a 1943 and a 1946. They were innovative because they did not have the internal wood skeleton. They have a steel internal structure. The aluminum bodies were totally stripped and in the metal repair process. The other was a 1935 Bugatti Atalante; a Paris Salon car. It was in the process of being put back together. It was so interesting to see what's under all the finished interior parts. David also showed us some of the parts they made and machinery they used to form body panels.

Thank you David! We had a truly enjoyable and informative day. Thanks to Mark O'Meara for organizing the tour! "Rare and Unique Vehicles" If you are looking for a new magazine subscription use the link below

<https://rareandunique.media/product/rare-unique-vehicles-yearly-subscription-2/>



1



2



3

COOPER TECHNICA PICTURES

1. David Cooper talking about the Buggati project and all the research involved. The frame is being assembled.
2. The sliding sunroof installed in the Bugatti. They built much of this car from pictures. Most of the wood was rotted. Notice the 2 small windows in the sunroof!
3. This machine is called an Olive. It's used for forming body panels and other parts. There are two of these machines in the shop.

Continued from page 3 **A Tribute to Michael Cook**

We purchased a rusty 1982 XJ6 and removed the 4.2L engine and transmission. It was sold by Wilde Jaguar in Milwaukee to a customer in Racine, WI. The engine ran with a bit of fuel dumped into the throttle body! It had 89K miles on it. I also acquired a dual set of Stromberg carburetors and intake manifold. The whole idea was to have a genuine Jaguar engine to fit into the MKII at some point. A bit like the Ian Callum tribute MKII! I sold the rest of the XJ6 to a retro-builder of a Studebaker pickup truck who was looking for a complete suspension set up.

In late 2017, we decided that with no relatives in the area, that my new spouse (my first one passed several days after our 35th anniversary) and I would move to Duluth MN. We wanted to be closer to her younger sister and fulfill her desire of owning an "Old Home". So we moved and are now restoring a 1912 Lumber Baron mansion. It is a labor of love and the cars are on the back burner. They just picked our home to film a Lifetime TV movie, "Her Stepsister" to air potentially in fall, 2022.

At the time of this newsletter printing, the filming of the movie is a wrap!

Things are not dull in retirement. I Hope to revisit the cars more in 2023. Again, thank you Mike Cook!

The Wisconsin Jaguar Club will visit us as part of the fall north tour in early September. Duluth is a very historic place, home to more millionaires per capita at the turn of the prior century than anywhere else in the United States.

DON'T FORGET TO SIGN UP FOR THE FALL TOUR! It's going to be a great weekend! Beautiful homes, great food and fun Jaguar Club Members to visit with! What could be better?