

PRESIDENTS MESSAGE BY: Mike Korneli

At this time of the year it's always the same; where the heck did the year go?! Someone famous once said, "life is like a roll of toilet paper; the closer you get to the end the faster it goes." Tacky but true. This time of the year is about looking back and reflecting. Memories are great. To me it is more important to look forward.

A lot of people make New Years resolutions. Some people make their proverbial "bucket list." I don't really do either. I am very goal oriented and set them all the time. I would ask you to set a goal for next year. Nothing difficult. You don't have to give up candy or alcohol. You don't have to exercise more or lose weight. Just commit to participating in one more club event next year. Maybe you had good intentions to come to your first event in 2022. There were too many conflicts and it never happened. The reality is you can't always find time; you have to make time. If you did one last year commit to two; and so on and so on. I promise there will be good food, candy and alcohol. We will not make you exercise. I will practice what I preach. We are usually at all the events and I don't want to have an event by myself.

This is not a New Years resolution but a goal that I am setting for my projects. The SSI is on jack stands. By year end it will be a roller with a drive train installed. The Excalibur is stripped and apart. By year end it will be in paint. You can grill me on how I'm doing! I'm just asking you to join us and have some fun! See page 7 for progress pictures

One other request! To help make this newsletter more interesting, I would like members to write little stories. They can be about your cars, why you joined the club, What you like about the club, your view of a club event that you attended, cars you've seen while on your vacation or even a recipe. Another good one would be "Why you want to be the Newsletter Editor!"

2023

Calendar of Events

In Process

March 18th

**Potluck
Jensens**

Summer Picnic

August 5th

**Concours D'Elegance
The Corners in Brookfield**

Fall Tour

Halloween Party

Christmas Party

From The Litter Box:

1. What fast food franchise opened in 1952 in Salt Lake City Utah?
2. What comic strip with a boy and a dog debuted in 1950?
3. What recipe did Campbell invent and tin in the 1950's that is still popular today?
4. How old was James Dean when he died in 1955?
5. Which legendary singer called Rock & Roll music "the most brutal, ugly, degenerate, vicious form of expression?"
6. What did humans do for the first time on May 29th 1953?
7. What was broadcast live from the Boardwalk Hall in Atlantic City for the first time in 1954?
8. What iconic toy, inspired by a German doll, was introduced in 1959?
9. What was the cost of a gallon of gas at the start of the 1950's.
10. How much did the average car cost in today's money in 1959?
11. What is the cost of an average car in 2022.



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WELCOME NEW MEMBER

Bob Prince
2012 XKR Conv. Black
Grafton, WI

The Litter Box answers:

1. **Peanuts**
2. **Green Bean Casserole**
3. **24**
4. **Frank Sinatra**
5. **Ascend to the summit of Mt. Everest**
6. **Miss America Pageant**
7. **KFC**
8. **Barbie**
9. **18 cents**
10. **\$19,000.00**
11. **\$48,000.00**

A YEAR AT A GLANCE: By Deb Korneli

Let's go backwards so I can include the Christmas Party as a new article!

Friday December 2nd was a beautiful night for a Jaguar Club Celebration. Thirty seven people signed up but five had to cancel. Members appreciated their free holiday drinks and the lively conversation. It's always so nice to visit and enjoy dinner with other car people. After dinner we had a brief meeting and discussed the club's finances and a schedule of events for the 2023 year. It was decided that those in attendance would think about some ideas for the coming year. With dinner and the meeting over, we headed couple of miles down the road to the Korneli home for dessert and coffee. Delicious torts, bars, cookies and candy topped off the wonderful meal. Of course there was a trip down to the garage to see the progress on the SS1. For those that have not been there before it was a special treat to see the rest of the cars that were bedded down for the winter.

Our first event of 2022 was a big one. The Jaguar Clubs of North America Annual General Meeting was a fun four days of touring, eating, drinking, dancing and sitting in on the business meeting. This is where the general membership gets input and votes on how JCNA is run. It was a lot of fun and great to meet Jag owners from all over the US, Canada and Mexico.

The first local gathering was our annual Potluck on April 23rd. Carl and Carrol Jensen hosted and love to share their home and collection with their friends. Carl likes to pretend that he does all the cooking but in reality he only makes the coffee and it's good!

June 11th, Mark O'Meara organized a tour the the Cooper Technica restoration shop in Bristol, WI. It was a great tour of a very high end shop with a lot of different projects in the works.

Roger and Sharon Phelps invited us to their home on July 24th for the summer picnic. We had so much fun riding on the pontoon boat, and taking a sneak peak at the new lake home being built next door. As always there was plenty of great food and drink!

The annual Concours d' Elegance was held August 6th at "The Corners" in Brookfield. John and Bunni Boswell have been organizing this show for many years and would like someone else to help and take over this event. It's easy to do and they would give you all the tools necessary to run the show.

September 10th and 11th was the weekend Fall Driving Tour to Hayward and Duluth. What a great weekend! Don and Trish Huebschen did a great job of organizing, Steve and Cindy Karstaedt and Tom and Debra Buresh were wonderful hosts. We appreciate them sharing their beautiful homes with us.

As always, The Boswells invite us to their Halloween party every year. Costume or not all are welcome. Music by the DJ Sean is there for your dancing or listening pleasure. Everyone brings food, plays games and oh yes, there are a few cars to look at too!

If any of this sounds fun to you, please join us in 2023.

Pebble Beach 2022

By: Carl Jensen

There are a lot of decisions to make when attending concours week at Pebble Beach. The hardest of them is determining what events to attend. Though over the years we have found we like some more than others and that starts with the Automobilia show where we left with some good treasures to take home! In contrast, we attend the Gooding and RMSotheby's parties and auctions, and have yet to purchase any treasures there. But who knows what will be for sale next year!

Continued on page 4

We love going early on Thursday morning to see the concours cars line up and take off for their tour. It is a great time to see the cars, because only car people get up early to go down there. The added bonus to that is catching up with a lot of friends. It's hard to beat seeing the cars in motion and hearing them. Where else can you see a steam car and a snorting Cobra together? From there our group headed to lunch where we discussed our favorite picks of the field. It's surprisingly hard to pick just one!

Another favorite event of the weekend is the historic races at Laguna Seca. Without prejudice, I feel that Road America is the best track in the country and equal to or better than the dozen I have been to in Europe, but this event at Laguna Seca gets great cars. In my opinion, they have the best field of any vintage event I have attended in the US. They have a fantastic group of pre-WW1 race cars, and the 1950s vintage sports cars are amazing. This year, there was a huge display commemorating 100 years of Le Mans from the 1920s to current cars. The evolution of technology was fascinating to see.

On concours day it was great to see five Jaguars on the lawn! One of the cars belonged to a friend in Switzerland who had sold most of his collection when he was entering his 80s, but I think he had a little seller's remorse and was on the lawn with his E-Type roadster, believed to be the most authentic unrestored early E-Type. In fact, it is so good, somebody had done an entire book documenting the car. Our friend grinned when he said he was also having an SS100 restored! Clearly a lot of car life yet to live! We were also able to meet the new owner of a Hispano – Suiza that belonged to a good friend who unexpectedly passed a few years ago. The car is completely unrestored and has a great history as it was purchased new by the Dodge family. When the Dodge brothers passed (Spanish flu and complications from it), the widows were two of the wealthiest people in the world. As a result, the son (who was a noted playboy) had no problem purchasing some of the world's finest cars. It's a great car that I drove many times. We were pleased to see the new owner enjoying it and committed to maintaining its originality.



1935 SS1

1938 SS100

1961 Semi-Lightweight E-Type

Best of show was no surprise. I think everyone who saw the 1932 Figoni bodied Duesenberg "Sports Torpedo" knew it was the car.



Interesting that while we enjoy our XK engines, the twin OHC inline architecture was used in this American car 20 years earlier (also Stutz and Miller), although they were all 8 cylinder and race bred with low production. But none of these three car companies were as main stream as Jaguar who used the engine architecture in everything from reasonably priced luxury sedans to LeMans winners.

DID-U-KNOW By: Facia Nearside

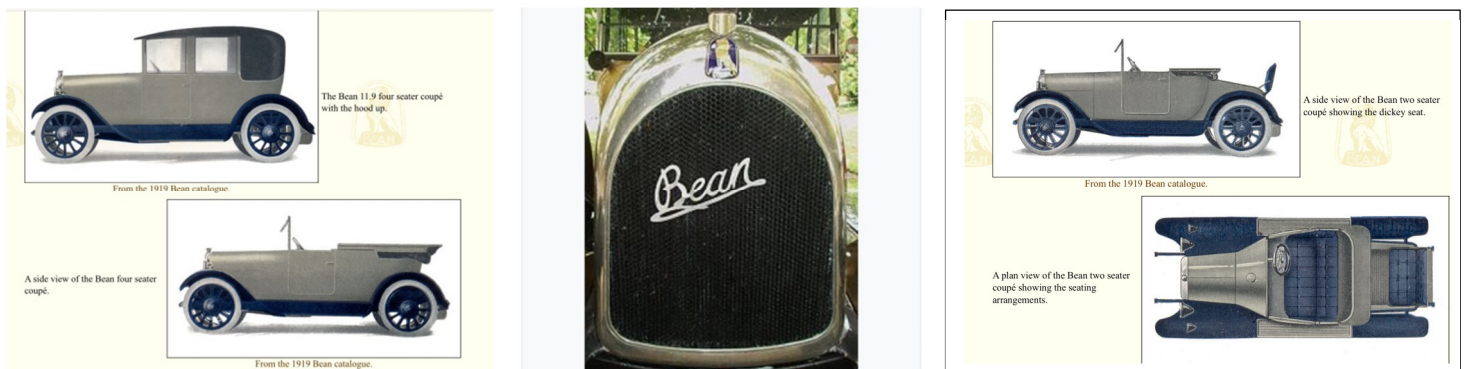
Bean might be the most successful British car manufacturer you've never heard of. Automobile production began in 1919 and continued until 1937, but that was only the beginning as subsequent owners continued to produce components for the auto industry until 2005. Along the way Bean outsold Austin and Morris throughout the early 20s and built the car which captured the land speed record in 1937.

It all began as the Perry car. James and Stephen Perry were making bicycles in Birmingham England when they branched off with a cyclecar in 1911. By 1914 production also included a 4-seat 4-cylinder tourer called the Perry 11.9. Following the Great War, the Perrys decided not to resume producing automobiles so the tooling and manufacturing rights were put up for sale. George Bean, chairman of the firm A. Harper, Sons & Bean had prospered making shell casings for the war effort but at the end of hostilities he was left with a large factory and no work. Bean took the opportunity to make a jump start into automobile manufacturing and the Perry 11.9 became the Bean 11.9.

Jack Bean, George Bean's son, was an ambitious businessman and planned to become one of England's leading car manufacturers. He visited the United States and purchased machinery to install one of the first twin track assembly lines in England. By 1922 production was up to 100 cars per week including a 4-seat tourer and a 2-seater with dicky. In 1923 the larger Bean 14 was launched and one year later the line included four models several of which became popular in Australia. That same year Bean diversified into commercial vehicles producing a lorry, ambulance, coach, and light bus based upon Bean 14 underpinnings.

Sadly, company chairman George Bean died in 1924. Jack Bean went on a world tour to promote the company's products but upon returning he resigned to join the board of Guy Motors. Despite this, progress under new ownership continued and 1927 saw the introduction of the Bean 18/50. Then in 1928 the Hadfield Bean 14/40 which was followed by the 14/45. Up to this time Bean had a reputation for producing reliable vehicles. Unfortunately, the trouble plagued 14/45 put an end to all that. By 1929 more cars were being returned to the factory with faults than were being produced. As a result, Bean Car production ended in 1929 and the company went into liquidation in 1931.

A new chapter was started in 1933 when Bean Industries was launched to produce castings for the motor industry. This proved to be a very lucrative decision and what started as A. Harper, Sons & Bean in 1919 survived 86 years including ownership by Standard Triumph, Leyland Motors, British Leyland, and finally Ferrotech. They produced their final casting on September 30th, 2005 and the business was finally wound up. As for that land speed record car, it was called Thunderbolt, but that's a story for another time.



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1953 Excalibur J race car. Brooks Stevens design. One of three. Final modification in 1961 into the Ecurie Excalibur



1934 SSI Jaguar. Originally exported to Buenos Aries, Argentina. Purchased from Oregon in 2005. Rested in the basement until the XK120 and XK150 were restored. Sharing the garage/stage with the Excalibur. Parts are hard to find for both.



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