

Presidents Message: Mike Korneli

We had our annual trip to The Amelia Island Concours. Things have changed over the years. That seems to have accelerated since Hagerty bought the concours. As they say, change is inevitable.

The car hobby has always been about passion. It does seem that with the advent of the televised mega auctions it has brought a lot more people into the hobby. Certainly for some, it's more about flipping for money, ego or bragging rights. The massive amount is what has made Hagerty go public and try to corner the market/hobby. I'm not sure that is very good for those of us that love the hobby!

We just had our potluck for the club at the Jensen's last night. I was thinking about the club. We have been members since the late 1980's. There are a number of members that go back a long way. The make up of our club has changed. The obvious is we all have gotten older as has the average age of the club. Continued on the last page:

FROM THE LITTER BOX:



- 1.) A lot of early Jags had SU carburetors with HD designations. What does HD stand for?
- 2.) What was another term the British used for turn signals?
- 3.) The "CBE" honorarium is given to significant British people. What does "CBE" stand for?
- 4.) What is TWR?
- 5.) What special coating was applied to early Jaguar Manifolds?
- 6.) Jaguar produced a special XK8 model for 2000. What was it?
- 7.) What was the last year that Jaguar produced the XJS?
- 8.) The XJ6 saloon was the main model for Jaguar for almost 30 years. What model preceded it?
- 9.) What 4 types of carburetors did Jaguar use post war?
- 10.) William Lyons, President of Jaguar had a partner at the beginning. Who was he?

2023

CALENDAR OF EVENTS

Save the dates:

May 20th driving tour & Concours judges training at the Korneli's

June 2 – 3 European Experience at the Gilmore museum in Michigan

Driving Tour June 4-6

Possible caravan to the host hotel

cccamuseum.org click events

contact me so I know who is interested in the caravan

Deb Korneli 262-388-9705

June 18th (Father's Day) British Car Field Day, Registration form at britishcarfieldday.org
Jaguars get parked together

July 23rd summer picnic at Roger and Sharon Phelps
414-303-1761

August 5th Concours d' Elegance at the corners in Brookfield
John Boswell 414-840-1317

August 20th Port Washington Chairity Car Show
Interested in showing your car, call Bob Prince
262-751-4102

September 8 – 10 Fall overnight tour
In the planning stages
Oshkosh/ Appleton/Fond du Lac area
Probable stops along the way
Motion Products, Zero to 60, EAA museum,
Chocolate Store, Lunches and dinners
Hotel info once the Packer schedule is set
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Welcome New Members

Tom Griffith

1936 SSI Jaguar 2.5 Ltr OpenTourer
Verona, WI

Ron Kurowski

1987 XJ6 Saloon, Solent Blue
2008 XJ8 VDP, Gunmetal Pearl Gray
2014 XK Coupe, Polaris White
2015 F-Type Coupe, Ultimate Black

Jim Purdin
Oregon, WI

Bruce & Milena Szewczuga
1994 XJX Conv, British Racing Green
Greenfield, WI

Don & Pam Wichelt/Crawford
69 E-Type FHC
Middleton, WI

Ken & Mary Wolowiec
Loves Park, IL

DID – U – KNOW

by Facia Nearside

Born in 1898 he accepted an apprenticeship with Sopwith in 1914. In 1916 he became a pilot in the Royal Flying Corps (RFC). Shot down by friendly fire he was removed from active duty with the RFC and spent the remainder of the war checking aircraft components for the Air Ministry. In 1920 he opened a garage and hire business but soon found he preferred preparing cars for competition. First entering the Monte Carlo Rally driving a Triumph in 1927 he finally won that event driving an Invicta in 1935. Working for Triumph as experimental manager in 1936 he created the Dolomite which he again drove in the Monte Carlo Rally. Unfortunately, it was written off after a collision with a train in Denmark. In 1939 Triumph went into liquidation and he again went to work for the Air Ministry making carburettors for aircraft engines during WWII.

Engineer, pilot, rally driver, entrepreneur, Donald Mitchell Healey achieved all these things. For most men approaching fifty years of age this would have been a lifetime of accomplishments, but Donald Healey was not most men. During the war there had been many long hours to think of that next step, a marque bearing his name. What followed was a prolific offering of low volume designs where Healey built the rolling chassis which was then completed by a coach builder, thus giving the car its name.

First came the Healey Elliot saloon in 1946 along with an open version called the Westland Roadster. Powered by a 2.4 liter Riley engine developing well over 100 hp. The Elliot was the world's fastest four door production car clocking in at 110 mph. This amazing speed turned the Elliot into a popular rally car.

Next was the Healey Sportsmobile in 1948. Styled along the lines of a contemporary American convertible of the period it had the smallest production run of these low volume designs, with just 23 being built. It also had 100 mph performance so it became popular among rally drivers as well. Naturally Goldie Gardner was one of the first customers!

In 1949 the Healey Silverstone debuted. Named for the Silverstone circuit racetrack it was a two-seat race car thinly disguised for road use. As such it proved popular in club racing and over 100 were produced during a two-year production run.

The Elliot and Westland which had been in production since 1946 were then updated as the Healey Tickford and Healey Abbott. These slightly improved designs of the two earlier cars used the same Riley 2.4 liter engine but clothed by two new coach builders respectively. Combined construction totaled a respectable 299 units.

Next in line was the most unlikely and also the most successful of the group, the Nash-Healey. Built from 1950-1954 the car was the outcome of a chance meeting aboard the RMS Queen Elizabeth. Donald Healey was sailing to America in hopes of securing a supply of Cadillac V8 engines for his Healey Silverstone. Aboard he chanced to meet George Mason, the president of Nash-Kelvinator. Upon hearing Healey's plan Mason invited Healey to contact him when the request for engines was turned down. The result was the Nash-Healey which made its official debut at the 1951 Chicago Auto Show. As a "halo car" one objective was to make the sports car closely resemble other Nash's models. The car used the Nash inline six-cylinder OHV 3.8 liter engine and the family resemblance was unmistakable. A total of 506 cars were built, with the first car being personally gifted to British singer Petula Clark by Donald Healey. The final entry into the Healey low volume designs was the Healey G-Type roadster. Built from 1951-1953 this was a hybridized Nash-Healey with a 3 liter Alvis engine and gearbox. The car was quite heavy and underpowered, thus only 25 were produced.

With this successful run of eight models totaling 1122 cars over nine years Donald Healey then made perhaps the most astute observation of his career, there were virtually no sports cars in the United States. He immediately set his sights on filling this gap in the American market. To be continued... DUK2023/2





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A Peek Inside the Pride By: Le Roy Maxfield



- 1.) **How old were you when you bought your first car and what was it?** I was 23 and had just graduated from West Point. Through "Europe By Car," I ordered a 1969 Jaguar E-Type OTS, Regency Red with a beige interior. It was shipped directly from the factory to Bayonne, New Jersey where I picked it up on July 3rd 1969. I drove it back to my parent's home in Burlington, Wisconsin and did the dealer prep with my father's help. My father owned an autobody repair shop and had restored a Jaguar Mk VII after I left home.
- 2.) **What car would you have liked to be your first car?** A Jaguar E-Type was my first choice but a Camaro Z28 was a close second.
- 3.) **What was your first collector car?** Although my E-Type was my daily driver for a number of years it transitioned into my first collector car in the late 1970s.
- 4.) **When did you buy your first Jaguar and what was it? Do you still have it?** As I described above I received my E-Type on July 3rd, 1969. I was in the Army and had a 3 year assignment in the Netherlands. This gave me an opportunity to drive my Jag extensively around Europe, including the German autobahn. While there I took the opportunity to have the car mechanically refurbished at Coombs and Sons in Guildford, England and later extensive rust repair at MCR Phoenix Automotive Ltd (associated with Phil Porter) in Birmingham where I briefly met Paul Skilleter who was curious to know more about a "Yank and his car". In late 2001 I shipped the car to Jaguar Restorations in Pennsylvania where Reggie and Paulette Ray performed a much needed "Driver's Restoration". Since then I drive the car on nice days when the salt is off the road. The total miles now exceeds 186,000.
- 5.) **Do you have other collector cars?** I have had some interesting cars over the years, some of which might be classified as collector cars, none of which I still own: A 1974 Mini, 1985 Dodge Omni GLH and a 1999 Ford Contour SVT. My current daily driver is a 2011 BMW 335d (diesel) which is more of a cult car than a collector car.
- 6.) **When did you join the club?** We joined in 2002 right after I had my E-type restored to a presentable condition. (Editors note: It is far more than presentable!)
- 7.) **Have you joined the club in any events?** I have attended a few of the events but because I live in Oshkosh it is difficult for me to be a regular, fully active member.
- 8.) **How did you find out about Wisconsin Jaguar Ltd?** If I recall correctly I did a search on the internet and discovered the club.
- 9.) **What is your favorite thing about the club?** The knowledge base and camaraderie is priceless. It's great to have lengthy and in-depth conversation about cars, especially Jaguars, that is otherwise almost impossible.

When New



After Restoration



Notes From The Shop: March 2023 Update on projects.

For those who may be following the progress on a few projects, here is the scoop. The 1960 Bentley engine is back from the rebuilders and installed in the chassis. We have not commenced to try to start it as there are other more pressing projects.

The XJS belonging to a WJL member also has its replacement engine installed. You may remember that we discovered the engine bay wiring was deteriorated to an unsafe state. All the insulation was falling off, which could lead to a major short circuit and fire. We highly recommend that any owners of early 12 Cylinder XJS cars inspect theirs. A major problem is that new harnesses are not available. We were forced to rebuild it completely. Without the help of WJL member Chis Wolfla, who spent several Saturdays with me on the project, I'm doubtful that to this day it would be done. WOW what a project. Next is to start the car. Here's hoping.

We are waiting for the MK2 engine to return from the machine shop. Sadly, there are fewer and fewer automotive machine shops. Finding young folks to replace the old-timers is a major problem.

The Bentley Turbo R is still puzzling us. We even sent the car to a dealer in Indiana, which I have known for over 40 years, to give it a try. They returned it with a comment "we can't fix this car." They were Bentley dealers, with training, when this car was new. No decision has been made on the next step.

The 1923 Lancia engine has a crack in the block. We found a correct replacement in the UK for \$13,000.00. It still needs a rebuild. After a discussion with a Ferrari repair friend, who has repaired aluminum blocks, we may do the job in house. I repaired a significant crack in Gerry Nells XKSS years ago and will use the same process. The chassis is in storage. When it returns to the shop, you might want to drop in to see it. The Lancia Lambda is of historic importance in the lore of the Automobile. An article on the process of crack stitching will come in the future.

We recently acquired John Boswell's SS Drophead for some preservation work. It's pleasant for me to see an SS in the shop after restoring two SS 100's.

Several Rolls Royce and a Bentley's have been in and out over the winter. Most have required major hydraulic work as have two XJS cars. There seems to be an epidemic of brake system failure. All have been a result of owners failing to regularly flush the hydraulic fluid. Spend a few hundred dollars to avoid a few thousand dollars. The same goes for antifreeze. A Ferrari owner acquaintance of mine who has a large collection, changes all fluids every three years.

The future looks good for our new shop. There are two E types awaiting service. One for major engine work and another to recommission after many many years of storage. We will continue our 1st and third Saturday Open House until the weather gets consistently nice and the days get longer. Then we will move to mostly weekday evenings. There are so many Saturday events.

Happy Motoring,

Jan

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- 1.) Horizontal Diaphragm
- 2.) Repeater Lamps
- 3.) Commander of the Order of the British Empire
- 4.) Tom Walkinshaw Racing
- 5.) Vitreous Enamel
- 6.) XKR Silverstone
- 7.) 1996
- 8.) The 420 G was the large saloon that for a brief time was built simultaneously. The S-Type saloon was more mid-sized. The 240-340 saloon was the small sized.
- 9.) Zenith-Stromberg, SU, Solex and Webber.
- 10.) William Walmsley

continued from page 1

As I stood in the kitchen, with almost 40 other people, I realized the not much has changed. The kitchen always seems to be the major gathering point. We always have way to much incredibly good food. There was so much visiting going on that the volume was almost deafening. It was a little difficult to have a conversation. Eventually people broke out into other rooms. I didn't hear any conversations about market timing. Not one was about which cars to buy or sell. Most of the conversations weren't even car related. It was about people sharing and catching up on their lives.

I'm not sure where the car hobby is going. I think our club is in great shape because it's still all about the people. We had some new members attend which is great. Six new members have been added to the club this year already. Welcome to all of them.

Thank you Carl and Caroll for opening your home and garage and putting on a great event.

Make sure to check the club schedule and join in on the fun. You have to have some great stories we haven't heard yet! Mike



Carl watching Mike trying to open a tricky bottle of wine!

Winners of the chili cook off Lori and Chef Dave Warren

