

## Presidents Message: Mike Korneli

Well it's that time of year, finally. The cars will be coming out of hibernation. That is not true for just the "old Jags but a lot of the "newer" ones. Everyone likes to keep their cars salt free. That is the up side. In general cars are not good at being static displays. They are made up of a lot of moving parts and they like to be moving.

I had not run my Series III E-Type last year. I was doing a little engine tuning last summer. In fall I noticed a puddle of fluid under the front of the bonnet. There are no fluids that far forward on the car so I assumed it was something I spilled. This spring I put the battery charger on the car. After I took the charger off I walked around the front of the car. Once again there is a puddle under the front of the bonnet. This makes no sense. Was there water trapped in the bonnet that leaked out when I tipped it up? It wasn't water. It wasn't coolant. There are no fluids that far forward. I cleaned it up. When I started the car the brake light came on. Compressing the pedal yielded mush. A quick check of the left front wheel showed a big puddle. Obviously there was a low spot in the floor and the fluid found its way to it. The brake seal went bad just sitting; so bad that it didn't even require any pressure for the fluid to run out past the seal.

The moral of this story is to do a thorough check of your car when you bring it out of hibernation. Don't assume nothing has changed. Normally a brake caliber is more likely to freeze up from sitting. Maybe there is no normal.

Get your car out. Check out our upcoming events, plan on attending. Events are always more fun with a crowd; especially new members!

May 20<sup>th</sup>, Driving tour and Concours Judges training.

[See page 6 for details](#)

## 2023

### CALENDAR OF EVENTS

Save the dates:

May 20<sup>th</sup> driving tour & Concours Judges Training  
At the Korneli Garage. See page 6 for details

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

Driving Tour June 4-6

Possible caravan to the host hotel  
[cccamuseum.org](http://cccamuseum.org) click events  
contact me so I know who is interested a caravan from  
Milwaukee  
Deb Korneli 262-388-9705

June 18<sup>th</sup> (Father's Day) British Car Field Day,  
Registration form at [britishcarfieldday.org](http://britishcarfieldday.org)  
Jaguars get parked together

July 23<sup>rd</sup> summer picnic at Roger and Sharon Phelps  
414-303-1761

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

August 20<sup>th</sup> 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  
Lanette Brill 920-797-9189



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**2023**

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



### **Welcome New Members**

**Bob & Judy Gillette**  
Stone Lake, WI

### **FROM THE LITTER BOX:**



#### **1980's Trivia**

Answers on page 8

- 1.) Who still has a VHS? What does VHS stand for?
- 2.) What year did the Berlin wall come down?
- 3.) What ancient Chinese toy made a comeback in the 1980's?
- 4.) How long did it take Erno Rubik, the inventor of the Rubik's Cube, to solve his own invention?
- 5.) Which US state came up with the concept of casual Friday?
- 6.) Buffy was the name of what iconic Star Wars Character?

## DID – U – KNOW

by Facia Nearside

Donald Healey founded the Donald Healey Motor Company Limited in 1945. His passion was racing, thus early design work was concentrated in the area of sporting and competition cars. Healey's prolific offerings were high quality and high performance but this came at a price, literally. The cars were inevitably expensive. Healey reasoned that a less specialized car would thus make it available to a wider market.

In the early 1950s England was still in the grip of shortages caused by WWII. Materials necessary for production were only allocated to companies who were going to manufacture products for export. Donald Healey grasped the importance of this and coupled it with his astute observation that there were very few sports cars in the United States. His conclusion: build a sports car with 100mph performance that would fit into the American market priced between MG and Jaguar.

Using Austin Atlantic A90 mechanicals, Healey constructed a single car for the 1952 London Motor Show. Styled by Jerry Coker the car was an immediate sensation with more than 2000 orders being placed at the show. Healey named the car the Healey Hundred in recognition of its performance potential. The excitement the car created at the show attracted the attention of BMC chairman Leonard Lord. Over dinner Healey and Lord struck a deal for mass production of the car by BMC, and the Healey Hundred left the show rebadged Austin-Healey 100. A new marque had been born.

The first Austin-Healey 100s were designated BN1, employing the Austin 2655cc 4-cylinder engine and a 3-speed transmission with overdrive. Except for the first 20 cars, they were finished at Austin's Longbridge plant. The BN2 replaced the BN1 in 1955 and offered a 4-speed transmission as well as optional two-tone paint.

Next in the series of big Healeys was the 100-6 beginning in September 1956. The 6-cylinder BMC C-series engine, although of slightly smaller capacity (2639cc) produced more power. The 100-6 featured a 2-inch longer wheelbase than the 100 and came in two models, the BN4 which was a 2+2 and the 2 seat BN6. In late 1957 production was transferred from Longbridge to Abingdon where the remainder of all big Healeys were assembled.

The final model, the Austin-Healey 3000 is the best known and for good reason. It was by far the largest and longest production run of big Healeys. Once again, an engine change prompted the designation of the new model which now used the "3" litre 2912cc BMC C-series engine. Assembly began in July 1959 and 42,926 cars were produced over the next eight years. During this time the 3000 was continually modified and updated producing far too many variations to be listed separately in this brief history. The final cars, designated Mark III BJ8, were truly light years advanced from that Healey Hundred of only 15 years earlier. Despite this, time, politics, and government regulations were catching up to Austin-Healey. The final car rolled off the assembly line in December 1967. As always production figures are complicated, but it is generally accepted the total for all versions was about 73,000. Although Donald Healey hoped otherwise at the time, the run of the big Healey was over.

To be continued...

AUSTIN HEALEY 3000



AUSTIN HEALEY 100





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## A Peek Inside the Pride By: Tom Buresh



- 1.) **How old were you when you bought your first car and what was it?** I was 17 and found a two door sedan Chevy Biscayne with a six and a three speed. I refinished the body, had Empi front mag wheels and chrome reverse wheels on the rear. The engine chipped a piston and with the help of my father, had it rebuilt. We built an engine hoist and began a lifelong quest of enjoying fixing autos.
- 2.) **What car would you have liked to be your first car?** I saw one of the few E Type Jaguars in Green Bay and loved it. Way out of my pay grade!
- 3.) **What was your first collector car?** The first collector car was a 1967 Corvette Stingray. Marina Blue with a white convertible top. I took care of it well, converted it to dual line stainless steel brakes. Ultimately sold it when prices were high, made an 8% after tax compounded return! I never repeated that!
- 4.) **When did you buy your first Jaguar and what was it? Do you still have it?** In 1982 I found a \$900 1964 E Type. It was rough and I found another in Chicago for \$2,000. That one was the 38<sup>th</sup> last 3.8 litre made. Ultimately, we had four of them, two complete cars and two tubs, all with titles.
- 5.) **Do you have other collector cars?** A number over time. I had a 1982 Porsche 924 and a 1990 C2 Porsche, both sold. Now we have the 2006 XK8, Special Edition and the 1964 Mark II.
- 6.) **When did you join the club?** It was pretty early in the 1980s, then left and came back when I acquired the 2006 XK8.
- 7.) **Have you joined the club in any events?** A number of them in the 1980's. I went to the National Concours event when it was at the Lake of the Ozarks. I attended the Road America event in 2020 and hosted the fall 2022 tour along with the Karsteadts.
- 8.) **How did you find out about Wisconsin Jaguar Ltd?** Think it was via Hemmings, the bible of resource before the internet!
- 9.) **What is your favorite thing about the club?** The people are fun. A great bunch of enthusiasts. More than any other car club!!

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### THE LITTER BOX ANSWERS



- 1.) Video Home System
- 2.) 1989
- 3.) Hacky Sack. It dates back to 3000 BC!
- 4.) 4 weeks
- 5.) Hawaii
- 6.) Yoda

SPRING DRIVING TOUR &  
CONCOURS JUDGES CERTIFICATION  
SATURDAY MAY 20<sup>TH</sup> DEPARTING AT 10:00AM

AT KORNELI'S GARAGE  
6236 Gilbert Circle, West Bend

Pack a picnic lunch, the club will supply beverages

**MAKE SURE TO BRING A LAWN CHAIR**

The driving tour will leave at 10:00 am  
Lunch and Judges meeting starts at noon and will take about 3 hours.

RSVP Deb, 262-388-9705  
dkorneli54@charter.net

### FOR SALE

#### 1988 Jaguar VanDen Plas XJ6. In Oconomowoc

103,800 miles, good running order and well maintained locally. Straight 6 cylinder. One of the better Jaguar engines. Service record available for inspection. Owner is no longer able to drive. Original self-leveling fluid suspension replaced with Jaguar standard coil springs and shocks; power steering rack, pinion and pump replaced; differential connections to stub axles, bearings serviced. Tires replaced at 97,000 miles with Altamax GTX. Winter storage indoors. Leather excellent. Oil change and inspection done at Hartland Service in Hartland WI in April. \$6,200.

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## THE SIMEONE FOUNDATION By:Mike Korneli

Getting to the Simeone Foundation Museum has been on my list for years. It's located in Pittsburg and I just never found a reason to go there. The Classic Car Club fixed that when they held their

Fred Simeone has one of the best private collection in the U.S and possibly the world. Part of his focus was unrestored race cars from the 1930's and up. A unique feature of the collection is that they were used. Fred had regular events that were open to the public where he picked two or three cars and took them out and drove them. The collection included Alfa, BMW, Jaguar, Mercedes, Allard, and more. It also has super rare race cars like an unrestored Cobra, Daytona, GT40 and a Grand Sport Corvette. It is a must see.

Just a sample of cars in the collection.



1956 D-Type

1953 C-Type



1938 SS100



1952 Cunningham c4r

1956 D-Type



J2 Allard



1964 Cobra



1966 GT40 MK II