

## Presidents Message: Mike Korneli

From the Litter Box



The club has been flying through our 2023 schedule. You will get a chance to read about two events in the newsletter. If you were not able to attend, hopefully you can make a future event.

I want to welcome all of our new members. We have been getting a steady influx of new members this year. The great thing is that we have seen some of them participating in events. If you are a new member, join us. You probably won't be the only new member at the event!

We ended up taking a little field trip. Actually it wasn't all that little. After 2 ½ years the SS engine was finally done. It was also decided that we needed to pick up the Group 44 Stock Car from Bob Tullius's hanger in Daytona. Bob is at a point where he is at home with a caregiver and no longer goes to the hanger. So we made the trip down to Daytona. We stopped to see another SS car guy in Atlanta. Then it was onto North Carolina to pick up the SS motor. I had been in contact with another guy who was interested in the stock car. He lived in Mount Airy only an hour and a half from the engine pick up city. That town may sound familiar. That's because it is basis for the Andy of Mayberry show. So we played tourists. I spent time in the jail cell. Otis must have been sober. We took a tour in one of the squad cars. The old part of the town is wrapped up in the TV show. We had ice cream at the place where Andy worked as a soda jerk. Stopped in at the barber shop that was supposed to be Floyds. It was actually a working barber shop where a little boy was getting his hair cut by a third generation barber from the shop. And he was old! Mount Airy has a population of 10,000. For their Mayberry Days celebration it swells to 75,000. For as corny as it sounds, we both had fun.

**2023**

## **CALENDAR OF EVENTS**

Save the dates:

September 8 – 10 Fall overnight tour  
Oshkosh/ Appleton/Fond du Lac area

Deadline, August 8th

Call to see if you can still join the group

Lanette Brill 920-797-9189

Holiday Party

Save the Date

Friday December 1<sup>st</sup>

At the Sawmill in Richfield



"A Peek Inside the Pride" By: Bob Prince

- 1) **How old were you when you bought your first car and what was it?** 1936 Ford Roadster hot rod. It was my dream car.
- 2) **What was your first collector car?** 1957 Vette and I still have it. It's a beautiful blue and white.
- 3) **When did you buy your first Jaguar and what was it?** It was a 1982 XJ Sedan V12 and I no longer have it. My latest Jaguar is a 2012 XKR Black Convertible.
- 4) **Do you have other collector cars?** I have 7 cars including a fire engine. The neighbors get tired of hearing the siren!
- 5) **When did you join the club?** 2022
- 6) **Have you joined the club in any events?** I've been to picnics at the Korneli and Jensen homes.
- 7) **How did you find out about Wisconsin Jaguar Ltd?** Deb & Mike Korneli. We worked together running a car show for 12 years. Many Jag Club members participated. I was looking to buy a Jaguar so I joined and then found a car.
- 8) **What is your favorite thing about the club?** Tech information. I'm sure Bob meant to say... Deb!!!



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WISCONSIN JAGUARS LTD  
**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**

Don Huebschen

7730 Cannellwood Drive  
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Email your request to

[sandra.jblock@gmail.com](mailto:sandra.jblock@gmail.com)

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



### **Welcome New Members**

Jay Petter & Andrea Reynolds

Janesville, WI 53545

Thanks to Leroy Finnigan

Greg & Lisa Harris

Mukwonago, WI

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



Mike resting in Otis's jail cell  
Mike and Deb in front of Wally's Service





Every year in fall, the Board of Directors meet to discuss the CLUB CALENDAR FOR THE COMING YEAR. I'm excited to say that club members, Bill and Jeannie Bode, have volunteered to organize the Fall Tour!

They are thinking about a weekend in early September 2024. They live on the Waupaca Chain 'O Lakes just 6 doors down from the Clearwater Harbor restaurant, bar and marina. The marina has a stern drive paddle wheeler tour boat (the "Chief Waupaca") that does cruises on the chain. They also have a separate dinner cruise boat that would accommodate our group. We envision arriving Friday for a fish fry (place to be determined), then gather Saturday morning for a drive around the beautiful roads in the area, then end up at their house for lunch and refreshments and then on to the Chief Waupaca for a cruise.

<https://clearwaterharbor.com/boat-cruises/>

This sounds like a great idea and lots of fun. Of course there is more planning to do and as soon as Bill and Jeannie complete their plans we will announce the dates and lodging options. It may be helpful to express your interest and save a spot on your calendar. [brayton@tds.net](mailto:brayton@tds.net).



**SAVE THE DATE**  
**HOLIDAY PARTY**  
**FRIDAY DECEMBER 1<sup>ST</sup> 2023**  
**THE SAWMILL INN**  
**RICHFIELD,WI**

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**Healey Club Invitation**  
**Autumn Color Tour September 22 – 24**  
**Green Lake area**  
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**414-687-8447**  
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## DID - U – KNOW

By: Facia Nearside

In the years between WWI and WWII the company we know today as Jaguar progressed from building sidecars for motorcycles to building their own cars. Unfortunately, their beautiful automobiles had an Achilles heel. Powered by outdated engines from the Standard Motor Company, performance did not match the cars' sensational good looks and they developed a reputation of "more show than go". This fact was not lost upon company owner William Lyons, so during the war when an all-night fire watch team was required, Lyons arranged for he and his best automotive engineers to sit the watch together. It was time for Jaguar to bring engine manufacturing in house. In a twist of fate however, when the amazing new engine they developed made its debut it was powering an MG not a Jaguar!

Alfred Thomas Goldie Gardner was born in Woodford Green, Essex, England in 1890. He had a keen interest in motorsport and despite a severe injury in WWI he purchased an Austin Seven in 1924 and took up racing. Achieving notable success he attracted the attention of Cecil Kimber, managing director of MG cars. Land speed record breaking was fashionable at this time, manufacturers viewed the sport as a way to publicize their latest products. In 1930 MG jumped in with both feet intending to capture as many records as possible.

The importance of understanding aerodynamics cannot be overstated when it comes to increasing speed. In order for a car to double its speed the engine power must increase eight-fold unless the shape of the vehicle can be altered to reduce parasitic drag. MG was determined to use this knowledge to develop cars of increasing aerodynamic efficiency, thus began an EX (experimental) series of record setters. Goldie Gardner dovetailed perfectly with this ambition. He was a master when it came to altering engine size to establish different class records in the same car. He also commissioned EX135 to receive every available aerodynamic improvement. By 1938 his versatile streamliner had captured the records for 350cc, 500cc, 750cc, and 1500cc.

Following a moratorium on racing during WWII Goldie and EX135 were back at it again. Remember the engine Jaguar was developing during fire watch duty? After multiple tests, changes, and improvements a twin overhead cam design was decided upon. The engine would be produced in both 4-cylinder and 6-cylinder versions in order to give Jaguar a range of power options. In 1948 Gardner managed to secure one of the prototype 4-cylinder engines to power EX135. With the 1970cc engine he broke the flying mile, kilometre, and five-kilometre records thus securing these 2000cc Class E records for MG.

Two months later at the London Motor Show, Jaguar launched the famous XK120 with the 6-cylinder version of the engine. As for the 4-cylinder variant, the idea was dropped. It was decided the engine was not smooth or powerful enough to represent Jaguar...but it did have its one day of glory at the hands of Goldie Gardner in MG EX135.

### MG EX135 LANDSPEED RECORD HOLDER



If you're enjoying **"Peek inside the Pride"** please consider writing your story.

I can send you the questions so you can just fill in the answers. It would really be nice if the new members would do this and introduce themselves to the club.

Call me at: 262-388-9705 or email me @ [dkorneli54@charter.net](mailto:dkorneli54@charter.net)

I could also use stories about other car events you've attended, any work you've done on your car, etc. Thanks, Deb



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Many thanks go out to Sharon & Roger Phelps for hosting another great picnic. Thanks to their friends, family and neighbors who helped with set up and parking! They surprised us with a beautiful area along the lake to display our Jaguars. They also had a two piece band join us. They played music that most of us could sing along to. Roger fired up the pontoon boat for lake tours and as always the food was great and plentiful!



Sandy Block's 1994 XJS Convertible in the foreground



New members, Lisa and Greg Harris, from Mukwonago

Members in attendance were, Jim & (Sandy Block, board member), Bill & Jeannie Bode, John (board member) and Bunni Boswell, Jordan & Lanette Brill (board member) Leigh & Kim DeGroot, Dick Diercksmeier (board member) Roy & Cindy Fine, Fred & Meg Fleischmann, Greg & Lisa Harris, Mike (board member) & Deb Korneli, Kristi & Jason Lawrence, Russ & Pat Louis, Kristie Malone, Roger & Sharon Phelps, Jan Schlabowske (board member) & Karen, Bruce & Maria Tammi, Bill & Maria Tess. Please forgive me if I missed anyone.

#### KORNELI SSI RESTORATION UPDATE

The restoration is moving along well. The rest of the chrome should be finished by mid September. We picked up the engine and other bits the 2<sup>nd</sup> week of August. The dash is installed (looks prettier in person) and the engine should go in soon.



**JAN SCHLABOWSKE 501-625-5031**

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Jan moved his shop to a larger location!  
5260 N 124<sup>th</sup> st. Butler, WI  
Plenty of parking in the rear



# WISCONSIN JAGUARS LTD. CONCOURS, August 5<sup>th</sup> By John Boswell, Concours Chairman

The concours has come and gone. For those of you that attended, thank you. If you missed it, you missed a good show. The morning started with registration setup at 7:00 am at the Corners of Brookfield shopping center. My parking assistants, Roger Phelps and Peter Holzwart, showed up on time and placed their display cars on the field. We went over the day's layout and by 7:30 am, we were ready for attendees to show up. I know the instructions were to show up between 7-9 am., but darned if we didn't sit alone until after 8:00 am. I guess that next year we can sleep in and save that extra hour. By 9:30 am., we had our five champion, eight driven, and a smattering of display cars including one Bentley. When noon came around, everyone was invited to a brat lunch in the community room. We couldn't have our judging team out on the field without a good lunch to keep them going. The day was warm, but not too hot. We had a few late arrivals show up after the start, that weren't counted in the official results, including Ron Schneider with his C type recreation. Ron doesn't attend many events these days, so it was great to see him. Our awards were presented in the square around 3:30 pm. and the field was then released. By 4:00 pm., just about everyone had departed. I put the '38 SS back into the trailer, turned on the air conditioning in the motor home and was able to relax for a while before heading home.

I want to thank everyone that helped with the show, especially the judges, tabulators, my son John, who drove our X-Type out and cleaned both cars for me, and Sharon Phelps for bringing her tasty "cowboy" beans to our lunch.  
 Judges: Bruce Tammi, Mark Havemann, Lori Havemann, Dick Diercksmeier, Jan Schlabowske, Peter Holzwart, Roy Fine, Jim Block & Sandy Block. Tabulators: Bunni Boswell, Cindy Fine,

Championship Class:	Driven Class:	Display Class:
Fred & Meg Fleischmann, 1972 E-Type, 99.59	Roy Fine, 1970 E-Type FHC, 9.900	Carl & Carrol Jensen
Jim & Sandy Block, 1994 XJS Conv. 99.98	John & Bunni Boswell, 1938 SS 3.5 DHC 9.931	Roger Phelps
John & Bunni Boswell, 2006 X Type Wagon 99.72	Mark & Lori Havemann, 1972 E-Type 9.980	Chuck & Patti Norris
Bruce Tammi, 1974 E-Type 99.80	Randy & Qi Cornell, 2001 XK8 Conv. 9.994	Peter Holzwart
Gregory & Lisa Harris, 2016 F-Type 99.92	Rod Westphal, 2008 XJ8L 9.993	Jan Schlabowske
	Gary Schoof & Rachel Breit, 2006 XJ8L 9.921	
	Gary Schoof & Rachel Breit, 2017 F-Type 9.500	
	Rachel Breit & Gary Schoof, 2019 F-Pace 9.945	

