

# The Special Breed

Wisconsin Jaguars Ltd Newsletter

Volume XXXXIII No. 1

February, 2024

## From the Litter Box



By: Mike Korneli

- 1.) Which of the following were support functions SS Cars Limited were engaged in during WWII? Repair of RAF aircraft, "Jeep" development, construct "Jeep" trailers, motorcycle sidecar, or production of small arms.
- 2.) What company did Jaguar buy in 1947?
- 3.) What is a nacelle and where is it located on the 1950's and 60's Jaguar?
- 4.) Jaguar Works - sanctioned modification was done to what car and by what American company?
- 5.) Americans used the term generator; What do the Brits call it?
- 6.) Americans say one of your battery cables needs to be connected to ground. What term do the Brits use?
- 7.) Which cylinder is closer to the radiator on an XK engine; the #1 or #6 cylinder.
- 8.) When did Valentines day start?



**Thanks Reina for years of support  
Looking for a car, stop in and see them**

## 2024

### CALENDAR OF EVENTS

April 6, Potluck at the Korneli's.  
<https://www.PerfectPotluck.com/LWSF8204>

Deb 262-388-9705 [dkorneli54@charter.net](mailto:dkorneli54@charter.net)  
RSVP by 3/25

May, Spring Drive? Organizer Needed

June 16th British Car Field Day, Sussex  
[britishcarfieldday.org](http://britishcarfieldday.org)

July 21, Summer Picnic  
& Roger Sharon Phelps  
414-303-1761

August 3rd, WJL Concours d' Elegance  
At the "Corners" in Brookfield. Contact John  
Boswell 414-840-1317

September 6, 7 & 8th. Over Night tour & Dinner on  
the Chief Waupaca Sternwheeler River Boat and  
more. Contact Bill Bode 414-305-3324

December 14, Holiday Party, at Westmoor  
Country Club in Brookfield.  
Contact Kristie Malone 414-378-0150

Put us on your calendar for a fun and exciting car  
filled year.

We need articles for the newsletter and people to help  
with organizing events



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1993 Jaguar XJS6  
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1951 Jaguar MK V



2009 Jaguar XK  
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Wisconsin Jaguars Ltd. will provide individual name badges to new and veteran members for a nominal fee of \$20 per badge.

**Please mail a \$20 check for each badge, payable to WJL to Don Huebschen**  
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Type your name as you wish it to appear on the name tag.



**Welcome New Members**

Jim & Kelly Falcione  
 93 XJS Conv. Flamenco Pearl

William and Joanne Flood  
 64 S-Type 3.8 ltr. Lt Blue

Doug & Debbie Funk  
 68 E-Type OTS Opalescent Lt Blue

**THE LITTER BOX ANSWERS**

- 1.) All of them
- 2.) Standard Motor Company
- 3.) The nacelle is the side lamp housing located on the front wings.
- 4.) Convertible top modifications to the XJS by Hess and Eisenhardt.
- 5.) Dynamo
- 6.) Earth
- 7.) #6
- 8.) This is a complicated answer. Commercially printed cards started in the 1700. Known messages go back to the 1400. Saint Valentine dies in the 3<sup>rd</sup> century in Rome.

# Letting Go...

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## PEAK INSIDE THE PRIDE



By: Debbie Bortz

When I was in the second grade in 1965-66, I would walk past a neighbor's house in Bonita Springs Florida on my way to and from the bus stop. There was a new Corvette that I would see every day. I had no idea what a Corvette was but I definitely loved that car. I thought to myself how wonderful it would be to have a car like that! When I was 25 years old, a friend told us about a guy who had to sell his 1966 Corvette. When I saw the car, I realized that was the same type of car that I had seen every day as a child and thought, "this is meant to be!" That was my first collector car. I had two small children at the time so it was not my primary vehicle and I only drove it for fun. Also I did not know how to drive a manual transmission when I bought the Corvette so I would practice driving up and down the country roads.

My first car was a 1965 Chevrolet Super Sport and I have to say I absolutely loved that car...the bucket seats and console and white interior were beautiful so there wasn't another car that I wanted at that time. I felt like I had the best car!

I purchased my 1964 Jaguar E-Type OTS in May of 2021 and currently it's my only collector car. I have always been interested in collector cars and sure did enjoy driving most of them. I have never thought of myself as a car collector. Over the years I have had the great opportunity to own a few interesting cars; 1966 Corvette, 1957 Morgan, 1948 Chrysler Town & Country Woodie, 1956 Thunderbird, 1952 Muntz, 1964 Chrysler K, 1951 Nash Healey, 1937 Chrysler Airflow, 1973 Volvo, 1954 Kaiser Darrin, 1995 Mercedes 600SL & 1971 Buick Riviera GS that I did a frame off restoration on. I also owned a 1926 Packard Sport Phaeton Eight Model 236. It was an original car that came from an estate that had it for 60 years. It was literally an urban legend car. "Automobile" did a cover car feature on it when I found it.

I joined WJL in November of 2023 but have not had the opportunity to attend any events yet. I'm anxious to bring my 64 E-Type and to meet other Jaguar enthusiasts. I found out about the club while working with Deb on an ad to place in The Special Breed. The best thing about a club is the networking and getting help from other Jaguar E-Type owners about where to get repairs done and trouble shooting in general. A lot of good information comes from club members who are long time E-Type owners.



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## DID – U -KNOW

by Facia Nearside

The Singer Bicycle Company began motorized production in 1901 by acquiring rights to the Perks & Birch Motor-Wheel. Motor-Wheel sales continued until 1904 in several versions including a tricycle with a steering wheel. In 1905 Singer began a very successful ten year run of motorcycle production. They also made their first four-wheeled car that year, and displayed it at the Olympic Motor Show. By 1910 Singer cars were regularly winning prestigious races, and the old adage “Win on Sunday, sell on Monday” was proving quite successful.

Just prior to the war Singer introduced the Ten, which was the company’s first big success. The Ten soon caught the interest of cycle racer Lionel Martin who successfully modified one and almost doubled the top speed. Martin raced his modified Ten at the Aston Clinton Hill climb developing a solid reputation, ultimately leading to the marque: Aston Martin. After the war the Ten was converted to overhead valves and its popularity continued.

Singer’s success in the industry led to a wide range of products which included lorries, buses, and vans in addition to automobiles. By 1928 they were the UK’s third largest motor manufacturer after Austin and Morris. Never one to shy away from innovation, Singer introduced four-wheel brakes in 1924 and by 1932 left hand drive was available for export. In 1934 no clutch gear shifting was offered as well as independent front suspension. Even a retractable luggage rack was available.

With the outbreak of WWII, Singer’s resources turned to making parts for Spitfire fighters and Wellington bombers as well as gun components and shell casings. At war’s end production resumed with their prewar designs, but it became obvious a new model was needed going forward. Although long in the tooth, Singer Nine and Ten production continued through 1949 while the new car was developed. In an effort to boost flagging sales they even ran an advert showing Lucille Ball sitting in her Singer Nine Roadster. (You can find the copyrighted image online.) The new car debuted in 1949 and is perhaps the best-known Singer in America, the SM 1500. Unfortunately, the chairman of the board of directors summed up the gloom on the horizon when he admitted the SM 1500 was built using “outdated prewar technology”. The car had a four-speed gearbox but with a column shifter which made it difficult to select second and reverse. The styling was intended to be modern but it was known as one of the ugliest saloons of its day. Designed to be sturdy and reliable the controls were too heavy for most women to operate, and at a time when American automobiles were becoming wider and more luxurious this overpriced foreign offering was not what buyers were looking for.

By 1955 Singer was in financial difficulty allowing Rootes Brothers to acquire it the following year. From 1958 all Singer cars were simply badge-engineered Rootes products. The last car to be called a Singer was a rear engine Hillman Imp called the Chamois in 1970. Almost 96 years to the day from when George Singer founded the Singer Bicycle Company the once proud business became another British motoring footnote. But there was indeed a time when you could “Step up in the world in a Singer and settle back in Luxury”.



52 Singer SM 1500



50 Singer 9

*Through the years many vintage cars have come through my shop. In these changing times we also work on late models and your daily drivers. Come see what we can do for you*

Jan moved his shop to a larger location!

5260 N 124<sup>th</sup> st.

Butler, WI

Plenty of parking in the rear

## 86 Laps By: Jan Schlabowski

Since I reached my 86 the year, I can't help but review the race results. Is the final lap going to Le Mans, Milwaukee Mile, or maybe Slinger Speedway. Pit Stops are increasing, and some yellow flags appear. Podium finishes? Not many. Top 10, probably a few. DNF's and DNQ's, for sure! Tech inspections are sure to be a problem as this race goes on.

I was blessed with a winning Team Manager who helped form the team in 1962. Bonnie (my wife), had her fingers in most race activities. It was a podium finish for sure with fifty-five years under her wise management.

There were many practice laps at Braeger Chevrolet, Holz Motors, Rank and Son Buick, Byron's Tire as a Service writer and later Night Service Manager as I wove myself through the traffic as Service Writer, Service Manager. I guess some of these finishes could be at least in the top ten, and some DNF's. At Frasca Buick, I became a Line Mechanic where I developed a following of Rolls Royce customers.

In about 1977 I became a rookie and started the Team of Classic Auto Works. Our team headquarters was below Zimdars Motors on Greenfield Avenue in West Allis. Harold Zimdars was an enthusiastic supporter. The team was a staff of three technicians a couple body and paint men and me. We embarked upon a restoration of a 1929 Packard Dual Cowl Phaeton. The owner, who lived in Palm Beach Florida asked us to show the car at a Classic Car Club of America Winter National Meet in Ft Lauderdale. We took first in Class, (A podium finish). During the years below Zimdars there were many successful finishes, An Original 427Cobra, a Phantom III Rolls Royce, two Bizzarrinis, and many other British and European cars. Most finished at least in the top 10 results.

The team also acquired a Used Car Sales License at that time. Thanks to George Stauffer who consigned some cars we had an inventory. For some reason, Excaliburs were also common on our sales floor. It was convenient to have the Excalibur Plant nearby. The Stevens family was generous as they allowed me to bring potential clients to the plant for tours.

As the races progressed the team was successful in restoring most British Marques; Rolls Royce, Bentley, MG, SS100 Jaguar, along with a variety of other European cars.

Rather than dragging this tome out for 19 chapters as I did for "The Autobiography of a 78-Year-Old Gearhead," I will move to what is probably the final lap. Le Mans is 8.5 Miles. Milwaukee with the infield course is 1.8 Miles, Slinger Speedway is ¼ Mile. Which will it be? So far, the Pit Stops are at reasonable intervals, with good pit crews at the Veterans Affairs Department. Yellow flags are few.

Wedgewood Motor works will be moving to larger quarters in spring, and the future looks fairly bright. Sponsor support is good, and the young pit crew is learning well and should be able to keep on racing after the team Principle has finished the last lap.

(Foot Notes)

Podium Finish! 1<sup>st</sup>, 2<sup>nd</sup> , or 3<sup>rd</sup> Place

Top 10. In F1 any competitor who finishes in the top 10 receives points towards the possibility of becoming world champion. The team also receives money in proportion to their finishing place.

DNF, did not finish, DNQ, did not qualify

## PRESIDENTS MESSAGE:

By: Mike Korneli

Well, the New Year is here. As I write this it is now February. Usually there is no club news to talk about, but this year our first event is already done & over with. The Fireside Theater's Jersey Boys production was a rousing success. There were 33 Wisconsin Jaguar members in attendance. Hopefully that is a sign for good things to come for the rest of the year. On the other end of the schedule is the Christmas Party. Kristie Malone has stepped up to chair her first event. Thanks to Kristie for doing that. Keep your eye on our schedule and plan to make as many events as you can.

Now it's time to come clean. In our first issue last year I laid out my goals for my car projects. I didn't call it a New Year's resolution because I always set goals. It keeps me focused. The problem with it is when you tell everyone your goals and you fail; well everyone knows you failed. Our 1934 SS1 was supposed to be done. It's close but not totally complete. It wasn't for lack of effort. You go out into the shop and work for the day. Due to set backs you're now another week behind. Just keep repeating that scenario. This is how restorations go; at least some of them.

My second project is the Excalibur. My hope was to at least have the car in primer by year end. Relying on outside help always opens you up for a possibility of delays. I had a shop working on repairing cracks in the aluminum body. The promise was that I would get the car back sometime in July. Overbooking and medical issues torpedoed the schedule. I think I will have it back by the end of March. So; I can truly say, it's not my fault! The truth is as far off schedule as I was on the SS1; the Excalibur would not have primer on it anyway. My goal for this year... The SS1 will be 100% done and we will show it at our concours. The Excalibur will be in primer and the restored chassis will be complete. Stay tuned.



Mad Dogs and Englishmen British car show at the Gilmore Car Museum near Kalamazoo MI

We are inviting Jaguar owners affiliated with Jaguar clubs throughout the Midwest to attend the event, and I am sending this letter to eleven Midwest Jaguar clubs. We are hoping for a large turnout of Jaguar cars and their owners. For our July 2024 show, Jaguar E-Type has been chosen as our Featured Marque. The Rare Gem Category are pre 61 Jaguars. The 2024 show will be on Sunday July 14. We will also hold a rally on Saturday July 13 for those who want to attend (typically a couple hour drive on country roads).

<http://www.maddogsandenglishmen.org/>

[www.gilmorecarmuseum.org](http://www.gilmorecarmuseum.org)



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