

## From the Litter Box



By: Mike Korneli

- 1.) Which British car company, based in Norfolk, was founded by Colin Chapman?
- 2.) What was the first model produced by Colin Chapman?
- 3.) Who designed the Mini?
- 4.) What British car company produced a model called the Hornet?
- 5.) What was Austin Healey's first model?
- 6.) What was the bestselling car in the UK in the 1970's?
- 7.) What was the bestselling saloon car in Britain in the 1980's and 1990's?
- 8.) What British car company had a model called the Interceptor?
- 9.) What British car company makes the model M400? It has a zero to 60 time in less than three seconds?
- 10.) What British car, built from 1970 to 1977, was only sold as a convertible?
- 11.) What was the last car built by Triumph? TR6, TR7, Acclaim, TR8 or TR9?

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APRIL 6<sup>TH</sup> 1:00 PM PRIOR TO THE POTLUCK**

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**6236 GILBERT CIRCLE, WEST BEND  
CONTACT JOHN BOSWELL  
414-840-1317                      jboswell1@wi.rr.com**

## 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 19th, Afternoon Spring Drive  
Southern Kettle Moraine  
Dick Diercksmeier  
Dan Jorvig  
Bob Roth [bobrothw@icloud.com](mailto:bobrothw@icloud.com)

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 & 8<sup>th</sup>. 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

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**Welcome New Members**

Drew & Diana Holmes  
 90 XJS, Green

Robert Melzer  
 87 XJ6 96 XJS

**THE LITTER BOX ANSWERS**

- 1.) Lotus
- 2.) Lotus Mark VI introduced in 1952
- 3.) Alec Issigonis
- 4.) Wolseley
- 5.) Healey 100
- 6.) Ford Cortina
- 7.) Ford Escort
- 8.) A Jensen
- 9.) A Nobel
- 10.) A Triumph Stag
- 11.) An Acclaim. It was built in partnership with Honda in the 1980's. It was a sister car to the Honda Accord

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## FALL WEEKEND TOUR SAVE THE DATES SEPTEMBER 6-8TH

We are confirmed with the reservation of the "Chief Waupaca" on Saturday, September 7, 2024.

### Here's the tentative schedule:

1. Friday afternoon, September 6th, drive to Waupaca (maybe organize a group drive up from MKE?)
2. Assemble in downtown Waupaca (maybe do a brief car show?)
3. Friday Fish Fry at Simpson's Supper Club, a fixture in downtown Waupaca.
4. Saturday morning do a group drive through the beautiful countryside around Waupaca, ending up in Lola for lunch (place TBD)
5. Cocktails and dinner on the Chief Waupaca, an iconic paddle wheeler that will take us on a two hour cruise of the Chain 'O Lakes.
6. Sunday, the 8th, "farm to table" brunch at a nearby farm hosted by foodie friends of ours.

Jeannie has a block of 20 rooms reserved at the nearby Comfort Suites Motel, rate \$169/night. 10 kings and 10 double queens. More information will follow re: booking code, costs and where we will meet for the drive up.

We are excited to host this weekend, so SAVE THE DATES!!  
And pray to the weather gods!!!  
Bill & Jeannie

The 2023 Fall Tour was so much fun. We are looking forward to this year's Waupaca weekend. With so many new members we want you to know how much fun this club is and how excited we are about our 2024 calendar of events.  
Mike & Deb



## DID – U – KNOW

by Facia Nearside

Harry Weslake was recognized as the foremost expert on cylinder head design in the world. That exceedingly dull description belies the talent of one of the greatest gas flow engineers of all time. Although most famous for his work with Bentley, Austin, and Jaguar, Weslake's expertise also extended to lorries, marine diesel, motorcycle, and aero engines.

Born in Exeter UK in 1897 Harry was the son of John Weslake, a director of Willey and Company LTD, maker of coin operated gas meters. (At this time in England it was common for homes and flats to have coin operated gas meters which functioned much the same way as a parking meter in today's world.) Willey and Co. made the majority of the gas meters for the entire country and at an early age Harry was apprenticed to learn the business.

In 1915 he purchased a Rudge Multi motorcycle to commute to work. This started his interest in motor cycles and racing. An accomplished tinkerer, he had soon modified the Rudge to provide a substantial increase in performance. One of his first improvements was to design a new carburetter, which he then patented under the name Wex. Immediately recognized as one of the best performing carburetters available the Wex became the choice of most competition cycle riders, and was used on Sunbeam, Borough Superior, and Zenith cycles. Weslake became a regular at Brooklands and while working with the Sunbeam team he developed an airflow meter, the first device of its kind to measure gas flow into the combustion chamber.

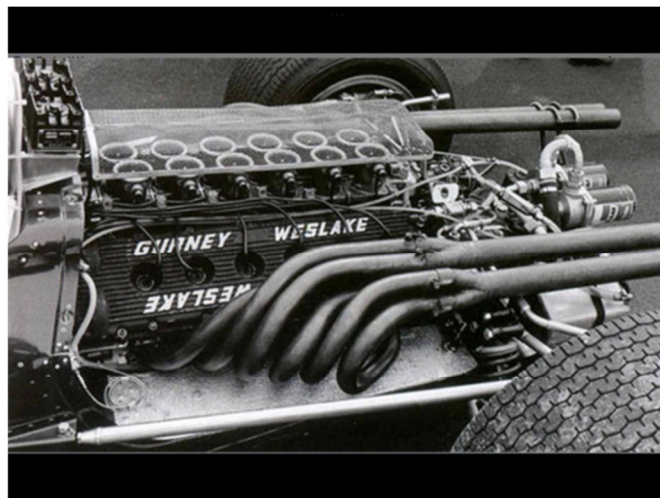
His reputation rapidly growing, Weslake was approached by W.O. Bentley to improve his racing engines. Results of the 1929 24 hours of LeMans were proof of Weslake's genius. Bentley captured the first four places with Weslake tuned engines. William Lyons, owner of SS Cars, was at this time working to dispel criticism that his cars were "more show than go". When approached by Lyons, Weslake replied in his typical brusque manner "your cars remind me of an overdressed lady with no brains, there's nothing under the bonnet!" Despite this inauspicious beginning Lyons and Weslake developed an excellent working relationship. First Weslake improved the engines being supplied by Standard for SS Cars, then he went on to become a key player in the development of Jaguar's famous XK engine as well as their highly regarded V-12.

During WWII Weslake worked on the development of the Rolls-Royce Merlin engine used in aircraft and tanks. Following the war, he started a research facility in Rye. His company did work for a number of manufacturers including Austin, Austin-Healey, Coventry-Climax, Daimler, Connaught, Jaguar, and Wolseley. Even into the late 1960s Weslake continued to push gas flow technology forward. Dan Gurney became interested in Weslake's work leading to the development of the Gurney-Weslake V-12 GP engine which won the Race of Champions at Brands Hatch. The same engine then powered the Ford GT 40 which won LeMans in both 1968 and 1969.

Harry Weslake passed away in 1978 at the age of 81.



Harry Weslake Standing





April 6, Potluck at the Korneli's.  
3:00 pm  
Dinner served around 5:00pm  
6236 Gilbert Circle, West Bend, WI 53095



Bring a dish to pass and sign up on the link below  
<https://www.PerfectPotluck.com/LWSF8204>  
or contact: Deb 262-388-9705 [dkorneli54@charter.net](mailto:dkorneli54@charter.net)  
RSVP by 3/25

Help us celebrate the 90<sup>th</sup> Birthday of the SS1 and see our progress on the restoration. There may be another surprise car to see along with the rest of the collection.

**JAN SCHLABOWSKE 501-625-5031 [WEDGEWOODMOTORWORKS@GMAIL.COM](mailto:WEDGEWOODMOTORWORKS@GMAIL.COM)**

*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*

5260 N 124<sup>th</sup> st. Butler, WI Plenty of parking in the rear Moving in April: 5120 West Lincoln Ave. West Allis.

## Notes from the Shop

Progress: The MK II engine is back in the chassis. We have a punch list and we need to finish the electric power steering installation. Of the three six-cylinder engines we have, one is getting a cylinder head rebuild and the other two are getting complete rebuilds.

The 1923 Lancia does not have replaceable bearings. The bearings must be poured using a babbitt material. So, I took the block, crankshaft and connecting rods to a shop in Missouri that specializes in that sort of work. It's sad that most of the shops where one could have such specialist sort of work done are gone. There are only two automotive machine shops left in the Milwaukee area, and the chaps running them are old codgers like me. There is a connection between the few younger people and the aging population of machinists and mechanics who have the desire and affection for the cars that we have. Declining club membership reflects it. Yet there are so many high performance models at dealerships and on the road; an entire topic for future discussion.

The real news is that Wedgewood Motor works will be moving to larger quarters with a larger staff. Our plans are to move in early April to 5120 West Lincoln Ave. West Allis. However there is a down side. Our next-door neighbor is Grebes Bakery. My self-discipline will be tested every day.

We have two additional technicians who will start at the new location. We will expand our energies to later model cars including Range Rover. Waukesha Jaguar is no longer, so without a Dealer in Milwaukee there should be a need for an independent specialty shop. Fields does have a five year service agreement with Jaguar to attend to the cars that they have sold. An interesting note is that they prefer to avoid service on older cars. It seems like ten years is old. Even the Body shop chain Caliber will not work on a car older than ten years.

On a more personal note; I acquired a black XJS that requires significant work. I have a fantasy of creating a Restomod using a Supercharged eight cylinder Jaguar engine, along with severe body modifications. The new shop will have the space. I will change our Jags and Coffee to a weekday evening during the summer months since there are so many weekend activities. Happy Motoring; Jan

## The Spring Tour, May 19th

This Spring Tour, 'Korkscrewing through the Kettles' is a bit of a challenging ride. It is between 48 and 50 miles in length and will last about an hour and half. In case you get detached from the main body of cars you may need GPS to get to the Bar & Restaurant in a timely way. There will be detailed route maps for all...

The assembly point is the McDonalds parking lot at the intersection of I94 and Wis. State Highway 83. The address is 211 Hwy 83 Delafield, WI 53018. This is a large parking lot and we'll congregate in the northeast corner. Please plan to be there for the opening briefing at 1:15 PM on Sunday, May 19th. Weather permitting we will give an outdoor overview of the trip. It will include showing locations for the several times we plan to stop to assemble the car line, if stretched out. We will point out some of the more interesting "korkscrew" locations along the route. You are going to want to have a navigator if possible, and both of you will benefit from the briefing. We plan to roll out no later than 1:45 PM.

We start out by going westbound through downtown Delafield. We will be on some roads in the Southern Kettles you probably have not been on. One section of a one lane roadway is corduroy in nature and will wake you up. It's about half way along the route. You'll do some cornering you probably haven't done for a while too.

We'll end the route at the 841 Brewhouse, 841 East Milwaukee Street, Whitewater WI. The food is mildly upscale, service good, beer above average. We are fairly certain there will be some good war stories about the ride to share, along with good eats, and good company. We'd like to head for home by five PM.

More details will be forthcoming in mid-April or so. Do please get your Jaguar out of storage, get it going and join the fun. Other marques among the members are sure welcomed of course. A signup email will be out to you about mid-April as well.



Hello. My name is Mike Beech and have recently joined the Wisconsin Jaguar club so I would like to introduce myself and my car.

I am English and have recently retired and decided to come back to the US to live and help bring up my grandchildren. I am a classic car enthusiast who has had several classic cars in the past, Jaguars were not one due to affordability and the perception that they are out of my league. However, I do admire all of them.

My first classic was a bug eye sprite followed by a Morris Minor; then on to Scimitars and Rovers, with my last one being an Austin Seven; the car that got people off motorbikes and sidecars in the 1930s, and into an affordable car, although a tiny car by anybody's standards.

My first encounter with a Jaguar for sale was in 2022. I had decided that my Austin seven did not have the speed to be safe on weekend trips out or to attend rallies where careful planning of road usage would still encounter 50 MPH speed limits. The old girl would just about make 40 MPH top speed, (0-60 in your dreams) so I sold the Austin and decided I needed a luxury car with enough power to keep up with modern traffic. The hunt was on!

I found a Riley that looked really nice and had good history, so I arranged to view the car at the weekend. During this time I also saw an ad for a Jaguar MKIV, an abandoned restoration, with a lot of spares, however substantial progress had been made. I went to view as it was remarkably close to where I worked and when he pulled the cover off the car, I thought... what beautiful lines and those massive headlights! The suicide doors and a 2.5 engine and of course the Jaguar legend of power luxury and space was also a plus.

I had not heard of a Jaguar MKIV, and I do not think I have ever seen one at a car show, so research was needed. I soon found out the heritage of the car and discovered that pictures of the car, when new, were available. Add to this, contact with the previous owner, revealed he had had the car for 15 years in Scotland, however it did not get finished due to his interests in other cars along the way, so it kept getting put on the back burner.

Now I am deeply involved in Jaguars and have gleaned some knowledge about them. Sadly emigrating back to the US I decided that my MKIV could not come with me as I would not have any facility to progress the restoration, so I left my car to be sold on consignment, with a heavy heart.

Nine months went past, and the car had not sold, my position had changed, so I decided to import her to Wisconsin to continue the restoration in a rented lock up. Horray!

My car has now travelled to three counties, England, Scotland, and now the US and still has only 75,000 miles on it! The importation was expensive and dramatic. The sea crossing went without issue. However, the road shipment from New York to Wisconsin ended with damaged spotlights and a claim for compensation was entered.

I was on the Jaguar Lovers web site when I was encouraged to join the Wisconsin Jaguar Club which I did with the hope that there would be knowledge and possible resources out there to help me complete my restoration. Imagine my surprise when I received the members hand book to discover that yes, there were people out there to help and they are in the same town I had moved to!

As a club member I have had the opportunity to meet new people and get help with missing parts and have attended a social night out. I am looking forward to meeting more Jaguar enthusiasts and to maybe have my car on the road this summer, so watch out for that English guy with the old Jaguar with the steering wheel on the wrong side. Mike



Harold Hanson original owner



November 2023 after shipping from England

I have the car's log book which is the equivalent of a title here. The man in the photo is the original owner, Harold Hanson. I researched this chap and found out he was a market gardener, ( A market gardener, in the day, was someone who grew food to contribute to feeding the nation at the time) This was confirmed by finding a government document in one of the front seats whilst having the car re-upholstered. It was asking him to state his production of foods so the government could calculate overall food production for the county. This was in the rationing days after the war.

Harold Hanson had a thriving business and obviously could afford a luxury car at time. He owned My jag from 1948 to 1968



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