

**POTLUCK**

APRIL 11TH

STARTING AT 3:00 PM

**DON'T FORGET TO SIGN UP**

CHECK YOUR EMAIL FROM  
CARROL JENSEN ON  
MARCH 5<sup>TH</sup> FOR THE RSVP  
SIGNUP

SHEET

OR CALL 262-662 0287

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**SAVE THE DATES**

**FALL OVER NIGHT TOUR**

October 7 – 9 Wednesday – Friday

GALENA, IL

TBD

POSSIBLE ACTIVITIES

A DISTILLERY, VINEYARD AND LUNCH  
THERE IS ALSO A TROLLEY THAT GOES  
DOWN MAIN STREET TALKING ABOUT THE  
TOWNS HISTORY

HOTEL INFO COMING SOON  
2 NIGHTS  
IN GELENA

KELLY & JIM FALCIONE ORGANIZERS  
630-650-0267

2026 CALENDAR OF EVENTS

**SAVE THE DATES**

Spring Tour May 17th  
Bob Roth, Dan Jorvig, Dick Diercksmeier

British Car Field Day Sunday June 21<sup>st</sup>  
Sussex Village Park  
10:00 – 2:00

Coucours Judges meeting  
10 am June 20<sup>th</sup>  
At Boswells garage

Summer Picnic  
Sunday July 18th  
Roger & Sharon Phelps  
414-303-1761

Concours D' Elegance  
August 15 at Bucyrus Commons  
1028 Madison Ave. S Milwaukee  
John & Bunni Boswell  
414-840-1317

Fall Over Night Tour  
October 7 - 9

Booswell Halloween Party  
October 31<sup>st</sup>

Christmas Party  
TBA



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2000 BMW Z3 M \$22,995



2008 BMW Z4 M \$51,995



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**PLEASE COME  
WE NEED JUDGES!**

**Concours Judges Meeting  
Saturday June 20, 10 am  
Lunch served after  
Call John Boswell  
414-840-1317  
724 Michigan Ave  
South Milwaukee**

## **Order your Jaguar club Name Badges!**

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

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[pvgp.org/car-show-overview/jaguar2026/](http://pvgp.org/car-show-overview/jaguar2026/);

**USE THE LINK ABOVE, WATCH  
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**or contact Stu Benson  
413-491-1586,  
[stubenson3@gmail.com](mailto:stubenson3@gmail.com)**

## MG TD

Following the unprecedented popularity of the TC in the United States MG could see they were staring at a golden opportunity. To seize the moment, it was going to be necessary to build a car aimed squarely at the North American market, but how? Abingdon was devoid of any meaningful capital due to all available funds being funneled to Morris Crowley.

What was needed was something bigger, more modern, and more sophisticated than the TC, yet with very little design cost. The answer lay with the MG Y-Type saloon. Its large box framed chassis formed a very rigid platform to build on. Next came the Y-Type independent front suspension as well as the gearbox, clutch, dynamo, sump, rocker cover, and starter motor. A modern hypoid rear axle was borrowed from Wolseley to round out the underpinnings. The TC body which was chopped up and stitched together on the new chassis was considerably wider than previous models yet it retained the traditional T series looks. Fitment of front wings, running boards, separate headlamps, cutaway doors, centrally hinged bonnet, and slab fuel tank with spare wheel carrier completed the package. For the first time the car could be easily assembled in either left- or right-hand drive guise. There was still no heater, radio, or direction indicators, but then no one expected those conveniences either.

Two final features set it apart from previous T series models. Large chrome plated bumpers with overriders were fitted both front and rear, a nod to the North American market. Also, traditional 19-inch wire wheels were replaced with 15-inch steel disc wheels, supposedly for a smoother ride. This last feature was one which MG found themselves continually having to explain away as it was such a departure from traditional sports car appearance.

Production began in late 1949 and customers literally flocked to the show room. In September 1949 the pound sterling was devalued which further enhanced the attractiveness of the TD to customers abroad. By 1953, 29,664 TDs had been built, a number which totally eclipsed the production of all previous T series models combined! Amazingly, of that output 80% went overseas. During the four-year production run several refinements were offered. The MG TD Mark II was a competition variant introduced in 1950 featuring a higher compression 57 hp engine and twin fuel pumps. The MG TD2 (1951-1953) introduced a larger clutch, revised flywheel, and minor engine enhancements. Despite these improvements however the TD was getting a bit long in the tooth by 1953 and sales were falling off.

Anticipating this situation a design team had crafted a completely new more modern replacement for the aging T-series. Code named EX175 the car featured a monocoque body with ponton styling. Unfortunately, politics was once again destined to hold the upper hand. Austin and Nuffield had just merged to form BMC placing the EX175 in direct competition with its new step cousin the Austin Healey 100. BMC was unwilling to allow an attractive new MG to dilute AH sales, so permission to put EX175 into production was denied.



## FROM THE LITTER BOX:

By: Mike Korneli



I know why there are snowbirds that spend 3 or 4 months somewhere warm. We did our first ever cruise in December. We came back to five below zero temps. We spent 2 weeks in Belize in January. We came home to five below zero. We just got back from a month plus in Florida. I am looking out our back window at a blizzard. There are four sandhill cranes wandering around back by the lake looking for cover. I never thought I would have something in common with a sandhill crane. I can imagine their conversation. "Why did we come back so soon." Response; "Well next year we are going to wait longer, because this weather sucks." We may never be sandhill cranes; but we might be snowbirds. Enough said. I know there are people that are skiers or snowmobilers who love winter. Every year I become less of a fan of winter. There is my rant. It had nothing to do with cars, Jaguars or even our club.

The one thing that later winter/early spring snow storms do is get people anxious. We got teased with a few warm days and then it's back to reality. For most people driving the Jag, day to day, is still a way off. This might be a good time to make a to do list. What kind of maintenance needs to get done. Even if the car is in cold storage a once over can be done. Then get those supplies ordered now so you will be ready. Oil, filter, brake fluid & wiper blades. Maybe even plugs, plug wires, points etc. Sooner or later the weather will change. It seems like it happens like a light switch being turned on. When that first beautiful day comes, you won't have to say "I would really like to take the car out; but." Don't put it off.

## PASSING OF AN ICON: BY: Mike Korneli

As the newsletter was being completed we got several texts of some sad news. "BoB", Robert Charles Tullius had passed away. There is not enough time or space to tell Bob's story in this issue. He was born December 7<sup>th</sup> 1930 and passed away peacefully March 16 2026. He was 95.

If you are interested in racing you already know about Bob Tullius. If not, it was his involvement in racing Jaguars that created the connection to JCNA and it's members. Jaguars claim to fame was its success at LeMans in the mid to late 1950's. Then there was pretty much silence. Bob put Jaguar back on the map when he won the SCCA B Production Championship in 1975 driving a Series III V-12 E-Type. It had been almost a 20 year dry spell. There were two reasons it came to be. Jaguar was trying to sell off the last of the E-Types. The President of Jaguar was Mike Dale; an old SCCA racer friend of Bob's.

Bob went on to win two SCCA TransAm Championships with an XJS. He took his IMSA GTP Jaguar back to LeMans in 1985. It had been almost 30 years since Jaguar had a factory team at Lemans. He secured a class win in the XKR-5. Some considered it a failure because he did not win overall. In fact, two years later, he was told to ship one of his XJR cars to a team in England. The mantle was passed. It was the end of his relationship with Jaguar. That was always a very sore subject for him. Cont. pg 5



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Passing of an Icon: Continued from page 4

Bob was involved in racing since the early 60's. He began his career racing a Triumph. At one time he had a 4 car team and hired other drivers. He worked for Kodak. Racing was taking up a lot of time. Kodak finally gave him an ultimatum. Either he had to focus on Kodak or racing. He chose racing. Bob was a very smart business man. I'm not sure that decision was so easy; a rising career at Kodak or taking a flyer on racing. The old saying is "I made a small fortune in racing... Of course, I started with a big one." He was one of a few that turned sportscar racing into a very successful business. Bob was inducted into The British Car Hall of Fame, The SCCA Hall of Fame, The Sebring Hall of Fame, The Motorsports Hall of Fame and more recently; The TransAm Hall of Fame and The IMSA Hall of Fame. I am not sure there is another driver on the planet that has been inducted into 6 hall of fames.

Our friendship with Bob began in 1992 when he

was at Road America. It was my first year racing and we had our Group 44 recreation there. Someone had told him about the car. He was honored and impressed with the car. But Bob is Bob. He informed me that the rollbar radius was incorrect. The unbelievable part was, he was correct. I built the car to the current standards with a larger diameter pipe and a thicker wall. I couldn't make as sharp of a bend in the pipe like it was on the original car. It had been 17 years. How or why would he remember? He also said the radius on the number 4's on the car weren't right. He later mailed me the original paper copies he had used. Bob was a perfectionist and focused on the details; all of them. I'm sure that's why he was so successful in racing and in business.

We got to know Bob over the years. We both became very fond of him. He was a very hard-nosed driver and team owner however he definitely mellowed with age. Bob was always very kind, generous and welcoming to Deb & I



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## JAG CLUB MEMBERS AT “THE AMELIA”

BY: DEB KORNELI

Mike and I left Wisconsin on February 8<sup>th</sup> for a month-long trip to Florida. Our first stop was in Sebring Florida. Last year, Mike decided to accept a position working for HSR, (Historic Sportscar Racing). His main job is to do technical inspections of the race cars. After a few days all the cars are inspected and then he works on track doing whatever is needed. There are seven races on the schedule and he works the larger races. Normally they fly him to the tracks but because we visit family in Florida and go to Amelia Island, we drove to this event.

We think we’ve first started attending Amelia in 2007. We always rent a condo for four days while on Amelia Island. Our long weekend consists of going to auctions. Goodings/Christie and Broad Arrow were the auction houses represented. We have several favorite restaurants that we eat at which includes our favorite ice cream/chocolate shop. If we are lucky if we get there more than once!

This year our condo mates were all WJL members. Todd Flemming, E-type owner, Don & Trish Huebschen, XK140 owners and new to the island, and us. Todd has been with us almost since the beginning. Besides “The Amelia” concours there are 3 other car shows on the island which include a show Friday in a park, overlooking the ocean, put on by Classic Motorsports magazine. The other two are put on by Hagerty on Saturday and Sunday. If you like an overdose on car stuff, this is an event for you!



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XK 120  
  
Sold for  
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