

THE SUMMER PICNIC

Story By: Indigo Blueblood
Photos By : Bob Roth and Deb Korneli

My good friend Deb asked me if I could say a few things about the Jaguar summer picnic for a report in the Wisconsin Jaguar Ltd. "Special Breed" newsletter. Writing is a bit out of my comfort zone but I'll give it go.

I've been involved with Jaguars for the past sixty-one years. Although I was born in England I've spent most of my life in the United States.

I very much enjoyed meeting most of the 45 members of WJL that attended the Summer Picnic at Mike and Deb Korneli's home.

After stewing over the weather report for the weekend I decided it didn't do any good to concern myself. That was great advice because the weather couldn't have been better.

Deb did a great job of grilling the Italian bangers and burgers. All of the guests supplied the rest of the nash. I heard many of the guests saying they would not eat again until tomorrow.

Mike was in his element sharing stories of his cars and how he enjoyed bringing each and every one of them back to life. Another hit with the club members was the garage and

all of its contents. They even seemed to like that rusty old XK140.



My happiest moment was when he was asked, "what is your favorite car?" His response is always "the one I'm working on; but the prettiest is the Indigo Blue XK150"!



Thanks to you all for coming to see me in my parking space and of course the rest of the collection. Deb says to say, "thanks to all for your help and bringing the delicious the food"



Bruce Manos & Alan Wilson

Bruce is a new member and says "I thought the recent get-together was everything that could be expected or desired. The venue was perfect, as was the food (both quality and quantity!).



I have not met all the club members yet, being a newbie. I must say though, that I am impressed with the friendliness and graciousness of all I have met so far.

I would not have changed a thing!"
(the happy owner of a 1994 XJS).



Mike sharing his 1955 Jaguar powered Mecca with Suzie Ksiazek & Bill Tess.



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The Jag Whisperer

By: Jan Schlabowske

Notes From The Shop

I just got back from a week in the North woods, with limited internet, cell service and no TV. No Jaguars either. My batteries are recharged.

Guy and Dean made good progress and did not break any bolts. I'm paranoid about breaking bolts. BSF hardware is very dear. The suspension on the Series I was well on its way. The wiring on the XK150 was progressing. Replacing the complete wiring on any car is a time consuming process. While the new harness assembly from British Wire is remarkably accurate in detail, with all wires covered in fabric with the same

color code, nothing is marked as to where it goes. Our process is to snip off the old wire about two inches from where it attaches to the component. Then after much study of the new harness on the bench and comparing it with the old we begin reinstalling. We cannot figure out who the person with the tiny hands is who routed the main harness through the holes in the fire wall. We did accomplish this magical feat after many attempts. The wiring diagrams that are available, while quite extensive, are not 100% accurate. We have a book, titled XK 150 Explored, that has the best that I have ever seen, but even with it and the service manual diagram we scratched our heads. The series of books XK 120, XK 140, and XK 150 Explored, are the finest source of information that I have ever seen. However, the cost is dear. The XK 120 book trades at \$1000.00 The 140 and 150 books are somewhat less costly. I cannot imagine embarking on a complete restoration without the corresponding book at hand.

The alloy 120 engine continues to surprise me with shoddy workmanship. In checking the machine shop work on the crankshaft, I discovered one connecting rod bolt where the nut was stripped. The regrinding and re-bore were all fine though. Had the car been driven in anger with the combination of an oil galley plug missing and a loose connecting rod the results could have been a disaster. This is a car where the original engine must remain. A rod

coming out of the block and the engine replaced with a non-matching number would have very significant effect on the cars value.

2019 CALENDAR OF EVENTS

Save the Dates

Details to follow

July 17 th	Supper Club Night
July 28 th	Illinois Concours
Sept. 14 th	Motion Products Tour & Vintage Races Roy Fine
Oct. 5 th	Joint driving tour with the Wisconsin Austin Healey Club
Date change	
Contact:	Bernie Evans gt6fan70@gmail.com 414-687-8447
Oct. 26 th	Halloween Party Boswell's
Nov. 10	Go cart racing
Dec.	Holiday Party
Chairman needed	



WELCOME NEW MEMBER

John Martell
Kenosha, WI 53144
2008 XJ8L Silver

I'm so happy I joined the club. I was really impressed with how friendly and inviting everyone was. Other members made a point to introduce themselves and get to know us. The Korneli garage and its contents were pretty darn cool and there was more than enough picnic food. I look forward to participating in future events and getting to know other members even better!



CONFUSED ABOUT FUSES?

For years I have heard people say that British (Lucas) and American fuses (the tubular glass ones used through about 1981) are not interchangeable. This has always struck me as odd. Lucas and American fuses are the same diameter, 1/4", and almost the same length (1 5/32" for Lucas fuses, 1 1/4" for American AGC type fuses), so they are in fact physically interchangeable. And amps are amps, right? Well, yes and no. It's true that ampere is the international unit of electrical current, so an amp in Coventry is the same as an amp in Detroit.

However, it's the way the fuses are rated that makes them different. British fuse ratings indicate the amperage at which the fuse will immediately blow. So if your LBC owner's manual says to use a 35 - amp fuse in a given circuit. That means that the manufacturer wanted you to use a fuse that will blow pretty much instantly, as soon as it sees a current flow of 35 amps or more in order to

protect your cars wiring from damage.

American fuses, on the other hand, are rated to indicate the maximum current flow they can withstand without blowing for a specific period of time. Usually 60 minutes.

As a general rule of thumb, it takes about twice the rated amperage of an American fuse to make it blow instantaneously. A 35 - amp American fuse would be roughly the equivalent of a 70 amp Lucas fuse, if they made them that large, which they don't.

Now consider what could happen if you replaced a 35 amp Lucas fuse in your LBC with a 35 amp American one. Say your car experiences a short or an overload of some kind in the affected circuit, and the current flow shoots up to 50 or 60 amps. That sturdy American fuse will hang in there for a time while your wiring harness goes poof and the smoke escapes from it. I'm sure I'm not the first person to think of it but this scenario could explain at least some of the escaping smoke incidents we've all witnessed or heard about in LBC's.

Can you use American fuses in your LBC, or do you have to chase down the proper British ones? The answer is yes. You

can use American fuses if you carefully follow a couple of important guidelines.

First and foremost, make sure the American fuse you select has a current rating of no more than half that of the specified British fuse you are replacing. For example, if your manual says to use a 35 - amp Lucas fuse, substitute an American fuse rated at no more than 17 amps.

Second, use an SFE - type fuse if possible. SFE fuse are faster-acting than similar-looking AGC-type fuses so they provide a bit more protection.

The only problem with using SFE fuses is that their length varies with their amperage rating (which was done purposely to prevent the wrong fuses from being installed in American fuse boxes). Most sizes will be too long or short for your Lucas fuse box as all Lucas fuses are the same length regardless of amperage rating. In those cases you can use AGC-type fuses of the appropriate amperage rating, since all AGC fuses are the same length.

AGC fuses are also fast acting, just not as fast as the SFE type, and come in 32 - volt and 250 - volt ratings, both suitable.



Auto Biography of

An 80 year old Gearhead

Chapter 9

By: Jan Schlabowske

After a few years below Zimdars Motors, our business outgrew the space. I found a location on 45th and north Ave. To some the location was risky, but in general we found the neighborhood safe and secure with few issues. The building was originally Schwartz Rambler and constructed in the Art Deco Style.

The Jerry Nell SS 100 restoration continued there. While the car was in remarkably sound condition it had issues not uncommon with the construction methods used in prewar British cars. For those who may be unfamiliar with the way of early British coach building, here is how almost all British and European cars were built at that time. Rolls-Royce, Bentley, Aston Marti, MG and Continental cars such as Talbot Lago, Renault, Hispano Suiza and Mercedes Benz, for the most part used this method. It allowed clients to specify designs to their liking. A wood frame was constructed and aluminum sheeting was hand formed to cover the frame. The outer skin was usually attached with special coachbuilder nails which were self-countersunk

when hammered in place. An interesting note is that the many joints in the wood framing (usually Ash) were not glued to allow some flexibility in the body; MG used wood and steel in the construction. Consequently, after many years of use one may see several cracks in the paint and joints if the body has not been restored. This is not as much of a problem after restoration. Most restored cars do not experience many miles of road use, and of course our paved roads are usually smoother than the roads of the time these cars were built.

A side note on Jaguar History. The early prewar cars were named SS Cars, after the name of Wm. Lyons company which was SS Side Cars. He built Motorcycle Side cars and the method was wood frame and often a fabric covering, which some early Bentleys also were constructed of

We reconstructed the SS 100 mostly of the wood, doing it in house. All of the aluminum rebuilding was done by Bill Leahy, at Leahy Coachworks in Schaumburg Il. Bill was the coachbuilder for The Meisterbrauser racing team who raced Cobras and Scarabs. He built complete Cobra bodies too. His shop had few power machines. He did all his welding with gas. One could look at both sides of a panel that he made and not see any welds; A master craftsman. He duplicated a right front fender for the SS 100, that I restored in Arkansas, using reverse patterns from the left side.

Magic it was. More on that project later if I live long enough to complete this saga. For those who have seen Jerry's car before it was sold, saw how well the 20 year old restoration held up. I find it hard to decide whether it was my favorite project, or was Jerry's C Type or XK SS? The last two were not restoration, only maintenance.

At the North Ave. shop we became involved in converting imported Mercedes cars to US EPA and DOT specs. It was a brief period when the German Mark and US Dollar exchange rate was such that one could buy a car in Germany, pay full retail price, ship it to the US, pay us about \$4,000.00 to modify it to US specs and still have less cost than the American dealer paid for the car. After modification we took each car to an EPA certified lab near Chicago where it was tested to verify that it met EPA emission standards. We did about four cars a week over many months. These cars are called Grey Market cars.

Simultaneously while the restoration, Grey Market conversions, and general maintenance was going on, we embarked on a rather controversial project. We purchased very inexpensive used Rolls-Royce Silver Shadows and Cut them in half, stretching them forty eight inches.

I will leave that saga for chapter 10.



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UP-COMING EVENTS

July 17th.
Supper Club Night
Contact Dave Warren
dave@davesace.com
absolute deadline 7/9

JULY 28TH

ILLINOIS JAGUAR CLUB
CONCOURS D' ELEGANCE
A the Oakbrook Polo Club

Register online: by July 20, 2019
<https://ijc.clubexpress.com>
Or contact: Michael J Ksiazek
630 789 2257
mksiazek@aol.com

AUGUST 4TH

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Or: get your forms from the May
newsletter or on
wisconsinjaguars.org click on
About Us and **Event Info**

SEPTEMBER 14TH

MOTION PRODUCTS TOUR AND
VINTAGE RACES

CONTACT ROY FINE
rfine@murphydesmond.com

ILLINOIS JAGUAR CLUB
"RALLYE 50"
OVERNIGHT TOUR
September 14 – 16

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Just some of the pretty concours
quality cars that were at the
picnic



This was always our most
popular and fun event. No
pressure and you will get the
opportunity to see about 400
other vehicles on the show
field. PHOTOS BY: SANDY BLOCK

GO GO CARTING - NOVEMBER 10TH 2:30 - WAUKESHA



As people who are truly passionate about our cars, a chance to drive really fast is not to be missed. Even if you've never sat in a racecar or driven around a track, deep down, most everyone truly wants to!

On Sunday, November 10 you'll have just that opportunity. We've reserved a timeslot at the Veloce Indoor Speedway in Waukesha, Wisconsin to participate in our own private Grand Prix style electric go kart race. These are not kids' toys or Wisconsin Dells caliber vehicles. Veloce's go karts are the most sophisticated, safe and technologically advanced karts available and are capable of speeds up to 50MPH (which seems closer to 150 MPH when you are mere inches off the ground)! Think of them as a more nimble and smaller Jaguar I-Pace. If you've never tried this kind of racing, you simply do not know what you're missing.

Our day will begin at 2:30 with check in, making payment (\$63 for our 3 Race event), the obligatory signing of liability waivers and donning of safety gear. We should be lined up and ready for the green flag at around 3 pm. Upon completion, the winner will receive a trophy and the accolades of everyone who witnessed their racing prowess.

From there you are free to get back to reality and on the road for the trip home or stick around for impromptu drinks and dinner with your racing buddies and the gallery.

For more information or to add your name to our grid, contact Dave Warren at dave@davesace.com.

Veloce Indoor Speedway
W229N1400 Westwood Dr
Waukesha, WI 53186

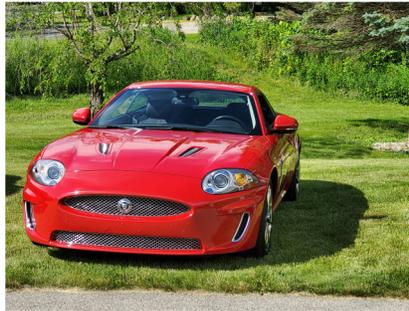
"PEAK INSIDE THE PRIDE"

I first met Jordan and Lynette Brill in the early 90's, in Elkhart Lake, at the Saturday night street car show in July. We were showing our 73 E-type 2+2. Jordan really wanted an E-type so we talked about them for quite a while. They had a 69 Hurst Rambler & a 69 American Motors AMX. They were beautiful well cared for cars. They still have them.

In the 70's they found an E-type with a Chevy engine but they didn't buy it. They were always looking though. Then for their 35th wedding anniversary Lynette was going to surprise Jordan with a 73 E-Type, Regency Red with black interior. It needed work. The owner didn't accept her offer. Many years later they purchased a Viper. Continued on page 7

They still wanted a Jaguar and spent a lot of time searching for the right car. Lynette wanted a convertible. Jordan tried to narrow down her my wants and was helping in the search. All she could really say was that "I'd know it when I saw it". One morning Jordan was searching online and said he found a radiant red XKR. She thought she'd seen the same one the night before. So she looked at it and said, "that's the one!"

The car was in Atlanta and they had a friend there who could look at it. He gave them the thumbs up so they bought it. It's a beautiful 2011 XKR with over 500 hp and less than 9,000 miles on it.



Once they had a Jag they wanted to join the Jaguar Club. They wanted to meet other Jaguar enthusiasts.

Lynette likes a lot of things about the club. She likes that it's a couples club, not just guys. The women are just as enthused about the cars. Everyone is friendly and easy to talk to. She's no longer the only woman at a car event. I bet there is still an E-type in their future!



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THE ILLINOIS JAGUAR CLUB INVITES WISCONSIN JAGUARS LTD. TO "RALLYE 50" Overnight Tour

Saturday, September 14- Monday, September 16

To celebrate the 50th anniversary of IJC we are planning a special overnight tour to the western Wisconsin and Mississippi River region and up to LaCrosse. The roads and scenery in this area may be the best in the Midwest and perfectly designed for your Jaguar. Here is some what you will see:

Day 1 Saturday

Rockford, Brodhead, a 1942 Wisconsin cheese factory, Mineral Point, historic Pendarvis Village featuring the restored cottages of the Cornish lead & zinc miners, settled in the 1840's. We'll end our day in Dubuque, Iowa at the beautifully restored Hotel Julien.

Day 2 Sunday

Heading north, we encounter some terrific driving and scenery along the Mississippi River with a stop at Pikes Peak State Park located on a 500 ft. bluff above the confluence of the Mississippi & Wisconsin rivers. This is serious bald eagle country where we saw three eagles on our planning trip. Lunch will be in the quaint & historic town of McGregor, Iowa.

After lunch, we cross the Mississippi at Prairie du Chen and drive through the hills in a northeast direction for a stop at the Sunrise Apple Orchard. Then we head back to the river and follow it north to LaCrosse, a beautiful town with an interesting history. It is hard to imagine that we will be staying the night in a candy factory! But the luxury boutique hotel, The Charmant, was indeed built in 1898 as a candy factory. It has now been preserved and reimagined into a special hotel where we will stay and have dinner.

Day 3

Drive back home or extend your stay to explore more of the area sights. We will provide maps with a nice alternative route to driving the interstate.

Sign-up on website to follow in June.

Charges include: Route Book, Water & snacks, Regalia , Saturday: Lunch & Supper, Tour of Pendarvis Village
Sunday: Brunch & Supper, Entry fee per car: \$50, Cost Per Person for two days: \$175

Lunches: Buffet

Dinners: Hotel Julien: Buffet;

Charmant Hotel: **Indicate choice**

-Wild caught salmon -Steak - Pork Schnitzel

Hotel Information:

Hotel Julien: By phone only: 800-798-7098 or 563-556-4200

-Ask for Illinois Jaguar Club block: Double Queen: \$167.00, King: \$175.00

-August 17 – Last day for our rate

-48 hour cancellation policy

Breakfast not included

Charmant Hotel: By phone only: 608-519-8813

Double Queen: \$169.00 King: \$149.00

-August 18 – Last day at our rate

-48 hour cancellation policy

Breakfast not included

Last Day to register for tour: **August 30**

Contact: Daria Durham dariadurham@comcast.net

For Complete Information