

# *The Special Breed*

Wisconsin Jaguar Ltd Newsletter

Volume XXXVII No. 6

NOVEMBER 2018

**"GREASE IS THE WORD"** Lori Warren arranged for Danny Zuko, Sandy Dumbrowski, Kenickie, Betty Rizzo and cast, to entertain twenty seven club members and three guests at the Fireside Theater. A special parking area was set aside for members driving their Jaguars. Even though rain, sleet and snow fell on the day several members ventured out with their "special" Jags.

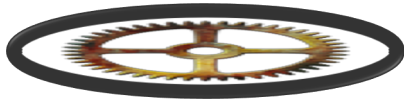
The evening began with members gathering around the fireplace and catching up on what happened throughout the year and what is planned for the future. Sitting down in a cozy room we enjoyed a tasty dinner with more food than one could ask for. A little speech from President Mike Korneli was followed by dessert, coffee and let's not forget, a few cocktails.



We were then lead to our seats in the theater, rows 2 & 3 on the main floor. You really couldn't ask for better seats. We all settled in excited to watch a story many of us were very familiar with. We were not disappointed. Thanks Lori for organizing another great Fireside experience! By: Deb Korneli

## ***Booswell's Halloween 2019***

Q: Where can you go to relive your childhood? A: John and Bunni Boswell's Halloween bash! Costumed people from cute to creepy filled the dealer ship that was all decked out in decorations that must have taken a month to set up. The old cars



## **AUTO BIOGRAPHY OF**

### **The 80 Year old Gear Head**

#### **Chapter Four**

**By: Jan Schlabowske**

I will regress to a period of time when I lived in Wausau. It is there where I met my wife Bonnie. In the Wood, and Marathon county existed a small enthusiast sports car group named the Woodport Sports Car Club. While my Morris minor did not exactly fit the description of a sports car, I was welcomed in the club. In the club were Triumph, MG, Alfa, Morgan, VW Carmen Ghia, Renault, and a few other makes. We held Rallies as well as Gymkhana's. The owner of an Alfa, Bruce, had modified it substantially, and decided to Race it at Sebring, He and a couple other chaps loaded the car on a trailer and went on their merry way. On the way

somewhere in the south, at a stop sign, a car of youth asked about the car. They asked for Autographs from these "famous" race car drivers. They left happily with autographs of Sterling Moss, Fangio, and Phil Hill. I have not seen them for sale on EBay yet.

My embarkation to becoming a Mechanic/ Restorer of British cars began with an offer to become a service writer at King Braeger Chevrolet. The service manager remembered me from my stint at a Standard Oil Station, where he was the manager. While I was not a qualified mechanic, I had enough knowledge, and the gift of gab, to fill the job.

During my early years in the trade I moved among several GM dealerships, including Holz Motors, Rank and Son Buick and as a service manager at a Goodyear Tire Store. While at the Goodyear store, I took the opportunity to attend the General Motors Training Center, which at that time (1967), was located on Bluemound Road near the Zoo. I took vacation time and attended courses on Tune Up, Carburetor and Fuel Systems,

Air Conditioning and Body estimating. It was a marvelous education. To be among a group of about 25 mechanics, some like me with little experience and some with twenty or more years, there was hardly a mechanical challenge that someone in the class had not encountered. The instructors came from the field and were first class.

Upon returning to my Service Manager duties, I soon became dissatisfied with a corporate culture that expected to sell a shock absorber or ball joint for every tire sold. When I requested to be excused from my management duties and reassigned as a mechanic I was excused as an employee.

Walking out the door I headed to a nearby dealership, Frasca Buick, Opel, Fiat, and met with the service manager. He asked "what do you do?" I replied "Tune up Carburetor and Air Conditioning". His answer, "when can you start?"

Our A/C man just left.

At that time Air Conditioning mechanics were few, and the option was increasing,

especially on upscale cars. Oh oh, I don't have many tools. Yikes! Off to a hardware distributor in downtown Milwaukee to acquire several hundred dollars of hand tools. (The beginning of acquiring thousands of dollars' worth). As I gained experience there, besides the domestic car work I migrated to Opels and Fiats. I also enjoyed doing the odd ball stuff that most mechanics would rather not do. Examples are squeaks and rattles, body

By: Jan Schlabowke

## Quote Of The Month

"If you think hiring a professional is expensive, wait until you hire an amateur".(Author unknown)

Shop activity has changed since the last newsletter. The 12Cyl. Cars are gone other than the 2Plus 2, which should return from the paint shop in a week or so. Then we reassemble and get it back to the owner for some fall touring.

We are blessed with two projects that are really my first love. An Alloy 120 that has been bouncing around The Milwaukee area for at last 40 years. Read more about that in the 80 Year Old Gear Head article. But the current story is what to do with it.

The wise decision made by the current owner is to recommission it to allow him to just drive it for very short jaunts, since he has had it for

water leaks, glass replacement and Air Conditioning installation. Ultimately I learned to perform most repairs on all three makes other than Automatic Transmission repair.

My first experience on a significant import car was when a customer asked if I would reassemble the engine of his Maserati 3500 Sebring. Being the risk taker that I am I said sure. It was a six Cyl. dual overhead cam engine with 25 or more years and it has not been on the road.

First, Do not try to start the car. I cannot be more emphatic on this issue.

Some comments on re-commissioning the entire fuel system on cars after many years of storage.

The system must be drained and fully, completely cleaned.

This entails fuel tank removal and cleaning, fuel lines flushed with solvent, fuel pump replaced or rebuilt, fuel filter replaced and carbs rebuilt. A partial cleaning can end in disaster. In one situation the tank was drained, lines drained, float chambers in the carbs cleaned, and a successful drive around the block, the next morning when the car was started most of the valves were stuck in the guides and were bent. They looked like they were dipped

Lucas Fuel Injection, which was completely disassembled. The manual he provided was in Italian. I still remember to this day the difficulty I had in getting the engine started. What?? Number one cylinder is in the back!! Re timing the injection and distributor solved the problem. After several good periods of warm up, retightening the head, and some break in miles I had the joy of 220 KPH on hwy 45 north. To be continued...

in varnish. Draining did not remove all the old fuel. Consequently the gummed fuel migrated into the engine coated the valves while warm and solidified as it cooled.

The hydraulic system also needs flushing. There are several devices on the market that makes this a one person job. So your wife or kids no longer have to sit in the car and hear "pump, hold the pedal down, pump, etc. etc. More on brake systems in a future issue.

The other job is another Joy. It's a 1966 E Type FHC that was careful put away about

13 years ago. A very well done restoration which to my amazement looks like it was done yesterday. It will receive all the fuel system work as above, the carbs are a little more involved as there are three and the previous restorer was not well versed in them, so they

need attention beyond simple cleaning. For those of you who are reluctant to undertake your own carburetor rebuilding, I highly recommend Joe Curto. I have dealt with him for over 30 years, and his work is first class and all he does these days are Carburetors.

Other work that needs to be done is, drain and flush cooling the system and add a

compression test. If originality is not an issue, upgrade to electronic ignition, new battery, lubrication, oil change and new oil filter. Don't forget checking tires exhaust and all electrics.

Good Luck!

Thank you Jan for taking the time to tell your story and offering fellow Jaguar Club members advice and tips on how to care for their beloved Jaguars.



### WELCOME NEW MEMBERS

Jerry & Sandy Borchert  
West Bend, WI 53090  
04 XKR Conv. Silver/Black

Tyler & Alice Briggs  
Cedarburg, WI 53012  
14 XJ,AWD British Racing Green

### 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 check for \$15 for each badge, payable to WJL to:**

John Boswell  
724 Michigan Ave  
South Milwaukee, WI 53172

## UPCOMING EVENTS

### INTERESTED IN BECOMMING A BOARD MEMBER

#### CONTACT

**MIKE KORNELI**

**262-629-5314**

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### CAN YOU GUESS?

What Jaguar powered car this is?

What is the name of the car company?

What year was it built?

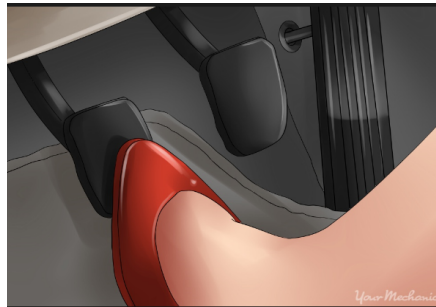
Who was the designer/builder?

For those of you that I have not already told, I'll buy you a drink at the Holiday Party if you guess right!



## ITEREI

often wonder if the emotional attachment she has to the Jag is that it has both mechanical brakes and clutch. She is quite good at it, but her big blues roll inside her head every time I mention we are going to bleed anything.



I have had a few British car projects in my garage recently and although the first was on our Healey, it is applicable to Jaguars so I will

share it here. As so many projects go, it started as a small thing, but...as long as I was there... I originally decided to replace the brake shoes and turn the drums. Well, I already had the wheels and drums off, so of course I put in new wheel bearings and seals. And as long as I was there, new wheel cylinders at all four wheels, and of course, while I was there, a new master cylinder. It is a bit like the old song, "the foot bone's

connected to the leg bone..." Because the reservoir is common to the clutch, we replaced the clutch master and slave cylinder too! If you have not guessed, Carrol was really excited to start bleeding! So I purchased a new "everything" and off we went. This was a southern rust free car that had been restored about 10 years ago. Installation went really smooth and I thought this was all a slam dunk. But there were a series of issues in bleeding the brakes, which Jan Schablowski finally figured out but neither of us could understand why we could not bleed the clutch.

A hydraulic clutch system is

an extremely simple system, a reservoir, master cylinder and slave cylinder. Actuation of the pedal forces fluid from the reservoir to extend the slave cylinder which in turn pushes the clutch fork. A simple check valve in the master ensures that fluid goes to slave under pressure, rather than return to the cylinder. Simple stuff. I tried endless bleeding with Carrol's reliable foot, a vacuum bleeder, gravity

## Garage Projects

Carl Jensen

It is often very helpful to have an extra set of hands, or feet, when doing projects in the garage. Yes, I said feet. My lovely wife has been my official bleeder of brakes and clutches since we first met. While she is as big a car enthusiast as I am, I am sure she would feel she had won the lottery if I told her she never had to bleed again. I

bleed, pressure bleed, and reverse bleed. In every case all air appeared to come out of the system, but once the bleeder screws were closed, a stroke of the pedal would never move the clutch fork. It appeared as if there was still air in the cylinder.

In decades of restoring cars, I have only twice purchased parts that had a functional problem. Of course, it is always our first thought that the part must be bad, but it is rarely the case. Well, this was the second time. While the new slave was fine, and the new master pushed the fluid as designed, the little check valve did not seal. So, while I could push fluid out the bleeder screws without

the load of the clutch fork, adding that resistance had the fluid take the path of least resistance and sent it back to the reservoir. Another new master and check valve, and the system worked flawlessly.

The other project actually involved two extra sets of hands. When we purchased our 1948 Jaguar, I removed the head, did a valve job and installed a new head gasket. My good buddy Doug Schellinger was there to help

as always. With the bonnet off, I straddled the engine, then lifted and handed the head to Doug, who then simply turned around and set in on my workbench. This was in our small two car garage at our first house. Fast forward close to 20 years later and the car started running a little sluggish and was low on power. We tour with that car a lot so I was sensitive to the change in performance. A call to another pal, Terry Larson, to get some advice. The 3.5 liter engine in a Mk IV is exactly the same as an SS100. Terry said he had a problem with the head gasket on his SS100 between

cylinders 3 and 4. The check for this is to remove the plugs from both cylinders. Then blow compressed air in one cylinder. One could also do a compression test, but that would only tell you the cylinder is low on compression, where this test clearly shows that the compression is escaping to the neighboring cylinder.

So now comes the extra hands and again Doug was there. We decided that we would do this just like we did 20 years earlier. But there were few changes.

First, somehow the head became heavier in 20 years. Well, at least neither of us remember it being that heavy. Second, we were now in our new garage, and when I handed Doug that solid iron head, he could not just turn and set it on the work bench. The work bench was now 25 feet away across our garage! There was a little panic in his eyes as he shuffled off.

To make up for it, I did put the head on a cart and rolled it next to the car when it was time to install it. Installation on this car is a bit tricky. The

push rods stay retained in the block but move freely, so it is quite difficult to line them all up. Doug and I lowered the head onto the block while Carrol tried to look upside down to line up the 12 pushrods. After a couple tries, Carrol proclaimed, "This is a job for a makeup mirror!" This allowed Carrol to easily line up the rods and set the head into position. Not too hard if you have six hands and a makeup mirror!

After installing, the head was torqued and valves adjusted. It is best to do a retorquer after the car is



driven and thoroughly warmed up. Then let it cool and retorque. Occasional checks of the head torque will now be done as well.

So it turns out the most valuable tool you can have in your garage are extra hands and feet attached to friends. Ironically, even today prior to writing this article, Doug's extra hands were used to help me bring home a Lincoln V12 engine and unload it in my garage. Car restoration is clearly a team sport!

**RENEW YOUR MEMBERSHIP FOR 2019**

**RENEWAL.....\$60.00**

**Postmarked by 12/31/2018**

**LATE RENEWAL.....\$70.00**

**If postmarked after 1/01/2019**

**Dues include our club newsletter**

**JCNA "Jaguar Journal" and inclusion in**

**JCNA sanctioned and non-sanctioned events.**

Make check payable to:

**WISCONSIN JAGUARS LTD.**

Mail with this form to:

**John Boswell  
724 Michigan Ave  
South Milwaukee, WI 53172**

Would you like to help your club out?

I would be willing to assist with the planning and running of a club event.

☐ I have an idea for a club event which I would help



*You are cordially invited  
To  
Wisconsin Jaguars ltd. auto club's*

**2018 Holiday Dinner  
and Annual Meeting  
SATURDAY, DECEMBER 8<sup>TH</sup>  
6:00p.m. until 10:00 p.m.**

**AT  
UNIVERSITY CLUB OF MILWAUKEE  
Third Floor Library**

*Dinner dress attire*

**Evening Highlights  
6:00 p.m. Appetizers  
Cash Bar**

**7:30 p.m. Dinner & Dessert**

**Annual Meeting to follow**

**Fee per person: \$65.00**

**THE BOOOOSWELLS**

# **HALLOWEEN BASH**

**823 MILWAUKEE WICKED AVE**  
**SOUTH MILWAUKEE, WI 53172**

Beer | Soda | Food

**BYO Bottle** if you  
 prefer other than  
 beer and soda

Silent Auction

DJ & Dancing  
 Music | Sound | Lighting  
 by FlashFire Productions

costumes are encouraged, but optional

**DONATIONS  
 ACCEPTED TO  
 HELP SUPPORT  
 RESTORE  
 THE  
 LAGOON**







