

# *The Special Breed*

Wisconsin Jaguars Ltd Newsletter

Volume XXXIV No.2

May, 2025

From the Litter Box: By: Deb Korneli

What better way is there than to spend a Saturday in May in your favorite car, driving with 35 members of your favorite car club! All of the above but, with warm sunny weather!

The Spring Driving Tour, organized by Kelly and Jim Falcione, started at the Jensen home. As always, they provided coffee and treats to fuel our bodies and souls for the drive to Yerkes Observatory in Williams Bay.

Kelly set up a private tour for the club which was very interesting & amazing. Our tour guide "Walt" was the best! He was knowledgeable, enthusiastic, funny and captivated our club members. He is way more than a tour guide. He is the Director of Programs & External Affairs and part of a dedicated staff of 13 local professionals that saved Yerkes for future generations.

Since 1897 the observatory featured telescopes, laboratories, astronomers, scientists, students & teachers. Today the dorm rooms are no longer filled with students but hold books and artifacts from almost 130 years ago.

As we walked through this partially restored building, we felt the presence of some of the great people who graced the halls of the past. Nancy Grace Roman, Carl Sagan & Albert Einstein were just a few of the people who have shaped the history of this place.

Thank you, Kelly and Jim for organizing and sharing this wonderful bit of history with us. I for one will be going back for a night time tour and the opportunity to look, at the sky, through that amazing telescope!

More on this event in an upcoming newsletter

## 2025 CALENDAR OF EVENTS

### JUNE 15<sup>TH</sup> BRITISH CAR FIELD DAY

[britishcarfieldday.org](http://britishcarfieldday.org)

### SUMMER PICNIC WITH OTHER CLUBS AT THE KORNELI'S, SATURDAY (July 12<sup>TH</sup>)

RSVP BY JULY 5<sup>TH</sup> DEB 262-388-9705

<https://www.PerfectPotluck.com/ZGSG8954>

### AUGUST 2<sup>ND</sup> CONCOURS D' ELEGANCE AT THE CORNERS IN BROOKFIELD

JOHN BOSWELL 414-840-1317

### AUGUST 17<sup>TH</sup> COAL DOCK CARSHOW PORT WASHINGTON

BOB PRINCE 262-751-4102

### FALL OVER NIGHT WEEKEND TOUR TO HAYWARD (October 3 – 5)

DON HUEBSCHEN 608-289-0057

### OCTOBER 25<sup>TH</sup> "BOOSWELLS" HALLOWEEN PARTY

JOHN BOSWELL 414-840-1317  
BUNNI BOSWELL 414-840-1444

### CHRISTMAS PARTY DECEMBER 13<sup>TH</sup>

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### **RE: DID-U-KNOW**

When I conceived the series, it was intended to briefly highlight some aspects of the motorcar industry. Over the past 12 years the column has evolved into a more in depth look into British motoring history. Therefore, I believe it is appropriate to update the series with a new title and slight change in format beginning with the next issue. Hopefully it will continue to provide enjoyment and insight for current and future driving enthusiasts.

Cheers,  
 Facia Nearside

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## **NOTES FROM THE SHOP** **BY JAN SCHLABOWSKA**

Wow! Lots has been going on since my last NFTS. Over the past several months I have been experiencing a variety of health issues. They all seem to be finally under control. A side effect is that I have not been available to supervise ongoing work. I accepted the fact that the population of highly skilled mechanics has been and still is slim. So, supervision and training are a high priority, particularly regarding vintage motor cars.

When two of my mechanics chose to start their own shop, it left me stranded. I had come to the time when it seemed impractical to continue with WWMW. At that point, I decided to return to my home shop and go on as a one-man operation. Two of the unfinished projects are now in my home shop. I reluctantly started seeking someone to finish out my lease, I came across two experienced mechanics, who will start in a week or so.

**Continued on page 6**



## Jaguar Infatuation

As a teenager I became aware that one of my favorite musical artists, Johnny Rivers, drove a Jaguar. I am not sure if that had any impact on my Jaguar infatuation.

Many years later I was married to my high school sweetheart and we were blessed with a newborn son. One winter-evening in 1971 we went to the Tosa Theater to see the movie Love Story. When the movie ended, we exited the theater to a typical Wisconsin "snow-globe" evening, cold with large swirling snowflakes beginning to fall. Next to the theater was a small import car dealership, Tosa Imports. In the front row of this tiny dealer lot was the most beautiful and exotic car I had ever seen, what I now know to be; a Jaguar XK-120 fixed head coupe. It was black with black interior. The new snow was starting to accumulate on its long sloping hood. For many days afterward I contemplated ways in which I could justify purchasing this amazing beauty. I ignored the fact that it would need to be our primary vehicle. It was just a two-seater but it did have that area behind the seats that could fit a small child. I didn't know if Jaguars could move in WI snow, but then it didn't snow every day. Would it start in Wisconsin's cold temperatures? ...prudence prevailed and I finally decided that the XK120 was just not right for us - at that time.

Two years later the XK image was still vivid in my mind when I spotted a newspaper want-ad for an XK-140, MC, roadster (#811995), in Beaver Dam, WI. The car was originally from Tennessee with a solid but "aged" body and not in running condition. The sale price of \$2,500 was manageable due to a recent bonus from my employer. I purchased the car 1/27/1973 and trailered it to our home in West Allis, WI. My first effort was to get it running. I removed the head and found a pristine combustion chamber with beautiful "domed" cylinders shining like new. The image was perfect except for a very suspicious crescent indentation on each piston. ...the result of assembling the head with no regard for the timing-chain / camshaft position. Every valve was bent from hitting the corresponding rising piston. Over the next few years, I was able to get the engine running, stripped the metallic blue paint down to bare metal and aluminum then had the car professionally painted with 13 coats of Guards Red lacquer. The paint job costing slightly more than the original car's acquisition cost.

By 1977 we were expecting our third child and looked forward to purchasing our first single-family home. The need for down-payment funds meant it was time to part with our beloved Jaguar. We sold it for \$5,000 and moved into our new home on August 16, 1977 (Sadly, the day Elvis Presley died).

Over the following years and decades, I have watched for any XK examples on car-lots and at car shows. I became an ardent follower of classic car auction sites enjoying the variety of classic American and European cars. I would casually note the Jaguar values as they seemed to sky-rocket to unimagined levels. I retired in 2016 and fed my classic car fascination by restoring my long owned 1947 Dodge pick-up truck. Looking for a subsequent challenge, I later purchased a 1960 MGA and completed a frame-off restoration.

In February of 2020 my youngest son directed my attention to a Jaguar XK-140 MC roadster that was offered on an auction site with no-reserve. The no-reserve aspect of the auction intrigued me, could this be the rare opportunity to get a beloved XK-140 at a bargain price? The car was a long time California resident currently housed in Oregon. It hadn't run in nearly 40 years but was complete and original. I placed my first bid; \$4,500. Over the next week I watched as the price ascended into the expected low to approaching mid 5-figure range. My wife encouraged me and my son even offered to go in as partners if necessary. On March 14, 2020 at 1:14 p.m. I became the winning bidder and proud owner of Jaguar #811297. ...just 698 units earlier build than the car we owned in 1973. It almost feels like I've come full circle.

Our car is now at a local restoration facility in the midst a frame-off restoration. It was recently exhibited at the Milwaukee Auto Show as a "work in process". Meanwhile, I've busied myself; I had the engine rebuilt, seats recovered and all the chrome restored. ...all waiting for the body to be refinished, painted and the chassis reassembled. I hope one day to have an opportunity to drive my fully restored Jaguar for an easy lap around the Road America Track. (...I should add the first-ever race at Road America was actually held the very day I was born, in July, 1950.) ...or I would just settle for a few laps around my neighborhood.





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HAYWARD AND STONE LAKE AREA

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Notes From the Shop **continued from page 2**

They are a father and son team, with good knowledge of modern cars, and an interest in working on Vintage cars. I have decided to keep "WedgeWoodMotorWorks" on Lincoln Avenue open and mentor them to work on the vintage and collector cars that have graced my shop over the years. We will also be able to service the contemporary models that will be needing work as Waukesha Jaguar winds down. Our hope is that in time they will be able to take over the business and free me up to just work at home. In the meanwhile, I will always be available and often present on Lincoln Ave.

Regarding the two mechanics at 5110 West Lincoln Ave; They are Rick and Ricky Ruis, father and son. In the past couple weeks, I have observed two timing chain jobs, two transmission replacements, power window repairs on Jaguar and a Rolls Royce. They were all done skillfully and with high quality.

I intend to work between my home shop and Lincoln Ave as I mentor Rick and Ricky on the vintage cars that they are unfamiliar with. The modern Jaguars will pose no problem for them, based upon my recent experience.

Happy Motoring, Jan  
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## DID – U – KNOW

by Facia Nearside

Do you call it a blinker, an indicator, a flicker, flipper or signaling arm? Probably none of those, you most likely call it a turn signal. But if you think it showed up on cars just as we know it today, well, nothing could be that easy or logical. Then who invented the turn signal for automobiles? No shortage of names turns up to claim that honor. It seems on this debated subject one good turn deserves another (pun intended).

In England in the early 1900s one of the first attempts to solve the signaling problem was a mechanical blade that flipped out of the side of the car to indicate the intention to turn. It was called a Trafficator, and the shape had been developed from the shape of a railroad semaphore signal. This required cables or pneumatics or solenoids to operate, which was certainly a bit of cumbersome mechanicals. No problem, remember we are talking about the country who thought the brake light switch should be part of the hydraulic system well into the 1970s. Then, in 1908, the Italians added a light to the arm of the Trafficator so it could be seen at night.

On the other side of the pond a similar exercise was taking place, but from what would seem like a very unlikely source. Florence Lawrence was born in Ontario Canada in 1886. She was one of the first motion picture stars appearing in almost 300 films. Being so successful she was able to purchase a Lozier touring car which had no...you guessed it, turn indicators. Florence designed the “auto-signaling arm” and brake signal, which could be mounted on the fender of most any car. She did not seek a patent for her device but preferred to consider her invention a service to motorists. Back in the home market Lucas had designed a lighted Trafficator which was proving to be quite popular. But beginning in 1927 Morris fit all of their models except the Minor with the Wilcot Robot Traffic Indicator system instead. This was a bizarre system of red, amber and green lights mounted on both sides of the vehicle. Seems Lord Nuffield did not want to pay Lucas for the royalties on their Trafficator design. The ministry of transport did not approve the Wilcot robot system however. Oops!

As we fast forward through the development it is pretty easy to see where lighted Trafficators became lights, and lights started to blink, and finally they were not an option or an after-market accessory but became OEM and were mandated. But when? In England the requirement to have a (turn) signaling device became law in 1935. In the United States this did not happen until **1968** (yes that late!).

What was the first car company to make turn signals standard equipment? Buick is generally credited with this. Beginning in 1938 they appeared on the rear only, then in 1939 they showed up on the front of Buicks as well. But wait, could this be Yankees trying to boast another first? A look at the 1932 Talbot puts Buick firmly into second place. Talbot’s elegant design shows turn indicators both front and rear in 1932, seven years ahead of Buick. Looks like the Lymes had the lead after all.

One final bit of trivia: all countries in the world but two require rear turn signals to be amber, a color which has proven to be safer. Canada and the United States permit amber or red.

EDITORS NOTE: Mike Korneli’s 1934 SS1 has trafficators. As stated above, cumbersome, and also a bit finicky. Sometimes a little tap on the trafficator is necessary to get it to pop out of its hiding place!

