

PRESIDENTS MESSAGE BY: Mike Korneli

December of 2022 is gone as are any "Visions of Sugar Plums." So what are the current visions; Sand. I'm not talking about sanding on one of my car projects. I'm talking about sand on the beach in Belize. Even I need a vacation from my full time retirement job of working on my cars. Our second "vacation" will start a week after we get back from Belize. It once again will be our grand tour of Florida finishing at the Amelia Island Concours.

Last year we went to two auto museums in Florida. Revs Institute and the Brumos Collection are definitely worth the trip. There are a number of other museums/collections available to both the avid or casual automotive enthusiasts. There are a lot of great museums, many a days drive away.

At the end of March we are going to a Classic Car event in Philadelphia. Part of the event will be held at the Simeone Foundation Automotive Museum. It's more than a days drive but worth the flight. It's one of the top museums in the world. It's focus is on unrestored highly significant race cars. Another great automotive sight is the Gilmore Car Museum in Michigan. The facility has many buildings set on 90 acres with over 435 cars.

If you like the idea of a visit to the Gilmore Car Museum, save the dates of June 2 - 4, 2023 and bring your Jaguar and celebrate a European Luxury experience.

You will be hearing more about this summer event in an upcoming newsletter.



2023 **CALENDAR OF EVENTS**



Please join the Jaguar Club for our Annual Potluck which this year is.....

a Chili Cook Off!

How does it work?

When you go online to sign up, let us know if you want to bring a pot of homemade chili and be a part of our Judged Chili Competition

OR

Just sign up to bring any other items listed

We use the online Perfect Potluck Tool so just type in this link for more details and ideas of what to bring

<https://www.PerfectPotluck.com/YWGR6606>

Saturday March 18, 2023

3pm start and dinner after judging at 5pm

Carl and Carrol Jensen's House

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Please RSVP by Saturday March 11, 2023



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Wisconsin Jaguars Ltd. will provide individual name badges to new and veteran members for a nominal fee of \$15 per badge.

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From The Litter Box:

1. What city had the first ATM in 1967?
2. What is Amaxophobia?
3. What countries international registration letters are RHC?
4. What is the Jaguar missile used against?
5. What British motor vehicle was displayed at the 1948 Amsterdam show?
6. What French Auto Company merged with American Motors?
7. In 1961, what was the first state to require that seat belts be installed in the front seats of new cars?
8. What was the name of the vehicle that Sir Malcom Campbell broke 300 mph in 1935.
9. What were the first seat belts used in?
10. Which business was Ferruccio not involved in? Cars, tractors, agricultural equipment, air conditioning equipment or wine.



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Notes from the shop

To start, an update on Wedgewood Motor Works. We have moved to larger Quarters, and rehired Guy a past technician along with his son Nick. For anyone interested the address is in the ad in this issue.

Restoration, Preservation, Conservation: what is the difference?

Much of the following is adapted from a Blog by Karen Kroslowitz, whose father restored antique clocks. Karen works at CHM. A computer history museum.

Automobiles were and are not built to last forever; they are built to be used. Consequently, they wear out and are subject to environmental deterioration. I have had a paradigm shift with my idea of what we at WWMW mostly do. We are in the preservation and conservation business. We repair and or replace components in a client's car to return or keep it in a usable state. This allows the owner to use his car and enter in various events. An example is the 1923 Lancia that we have been working on for some time. In order to use the car after 30 years of storage, it is necessary to rebuild the engine, rewire the electrical system and repair several other systems which require attention. The body, the bright work and upholstery retain the patina of an old car, and while pitted, dull and torn in places do not lessen the cars drivability. It will retain much of its originality, and some might say it looks a little tatty. So we are **Preserving** it.

Intervention Conservation, is attending to the mitigation of areas that if left alone may cause damage that might make the vehicle unsalvageable and unusable. Repairing body rust, upholstery conditioning, cleaning and degreasing, removing of foreign matter, rust proofing solid but stable chassis parts etc. **Preservation and Conservation do overlap.**

Restoration equals permanent change. It should only be undertaken after careful consideration of the ethics, likelihood of achieving success and intended use of the vehicle. Many new but unoriginal parts may be used, copies of original but not the authentic original will likely be used. Materials may be upgraded, internal parts may differ, yet the part may look the same, the original manufacturers design and work will be altered, which will make the object useless from a historic authenticity perspective. It cannot be considered a survivor. It is important if the vehicle is in fact of significance that all removed parts are retained and complete documentation of all changes made is kept.

Clearly restoration is the costliest option when considering which way to go. The records and documentation will increase the cost, the standard of workmanship and materials will usually be higher than when it was built. Usually, a restored car when done to a high standard becomes impractical to use regularly. It becomes a Van Gogh on wheels, lovely to look at, but denying the builders goal of transportation.

The issue of replicas is interesting. A replica of a 427 Cobra is not a real Cobra, so the builder has carte blanche on the choice of material etc.

Bentley Motors recently embarked on building continuation models of their race winning Blower Bentley. An interesting note is that all measurements, specifications and even the metallurgy of the engine parts is the same as used in the 1930's. Down to the welding methods and paint formulas. Where do they fit? Real or replicas?

Jaguar did something similar by building continuation types. They used left over chassis numbers for cars that were not built. I suspect that many components were upgraded, but I don't know for sure. Are they real D type cars? They all sold before construction began at around 1.2 million dollars, while originals trade for several times that.

Just Saying

Jan Schlabowske



- 1.) **How old were you when you bought your first car and what was it?** I was 18. Although this may not count, I paid for the engine replacement on my parents 1964 Chevy Impala and they gave me the car. I was driving the car when the engine blew up due to lack of oil. Dad told me it was my responsibility to check the oil. I thought he should have told me that before the engine blew!
- 2.) **What car would you have liked to be your first car?** I always wanted a new Firebird. That was in 1973/74. I had a baby instead!
- 3.) **What was your first collector car?** The first collector car we bought together was a 1973 E-Type 2+2. We bought it from Reina International Auto, one of our newsletter advertisers! We test drove it, in a snow storm, with our kids in the back seat. Our daughter Jackie was in Kindergarten at the time. As Mike was enjoying spinning the tires Jackie was concerned that "we were out of control"!
- 4.) **When did you buy your first Jaguar and what was it? Do you still have it?** We bought the E-Type in 1986 and we do still have it. Mike is good at buying but not at selling.
- 5.) **Do you have other collector cars?** "Good at buying" comes into play here! We have twelve cars and one motorcycle. Restoring vehicles is Mike's hobby. Seven of them Mike has restored, two are in process and three are future projects. (maybe)
- 6.) **When did you join the club?** We joined in 1985 before we bought a car.
- 7.) **Have you joined the club in any events?** We attend almost all the club events. After almost 40 years in the club, members have become close friends and we miss them in between events.
- 8.) **How did you find out about Wisconsin Jaguar Ltd?** We went to the Concours d' Elegance in Manitowoc. Ian and Sue Furness were showing their 1967 Beautiful blue E-type which only made us want an E-Type even more.
- 9.) **What is your favorite thing about the club?** It's always about the people! 38 years of friends and car experiences! It's a lifetime! Deb Korneli

I hope this template encourages you to share your Jaguar club experiences. We are excited to hear about them and add more content to the SPECIAL BREED NEWSLETTER!

I can email you the empty template if it makes it easier for you to answer the questions. You can answer whatever questions you want or write about your experiences in your own format.

Send to: dkorneli54@charter.net



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If you have ever seen the owner's manual for a Jaguar (or Aston Martin or Land Rover) you may have noticed the words "BY APPOINTMENT TO HER MAJESTY QUEEN ELIZABETH II, MANUFACTURERS OF JAGUAR CARS, JAGUAR CARS LIMITED COVENTRY." This indicates a Royal Warrant of Appointment has been granted to Jaguar by Her Majesty Queen Elizabeth. Currently 850 individuals and companies hold more than 1,100 warrants to the British Royal Family. What is a Royal Warrant, how is it obtained, and sadly with the passing of Her Majesty, what happens to this appointment?

The granting of royal patronage has been practiced in Europe since the Medieval period. In the 12th century royal charters began to replace this, with the first recorded British Royal Charter granted in 1155 by King Henry II. The system became more formalized in 15th century England with the establishment of the Royal Warrant of Appointment. A Royal Warrant signifies there is a satisfactory trade relationship between the grantor and the company supplying goods to the Royal Household. This sends a public message that the holder of the warrant supplies goods of a quality acceptable for use in the Royal Household. As can be seen in the above example the Royal Warrant simply states what goods are provided, no other details may be given. Manufacturers soon recognized the publicity value of supplying the royalty and though they continue to charge for their goods and services they often do so at prices well below cost.

It takes a minimum of five years of supplying goods or services to the Royal Family before a Royal Warrant can be applied for. The application goes to the Royal Household Warrants Committee, and if accepted then goes on to the grantor (in this example Queen Elizabeth) for signature. The grantor is empowered to accept or reverse the committee's decision. If accepted a Royal Warrant is usually granted for five years, and is reviewed for renewal one year before the expiration date. The warrant may be rescinded at any time by the grantor, and for a wide variety of reasons. If rescinded the provider has 12 months to remove the warrant display from their stationery, packaging, and advertising.

The Monarch decides who may be a grantor. In recent times three people have been so empowered: Her Majesty Queen Elizabeth II, Prince Charles, and Prince Phillip. During her reign Queen Elizabeth granted 686 Royal Warrants.

Finally, upon the death of a grantor the Royal Warrant document becomes void but the provider may continue to use the Royal Arms and Legend for up to two years. This gives the Royal Household time to review Warrant grants upon a change of reigning Sovereign. With the death of Her Majesty and Prince Philip both occurring within the past two years, at the time of this writing the sole grantor is King Charles III.

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Join him the 1st and 3rd Saturdays of the month to talk shop, eat snacks and share your stories.
Plenty of parking in the rear!

The Litter Box answers:

- | | |
|--------------------------------|-------------------------------------|
| 1. London | 7. Wisconsin |
| 2. Fear of riding a Motorcycle | 8. Bluebird |
| 3. Chile | 9. New York City Taxi Cabs. |
| 4. Tanks | The seat belt was patented in 1885. |
| 5. Land Rover | 10. He was involved in all of them. |
| 6. Renault | |

Could this be 1885 in New York?



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Jaguars are star-makers in Hollywood!

Borrowed from the South Florida Jaguar Club

With the sad passing of the Sean Connery, it sparked thoughts about how much we enjoyed our favorite stars and the vehicles they drove. From the Aston Martins that dominated the Bond franchise to Austin Power's "Shaguar", our love affair with movie cars remains. The Jaguar brand has been around for much of the history of moviemaking, so it's no surprise that we've seen so many in our favorite films. The E-Type in particular has been both a leading lady and a supporting player, always adding class to an otherwise lackluster film. Here are some Jags that made statements in their parts (I've decided to give them nick-names):

- **The Dad E-Type** – driven by Ray Milland in 1970's *Love Story*. His was a yellow Series II that he drives "very fast" in the snow. Watch for Dad Oliver as he speeds off from Ryan O'Neill who just lost a big hockey game.
- **The Hearse E-Type** – this must be one of the more interesting "mods" to an E-Type. In the 1971 cult movie, *Harold and Maude*, Harold decides his E-Type would be more fitting as a hearse. Nuff said.
- **The Skinny Model E-Type** – Twiggy makes a cameo appearance as a chic lady in the 1974 movie, *The Blues Brothers*, starring Dan Aykroyd and John Belushi.
- **The Italian E-Type** - Michael Caine put together one of his best performances in 1969's *The Italian Job*. In this film, the Jaguar E-Type sporty and slick showed off its curves.
- **The Roadworthy E-Type** – In *Convoy*, Ali McGraw pushes the envelope with her E-type in this CB-inspired movie from 1978.

Other than the iconic E-Type, here are some Jaguars that snuck into some great movies. In *Bullitt*, while the Mustang typically gets all the attention, watch for the Mark X (Willow Green) parked outside the Mark Hopkins Hotel in the early part of the movie. Plus check out the cab driver, Robert Duvall in an early part. In *Play Misty for Me*, a young Clint Eastwood drives a fabulous XK 150. Alfred Hitchcock's *Vertigo* featured a 1957 Mark VIII. Ushering in the "modern era" of Jaguar, the sleek, low-topped 1994 XJ220 hardtop in *Gone in 60 Seconds*, featuring Nicholas Cage, was prominent. With Pierce Brosnan playing James Bond, a green Jaguar 2002 XKR convertible made an unforgettable appearance in *Die Another Day* (2002). In 2002, Austin Powers revved onto the scene behind the wheel of a rendition of the 2001 Jaguar XK8 convertible in *Goldmember* (2002). This was the second time Mike Myers' comic persona drove a Jaguar on the big screen. In 1997's *Austin Powers: International Man of Mystery*, he drove around in 1961 E-TYPE. And on it goes....forget the Fast and Furious franchise....our Jaguars make movie history!