

A Chapter of the [Jaguar Clubs of North America](#)

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

August 2013



WMJR on the web:

www.WMJR.org

Classic Sports Car Show Park City Saturday July 27



Despite showers being forecast, and one sprinkle session, there was a fine turn out of cars and spectators at the Classic Sports Car Show in Park City.

This has become an annual event organized by the Bonneville Austin Healey Club and the WMJR, with support from the British Motor Club of Utah.

The great thing about this show (like British Field Day) is that we always meet new people and see new cars. In fact this year the WMJR even signed up two new members!

Peoples Choice Award went once again to Art Pasker's 1950 Jaguar DHC.
First Place Austin Healey: Ed & Chris-

tine Blais' 1956 100M; Austin Healey First Class Award: Craig Ward's 1967 BJ8 3000; Austin Healey Second Class Award Wayne Mort-ensen's 1957 100-6.

First Place Jaguar was Ken Borg's XK 140 DHC, Jaguar First Class Award Mike & Susan Cady's 1954 XK120 Coupe, Jaguar Second Class Award J and Kay Jennings 1993 XJS Convertible.

Best Classic Sports Car: Gary Lindstrom's 1958 Aston Martin DB Mark III Coupe.

Attending were Ken and Joann Borg, J

and Kay Jennings, Duane and Leann Allred, Pat and Beth Patterson, Barry Hanover, Mike and Susan Cady, Joe Todd, John and Liz Green, Art Pasker, Dan Schweikert, organizers Jim and Susan Revel, and your Obedient Scribe Gary Lindstrom.

Apologies to those we may have missed.

After the show club members rendezvoused at Daniels Summit Resort southeast of Heber for a very pleasant meal and gab fest.

Visit the club website www.wmjr.org to see a slide show of the event. Thanks to the Cadys and Borgs for photos.

—Gary Lindstrom

Scenes From the Park City Classic Car Show



August Club Event Tech Session and BBQ at Jennings Car Barn

The WMJR event for August will be a combination technical / social event at the home of J and Kay Jennings, 6046 Fontaine Bleu Drive in Murray, UT.



Y'all come at 6pm Saturday August 24.

It will begin with a *by request* tech session where J and other assembled experts(?) will endeavor to answer any technical brain teasers thrown at them.

This will resemble the old game Johnny Carson used to play called *Stump the Band*. The

they break for tea in a cricket match" will be out of order.

When everyone's head is filled to overflowing with new knowledge, true or otherwise, attention will shift to the BBQ

only catch is that the questions must have an answer, i.e. queries such as "why do the British drive on the left" and "why do

where items brought for individual consumption will be grilled, and pot luck dishes will be shared.

BYO potables, of course.

**Drinking Drivers
Nothing Worse
They Put The Quart
Before The Hearse**
—*Burma-Shave* 1959

All in all it should be a grand time—don't forget to put it on your calendar.

10 Facts to Make You a Jaguar Buff

Just when you think you know somebody or something, you go and visit their museum and the once-familiar becomes completely strange. I've been covering and coveting Jaguars for some 25 years now, yet after just 20 minutes with Neil McPherson, administrator of the Jaguar Heritage Museum, I have 10 anecdotes that add a whole bunch of personality to what I thought was really a somewhat crusty past for the famed British marque.

- The company that would later become Jaguar didn't even start out making automobiles.

In 1922, William Lyons (later to be Sir William) and William Walmsley formed Swallow Sidecars, building third wheels

for the popular motorcycles of the time. Even their first car, a rebodied Austin Seven, bore no hint of the Jaguars to come.

- It wasn't until 1935 (hence 2010 being celebrated as the 75th anniversary of Jaguar) that Lyons produced his first car, the 2.5 Litre Saloon. Even that is a bit of a misnomer as the frame for the new sedan was farmed out, as was the engine, which was produced by Standard (but to Jaguar specs).

- Even Lyons' first design might not be the first Jaguar since the original use of the Jaguar name wasn't for the company, but rather the name of the model. The afore-mentioned 2.5 Litre's full designation was the SS Jaguar 2.5 Litre Saloon. According to McPherson, only after the Second World War and the subsequent unfavourable connotations of the SS initials was the company's name changed to Jaguar.

reconnaissance vehicles. Armed with 76-millimetre main gun and 7.62-mm machine guns, the Scorpion featured much use of aluminum and other light-weight alloys in order to make it airplane portable. The result was a top speed of 87 kilometres an hour, and it could accelerate to about 50 kilometres an hour in a fast - - for a tank -- 15 seconds. Scorpions were in service from 1973 to 1994, though some were later retrofitted with Perkins diesel engines.



- Sir William was said to hate the diminutive "Jag," no matter how lovingly applied. However, McPherson says it was perfectly all right to say that you worked at "The Jag."

- Jaguar E-Type engines once powered a British tank. Some of the company's 4.2-litre in-line sixes -- detuned from 265 horsepower to 195 -- powered more than 1,200 Scorpion armoured

- Jaguar's famed in-line six was designed as a "moonlight" project. With war efforts sometime requiring them to service aircraft and other military products, engineers William Heynes, Walter Hassan and Claude Bailey all conspired to

simultaneously work the night-time "firewatch" shift so they could design a replacement engine for the ageing Standard engine. The end result was the XK, produced from 1949 until 1992. Earlier iterations of the same engine were labeled XF and XJ, both familiar names to modern Jaguar lovers.

- Jaguar's greatest contribution to road safety is most assuredly the disc

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10 Facts to Make You a Jaguar Buff —*cont'd from p. 4*

brake. A carryover from aircraft technology, they were first fitted to a C-Type raced by Stirling Moss and Norman Dewis in the 1952 Mille Miglia. According to Jaguar lore, the Italian race scrutineers were so mystified by the new apparatus they demanded a demonstration to prove they were, in fact, brakes.

- Dewis was Jaguar's chief development engineer for 36 years and 26 distinct Jaguars. He was also something of a hero. When development of its show car ran until well into the wee hours, Dewis drove the then-brand-new E-Type through the night to deliver it in time for its debut at the 1961 Geneva motor show. Still considered one of the most celebrated auto show introductions, the E-

Type is recognized by many reputable automotive journals as the most beautiful car of all time.

- Dewis is also known for crashing the rarest Jaguar of all -- the XJ13 race car. The first Jaguar fitted with a V12 engine, the 13's motor was essentially two XK blocks on a single crankcase. Dubbed XJ, for Experimental Jaguar, it displaced five litres and produced 500 hp, although seven litres and upward of 700 hp was deemed within its ability. It was later mothballed. When pulled out for a promotional campaign to showcase the new V12 Series 3 E-Type, one of the XJ13's experimental magnesium wheels disintegrated at a track speed of 200 kilometres an hour. Dewis received

minor injuries and the car was severely damaged, but it was subsequently rebuilt.

Perhaps the second-most desirable Jaguar almost died an ignominious death. When Jaguar quit racing in 1956, Lyons crafted the dominant Le Mans-winning D-Type into a "Super Sports" road car -- the XKSS. Only 50 were to be produced, but, in February 1957, Jaguar's Browns Lane factory was razed by fire. All the jigs and tooling for the D-Type and XKSS were destroyed. Nine completed cars were destroyed. Only 16 remained. Two were sent to Canada.

—David Booth

Times Colonist *October 20, 2011*



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Poet's Corner

From the *Desert Jaguar*, Newsletter of the Jaguar Club of Southern Arizona
August 2013

The Jaguar

Jaguar, Jaguar, burning bright
In the forests of the night,
What immortal hand or eye
Could frame thy fearful symmetry?
In what distant deeps or skies
Burnt the fire of thine eyes?
On what wings dare he aspire?
What the hand dare seize the fire?
And what shoulder, & what art,
Could twist the sinews of thy heart?
And when thy heart began to beat,
What dread hand? & what dread feet?
What the hammer? what the chain?

In what furnace was thy brain?
What the anvil? what dread grasp
Dare its deadly terrors clasp?
When the stars threw down their spears
And water'd heaven with their tears,
Did he smile his work to see?
Did he who made the Lamb make thee?
Jaguar, Jaguar, burning bright
In the forests of the night,
What immortal hand or eye
Dare frame thy fearful symmetry?
—with apologies to William Blake

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The XF Diesel S—The Latest British Police Jaguar

From *The Special Breed*, Newsletter of Wisconsin Jaguar Cars Ltd. Auto Club, March/April 2013

The police forces of UK have a well established history of using Jaguars as high speed pursuit vehicles and during the 1960s the MK2 gained a reputation as a capable car among criminals and law enforcement alike. The 3.8 litre model being particularly fast with its 220 bhp (164 kW) engine driving the car from 0-60 mph in 8.5 seconds and to a top speed of 125 mph (201 km/h) with enough room for five adults.



es are looking for vehicles that represent value for money have good environmental credentials and deliver the power and performance required of a pursuit vehicle," said Geoff Cousins, UK Managing Director for Jaguar Cars.

The Police-spec Jaguar XF manages a thrifty 35mpg (U.S.) and carbon emissions of 179 g per kilometer - not too bad by any standards. But it's also got to be quick to keep up with the likes of Jason Statham's on-screen alter-egos. "We hope that with this amount of torque on tap – and a 0-60mph time of 5.9 seconds, we will meet and exceed the exacting standards of any Police Officer driving this car," said Cousins. Retail pricing in the UK starts at £36,900 (\$58,925) for the Jaguar XF Diesel S, but the pricing of the Police model is still a secret.

Here in the U.S., police generally make do with high-volume, low-tech fleet vehicles like the long-lived Ford Crown Victoria or the more recent Chevrolet Impala or Dodge Charger - all perfectly capable of the job, but not particularly luxurious or sporting. In the UK, however, things apparently are quite different. Jaguar has just unveiled a Police pursuit

variant of the XF, and it's shopping the car to forces across the Kingdom. Based on the standard 2010 Jaguar XF Diesel S model, which isn't sold in the U.S., the Police pursuit XF gets the usual police-car package - while keeping the standard 3.0-liter V-6 diesel engine rated at 271 horsepower and 440 pound-feet of torque. "Police forc-

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Event Calendar

6pm Saturday August 24 2013

Tech Session & BBQ

Jennings Car Barn

6046 Fontaine Bleu Drive

Murray, UT

801-274-2671

jenningscarbarn@gmail.com

September 2013

Luau At Cadys'

October 2013

Hallowe'en Party

November 2013

Planning Party

December 2013

Christmas Party

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