

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

August 2016



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## Trappers Loop Run Saturday July 16

Our first driving event of the season was a very pleasant ride over Trappers Loop from Mountain Green to Huntsville, UT in the upper Ogden Valley.

The southern rendezvous was at the Walmart Supercenter parking lot on Parley's Way in Salt Lake City.

Gathering there were Ken and JoAnn Borg, Bud and Betty Merritt, Jim Revel, and Gary Lindstrom.

Gary's XK140 was manifesting heater hose incontinence so he stashed it and his shop on the way out of town and rode in Jim Revel's XK8 roadster.

Our shunpike route was north on Beck Street and US-89 to Bountiful and north through Centerville and Farmington. In the Weber River Valley we got on I-84 for a

short ride to the main rendezvous at the mile 91 rest area.

Saloon around the corner.

As predicted we enjoyed our lunches there and had a great time swapping car stories. Folks then split up according to interests — some toured the highlights of Eden with Ro-

land and Sandy Held as tour guides.

Attending were Ken and JoAnn Borg, Susan, Mike and Tess Cady, Craig, Trevor and Janine Call, John and Liz Green, Roland and Sandy Held, J and Kay Jennings, Gary Lindstrom, Mitri and Jane Muna, Bud and Betty Merritt, and Jim Revel.

Thanks to the Cadys for organizing such a fun event.



Many more cars were waiting there, and after orientation by Susan Cady we proceeded to the Mountain Green and Trappers Loop.

The ride over the mountain past Snow Basin was fast and delightful..

Lunch was at the Huntsville Town Park, where most folks partook of Huntsville BBQ vittles — though some preferred burgers from the Shootin' Star

# More Trappers Loop Photos



## Why Jaguar's newest car is 60 years old

Priced at a cool £1m, 'the world's first supercar' is preparing for an encore.

By Jim Resnick

9 June 2016

English anthropologist Sir Edward Tylor, after studying the behaviour of ancient humans, codified the notion of animism: a belief that objects other than humans have souls. Animism practitioners and Tylor never imagined cars in the same breath, but he would likely agree. Made from thousands of parts working together — creating friction, heat, noise, containing rapid explosions and repeating it all without sterile, binary electronic overlords — soul emerges. And several manufacturers are out to get us to believe cars do have soul, including Jaguar.

Last month, the British carmaker announced a plan to build a handful of 1950s XKSS sports cars, priced at a cool £1m each. The car was, in 1957, Jaguar's top model: a rare, expensive, headline-grabbing, barely legal racing car for the road. In other words? A halo model. Steve McQueen owned one, and that car's present value hovers around the \$30m mark. And this year, the XKSS will be a halo car all over again.

Jaguar's last real halo car, the XJ220 of 1992, arrived to slightly less fanfare. Motoring writers criticised its engine, its interior, even its puny boot. The car originally wore a £470,000 price tag; today, decent examples are trading hands for only half that sum.

For a modern carmaker, building a halo model like the XJ220 is risky and expensive — really expensive. Get it wrong (think Ferrari F50 or Mercedes-Benz SLR McLaren), and wear it as a mark of shame for the rest of your days. With its XKSS, Jaguar is taking a different approach to the halo car — one that's safer, but no less scintillating. The reborn sports car isn't a flashy vanity project with a bloated budget. It's an old car that's already been designed, and it will be crafted using tools and techniques

from the 1950s in a corner of Jaguar's Heritage division workshop on Brown's Lane in Coventry, a building no bigger than a typical light industrial warehouse. In this small space, simpler vehi-



cles from a simpler time — in which cars were built by hand, not by robots, and nary a smartphone-connected dashboard was to be found — are being built for a whole new generation.

It's a thrilling project, and the classic, analogue car will no doubt be full of character and soul, but it wasn't always part of Jaguar's master plan. In fact, the mission to reinvent such cars as brand new ones came about almost by accident.

Back in 2010, the company debuted a hybrid coupe called the C-X75. To the cheers of the faithful, the car received the green light for production in 2011. The plan, said Jaguar, was to build 250 examples of the C-X75, priced at £900,000 apiece, starting in 2013. This would allow the British carmaker to be mentioned in the same breath as Porsche, Ferrari and McLaren, all of which were known to be working on hybrid hypercars. But the C-X75 was born under a bad sign. In 2012, citing the continuing global economic crisis, Jaguar cancelled the project, leaving the company halo-less.

So Jaguar came up with a novel solution. In 2014, the company announced plans to build six 'Lightweight' E-Type racecars — the balance of an unfinished series of cars from 1963. The new cars would be authentic in every way that mattered, and priced at a halo-worthy £1m each. The project cost a fraction of the funds originally allotted for the production version of the C-X75, but generated a deafening global buzz nonetheless. Everyone wanted to see these retro, would-be classic cars finally finished for the 21st Century.

"There were actually 18 Lightweights on the original ledger," says Tim Hannig, Director of Jaguar Classic & Special Operations, a division formed in 2011. He's a person at the very nucleus of Jaguar's soul. Only 12 of those intended 18 were built in 1963, largely because demand for the road-going E-Type was so rapid that the factory needed all hands on production cars. And so the project fell by the wayside, only to be restarted five decades later.

But despite the pros that exist in reviving old cars as halo cars, like the fact that they're cheaper than making new ones from scratch, there are cons, too. That recreation process is long and tricky.

"As Classic and Special Operations came together, we decided to continue the Lightweights and finish out the build exactly as they planned in 1963," Hannig told us. "Taking on the build of those remaining Lightweights in 2014 was not simply a matter of looking back at the drawings and documents, which we certainly have. For one thing, we literally had no three-dimensional data on the bodies, which would be needed to repro-

## 60 Year Old Jaguar — *cont'd from p. 3*

duce them faithfully."

So Jaguar Classic digitally scanned the bodies of several original Lightweight. But arriving at a standard design proved to be no small feat, as no two were exactly alike. Moreover, because they had lived the hard life of a racing car, they had been dinged, dented, hammered out and repaired at varying levels of quality over the years. "We had to make a very educated guess on the final prototype shape for the Lightweight," says Hannig.

Body challenges surmounted, they kept to the original recipe, down to the original aluminium engine block and head. They also turned to the wisest and most experienced interior trim talent still at the company, all to re-create some old Jaguar soul. And the specs were impressive even for a modern car, cranking out 340 horsepower from the 3.8-litre twin-cam six and weighing all of 2,300 pounds (1,040kg).

Jaguar wisely decided to employ some modern materials where they were criti-

cal for track use but invisible to the observer: Brake lines are up to contem-



porary standards and the fuel tank contains a modern rubberised, puncture-



proof lining, but it's outwardly identical to the original. "These cars carry FIA papers for racing and we encourage all the customers to enter them in events, so we decided to conform to that well-conceived specification," Hannig says.

So, there you have it: With the Lightweight programme, Jaguar successfully

took several old cars and managed to reproduce replicas that perform just as well as any brand new car on the market today. The programme worked so well that Jaguar just recently announced that other plan along the same principle: building those continuation XKSS models.

The Jaguar XKSS story is more tragic than the E-Type Lightweight's narrative, however. Twenty-five XKSSes were planned in 1957, but only 16 emerged through the doors before a fire destroyed the last nine chassis trapped inside. These were literally old D-Type racecars converted into street-car configuration after D-

Type production and racing had finished. (At least two D-Types were later converted into XKSS models.)

As with the Lightweight E-Type, Jaguar found deviations built into the originals and they will replicate those deviations because they mark a unique personality to each car. They also brought in as many old-timers from their effective bench as they could who knew about the originals' riveted aluminium and WWII aircraft manufacture.

But Jaguar's not the only one. Eagle, in business now for 30 years, and Evolution E-Types, both in the UK, re-imagine the E-Type. Evolution E-Types makes virtually all the parts it uses in-house by a small team of nine people and churning out just two, maybe

—*cont'd on p. 5*

## 60 Year Old Jaguar — *cont'd from p. 4*

three cars per year for the grand fee of £250,000 to 350,000 for a steel-bodied E-Type, or about £600,000 for one with an aluminium body.

Plus, by making new halo cars from older designs, there's another obvious benefit: You can improve what was weak about the car the first time.

"The biggest disappointment of customers is how poorly the original cars actually drive," says Evolution owner and founder, Uryk Dmyterko. He notes that the cooling systems are sub-par, they're prone to leaks, the suspension and brakes are too soft, frames crack, the gearboxes are very noisy, and they generally don't inspire you to drive fast after 50 years of existence. "After we're done, it drives like a new BMW, but still has the driving DNA and mojo of a classic E-Type," he states.

Dmyterko also says people – even worshippers at the E-Type altar – underestimate costs. "If you think it will cost

£50,000 to put right," continues Dmyterko, "it will cost £150,000. These E-Types are wonderful cars to work on; you can take bits off and do the whole car in sections, but they're let down by the parts supply. That's why we've invested heavily in making our own parts."

"These 50-year-old E-Types were advanced for the time," he continues. "But when you drive a standard modern car back-to-back with a 50-year-old, it's no contest. When you update and rebuild systems with better quality parts and engineering under the skin, it drives 1,000% better, but still has the old character. That's the crucial bit for us. That's why we all fell in love with them. The car is more reliable, better engineered and doesn't rust or fade away. After all, if you pay £250,000 for a new car, you'll have some high expectations and that shouldn't change when you spend that much on a 50-year-old car."

The brilliance of Jaguar's Heritage projects — and the work of boutique shops such as UK-based MGB and Austin-Healey restorer Frontline Developments and US-based Porsche "reimaginer" Singer Vehicle Design — is that they recapture the romance of motoring's bygone days in a controlled way. Back then, the adventure and a little risk was the big picture. You had to plan ahead. For rain. For bad ignition points. For fluid leaks. And in certain British cars of the 1950s, you needed tools not only in standard English sizes, but also in metric and Whitworth. Relying on those classic sports cars was a challenge and only those game enough attempted it. And, as payoff, you became co-opted by their charming limitations.

Nostalgia-starved audiences and relatively cheaper costs make older vehicles prime candidates for car companies' identity-defining halo cars. As big manufacturers and smaller design firms continue chasing the trend, it might mean that the stylish, simple, soulful cars of yesteryear could stick around for years to come.

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## New Argentina 500 Peso Bank Note Features Jaguar

According to a press release dated 29 June 2016, on 30 June the Banco Central de la República Argentina introduced a new 500-peso note, the first in a new series of bank-notes featuring the native fauna of various regions of the country.

This new note will circulate in parallel with existing notes.

The jaguar is the third-largest feline after the tiger and the lion, and the largest in the Americas.



The jaguar's present range extends from Southwestern United States and Mexico across much of Central America and south to Paraguay and northern Argentina.

Jaguar - Wikipedia, the free encyclopedia

<https://en.wikipedia.org/wiki/JaguarWikipedia>



Classic Car Show, Park City

August 27, 2016

Sponsored by the WMJR Wasatch Mountain Jaguar Register

This is your invitation for the WMJR Sponsored Park City Classic Car Show

**Send this application form and check payable to WMJR to:**

**Jim Revel, 2040 Mahre Drive, Park City, UT 84098**

**Call or email: 435-640-3347, jimrevel@gmail.com with any questions.**

This application is extended to you by the WMJR for you to apply to enter your Classic Car in the **Park City Classic Car Show** on August 27, 2016 from 10am to 3pm. Several car clubs have already been invited.

The Show will be open to the general public at no cost. **The show is primarily focused on Classic and Vintage British and European cars but we also welcome original American examples and newer British and European exotic "supercars" but no muscle cars or hotrods.**

We reserve the right to accept or reject applications consistent with diversity and balance of marques.

People's Choice and various Best of Class and Class runner up trophies will be awarded.

Cars must be in place between 8:30 & 9:30am on lower Main Street. Awarding of trophies will begin at 2:00pm and all cars will have to vacate the street or pay to park parallel by 3pm or risk being ticketed or towed as enforced by Park City.

Any applicant or guest that registers that would be willing to volunteer for 1 hour of assigned traffic control time will be greatly appreciated to help us meet Park City's requirements. We have up to 32 hours of assigned volunteer time that we need to fill, so we will appreciate your willingness to help. If you care to enter your car please send \$25 per car by 8/1/16 with this application. Other car club Members and past participants have also been invited, so the sooner you register the better as space is limited to the first 70 cars that register.

**Please print in the following blanks:**

Owner \_\_\_\_\_ I will volunteer for 1 hour as assigned Yes \_\_\_\_\_ No \_\_\_\_\_

Owner's Guest \_\_\_\_\_ I will volunteer for 1 hour as assigned Yes \_\_\_\_\_ No \_\_\_\_\_

Mailing Address \_\_\_\_\_ Telephone \_\_\_\_\_

# \_\_\_\_\_ Email: \_\_\_\_\_ Guest's email \_\_\_\_\_

Local Club Affiliation if any \_\_\_\_\_

Make of car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

By the accepted applicant's signature hereon and the payment of the entry fees, the applicant warrants that he / she carries public liability, public damage & personal injury insurance on the vehicle being displayed, with proof of insurance kept therein during the event and indemnifies Park City Municipal Corporation (the City) and the Wasatch Mountain Jaguar Register(WMJR) from liability occurring at the event, except for any claim arising out of the sole negligence or intentional torts of the WMJR, the City or its employees.

## Pure Antifreeze Can Wreak Havoc In Car

### DRIVE IT FOREVER

March 2, 1989 By Bob Sikorsky

I receive a lot of letters asking about antifreeze-coolants. Maybe it's the current high price of the liquid that prompts these inquiries, but most of them are similar to the following letter. The question and my answer offer some little-known insights into this all-important fluid almost every car must use.

**QUESTION:** Why can't the consumer use pure 100 percent antifreeze in the car's cooling system? A lot of us think it would be preferable to trying to mix the proper proportions.

There are three reasons why pure antifreeze (ethylene glycol) shouldn't be used at full concentration in a car's cooling system. The first and perhaps most important reason is that pure ethylene glycol freezes between 0 degrees and minus-5 degrees F.

It is only when pure antifreeze-coolant is mixed with water that its freezing point is lowered. So if you need protection below the zero mark, you had best mix the antifreeze with water in the proportions suggested by either the car or antifreeze manufacturer. Playing guessing games or trying to alter the manufacturer's suggested proportions only will harm your car.

The second reason is the flip side of the first one. Pure antifreeze-coolant doesn't have the heat-

transfer abilities that a mixture of antifreeze-coolant and water does. In fact, if pure antifreeze-coolant is used in a car's cooling

gine - the faster the better.

Pure antifreeze-coolant isn't nearly as efficient at getting the heat out of the engine as is antifreeze-coolant and water. Running on pure antifreeze-coolant is pure folly and only will hasten your engine's demise.

Reason No. 3 is that water must be mixed with the antifreeze-coolant in order to keep the performance additives (silicates, phosphates and nitrates) suspended. Without water, these important additives tend to settle. If they do that, you lose anti-corrosion and other additive protection.

That's also why - although you won't find it stated on a container - it is a good idea to turn over the container of fresh antifreeze and shake it a time or two before adding it to the cooling system. The little extra shake is insurance

that the additives are fully suspended in the container and haven't migrated to the bottom.

What all this is telling us is that the manufacturers know more about their products than the man in the street does. Second-guessing can have disastrous consequences, no matter how logical it may seem at the time.



system, the system loses about 35 percent of the heat-transfer capabilities it otherwise would have when antifreeze is mixed with the proper amount of water.

Now this may not sound too important in winter, but it is critical in summer driving, especially in our power-accessory-laden vehicles where engine temperatures can soar. The cooling fluid must have the ability to absorb heat and carry it away from the en-





# WELSH

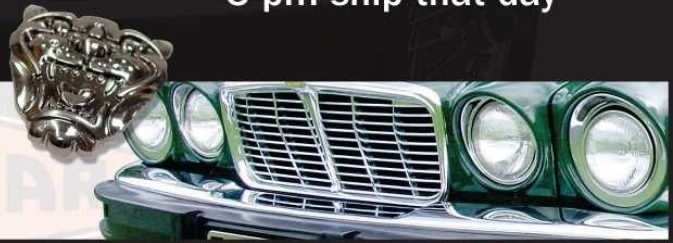
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## Paris Is Smoking: Bans 20-Year-Old Cars, but Collector Cars Can Stay

JUNE 1, 2016 AT 5:32 PM BY STEVE SILER | PHOTOGRAPHY BY CHESNOT, FRANCOIS GUILLOT/GETTYIMAGES

If you have a 20-year-old car and you live in the middle of Paris, don't expect to drive it to work—or anywhere inside Paris's Périphérique loop road—on weekdays starting on July 1, 2016. As the next round of aggressive anti-pollution measures adopted one year ago by the city of Paris are phased in, passenger cars built before 1997 as well as motorized two-wheelers built before 1999 will be banned from driving in the city from 8 a.m. until 8 p.m. on weekdays (holidays not included).

Paris follows the lead of Berlin, which enacted similar measures five years ago, and other European cities, with more expected to follow suit. These measures, spearheaded by Paris mayor Anne Hidalgo, also include the creation of certain zones reserved for electric or hydrogen-powered vehicles.

Drivers wishing to motor around in the city in any car must display a chip or sticker in the windshield of their vehicles that indicate which of six emissions categories it fits into. This in turn allows authorities to know when and where those vehicles are allowed to be driven. Top-tier Class 1 stickers will be doled out for hydrogen- or electric-powered vehicles, whereas cars built before 1997, as well as older large vehicles—including utility vehicles and buses, according to the report—will not be given a sticker at all, and thus will be the first ones to be banned; bans

of other classes of vehicles are expected to be phased in during the next few years, with vehicles older than 2011 and all diesel-powered passenger cars expected to be banned by 2020. The bans will be enforced by fines for non



-approved passenger cars that will increase over time, starting at 35 euros (about \$39 at current exchange rates) this year, rising to 68 euros (\$76) from early 2017, according to Le Monde.

Only an estimated 10 percent of the local vehicle population will be affected, and happily, there's an exemption for "historic" vehicles (30 years old and older), which Mayor Hidalgo herself is rumored to have requested, according to Hemmings. Cars that fall under that exemption are to be for "touristic" usage and/or registered with the word "collection" on their registration certificates. Apparently, it's not too hard to get one of these designations: just visit City Hall, show them ownership and registration documents that prove the

car's age, and that's it.

Even better, such cars only have to go through government inspection once every five years versus every two years for other cars. While the banning of older cars from the city center may put the squeeze on certain residents, particularly lower-income individuals and small businesses, the French government is offering generous incentives for owners of old cars to upgrade to electrified ones, as well as incentives for local homeowners and property owners to invest in electric-vehicle charging facilities.

Other recent measures for pollution control involve the creation of full- or part-time pedestrian-only zones. It's not all for naught; the pollution problem is bad enough that Paris officials estimate that pollution "reduces the life expectancy of Parisians by six to nine months," and that on a bad pollution day in Paris, you take in the equivalent of eight cigarettes' worth of pollution in a 20-square-meter area. Traffic is blamed for two-thirds of the pollution and 55 percent of the particulate emissions found in the city.

Are we upset by this? Not really. The last time anyone really had fun driving in Paris was 40 years ago, when Claude Lelouch tore through the streets of Paris for nearly nine minutes nonstop for the filming of *C'était un Rendez-vous*.

# Event Calendar

*Saturday, August 27, 2016*

Classic Sports Car Show, Main Street Park City, UT

Jim Revel, [jimrevel@gmail.com](mailto:jimrevel@gmail.com), 435-940-0930

See application on [p. 7](#)

*Friday, September 9*

40th Anniversary BBQ at Borg Cabin, Midway

Ken and JoAnn Borg, [Burghley@msn.com](mailto:Burghley@msn.com), 801-277-3313

*Saturday, September 17*

BMCU Alpine Loop Run

Drew Frink, [Andrew@drooartz.com](mailto:Andrew@drooartz.com)

*Saturday, October 1*

BMCU Fall Colour Tour

Roger Davis, [rogerdavis87@msn.com](mailto:rogerdavis87@msn.com)

*Friday, October 28*

Hallowe'en Party

Jim and Hermione Klekas, [jklekas@aol.com](mailto:jklekas@aol.com), 801-9971-6060

*December*

Christmas Party

Duane and LeAnn Allred, 801-856-2251

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# Club Officers

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*Vice President*

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John Green, voice or text 801-451-5776  
[carousell2@msn.com](mailto:carousell2@msn.com)

*Activities Committee*

Susan Cady  
voice 801-731-1599, text 801-791-9378  
[cadysue1599@msn.com](mailto:cadysue1599@msn.com)  
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—*Burma Shave, 1954*

