

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

March 2016



WMJR Web Site:

www.WMJR.org

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2016 JCNA International Jaguar Festival

Sat 2 Apr 16	Sun 3 Apr 16	Mon 4 Apr 16	Tue 5 Apr 16	Wed 6 Apr 16
-JCCA AGM -2 Seminars -AGM Banquet	-IJF Concours -Jaguar Timeline -Barbeque & Twilight Movie	-Rally / Tour -2 Seminars -Best of AZ -Theme Night Dinner	-Slalom +++ -2 Seminars -IJF Awards Banquet	-Departure After JCCA Sponsored Breakfast

0730-0800					
0800-0830					
0830-0900		JCNA IJF Set-up and Car Positioning 7:30-10:00			Farewell Breakfast Hosted by JCCA 7:30-9:30
0900-0930					
0930-1000		Rags Down			
1000-1030		Opening Ceremony			
1030-1100				Slalom	
1100-1130		JCNA IJF Open to the Public	Rally / Tour Including Lunch 9:30-2:00	9:00-12:00	
1130-1200		Jaguar Class Judging 11:00-1:30			
1200-1230	IJF Registration				
1230-1300	Hospitality Suite	Socializing with JCNA members 11:00- 4:00			
1300-1330					
1330-1400					
1400-1430					
1430-1500					
1500-1530	Free Time		Seminar 1 3:00-4:00	Seminar 1 3:00-4:00	
1530-1600		IJF Closing Ceremony			
1600-1630		IJF end	Seminar 2 4:00-5:00	Seminar 2 4:00-5:00	
1630-1700		Clear the Field 4:00-5:30			
1700-1730					
1730-1800					
1800-1830					
1830-1900	AGM Award Banquet, See AGM program and registration for details 6:00-9:30	IJF Dinner Barbeque at SPR and Twilight Movie 6:00-10:00	Theme Dinner at Western Spirit Museum 6:00-9:30		
1900-1930				IJF Awards Banquet 6:00-9:30	
1930-2000					
2000-2030					
2030-2100					
2100-2130					
2130-2200					

2016 JCNA ANNUAL GENERAL MEETING & 2016 JCNA INTERNATIONAL JAGUAR FESTIVAL REGISTRATION TIPS

1. Registration for each event is a separate ticket so if you are registering for both the AGM and IJF events you will need to register for each event separately.

2. Remember your credentials (user id and password) as you will need this information to change or continue your registration.

3. Each registrant will need to have a unique email address to register for an event/

4. Everyone attending the JCNA AGM and JCNA IJF must register. For each registration an identification badge will be created. If you and a guest are attending the AGM and/or the IJF you will each need to go through the registration process for each event you plan to attend.

5. It is not necessary to complete your registration in a single session.

If you do not complete your registration you will receive an automatic email that lets you know you started entering your registration but did not finish. You can continue where you left off by signing into event registration.

NAVIGATING THE REGISTRATION SITE

1. When you look at the [JCNA AGM/IJF website](#) for the first time you will notice an orange selection bar (vertical bar) on the left side of the screen. At the top you will see a copy of the event logo with a stack of options you can select from. To become familiar with the website click on each of the selections to review the content.

2. At the bottom of the orange selection bar you will see . Click and the remaining selections will be displayed. You will know you are at the bottom of the list when you see the event countdown

clock.

3. You can return to the previous screen by clicking the arrow. If you want to go to a different item in the orange selection bar just click the button corre-

button the ticket choices will expand.

2. From the expanded ticket selection in the orange selection bar you will be able to select a specific type of ticket (AGM, IJF, Concours, Guests).

3. If you do not expand the TICKETS selection all ticket choices (AGM and IJF) will be displayed. Click on the specific type of ticket you want. If you do not see the ticket you want just scroll down using the scroll bar on the far right of the screen that will become visible when you hover over it.

4. To proceed with a specific ticket click on the CLICK TO REGISTER button (the orange button at the bottom of the tile you want to select).

5. When you see a ticket price of \$5 the fee is for the ticket. All pay to attend events must be purchased additionally.

Attendance is only guaranteed for events that you registered for and have paid for.

ADDITIONAL QUESTIONS

If you continue to have issues registering call: (480) 269-4172 and leave a message. A member of our support team will return your call.

The Jaguar Club of Central Arizona looks forward to you're joining us at the 2016 JCNA AGM and JCNA IJF.



sponding to where you want to go.

4. On tiled screens i.e. the SCHEDULE button you will be presented with a series of large squares (tiles) with text centered in the middle. Click on the tile you are interested in knowing more about and the tile will flip displaying additional details. Click on the MORE INFORMATION button and a description of the activity will appear. In some cases the MORE INFORMATION button will link you to a corresponding website.

REGISTERING FOR THE AGM OR IJF

1. There are 2 ways to register for an event. You can click on the large AGM & IJF REGISTRATION button (top left side of screen) or select the TICKETS+ BUTTON midway down the orange selection bar. NOTE: if you click on the + next to the TICKETS

2016 JCNA AGM & 2016 JCNA IJF

A'La Carte Event Pricing		Prior To	Prior To	After
DAY	JCNA Annual General Meeting (AGM)	15-Dec	31-Jan	31-Jan
FRI	Penske Racing Museum and Hogs N'Horses	\$65	\$70	\$75
SAT	Registration Fee (includes Breakfast & Lunch)	\$85	\$105	\$125
SAT	AGM Awards Banquet (AGM & IJF Welcome)	\$70	\$75	\$80
	Tech Seminars - 2 Friday and 2 Saturday			
FRI	2 Seminars (3-4 & 4-5)	Included	Included	Included
SAT	2 Seminars (3-4 & 4-5)	Included	Included	Included
DAY	JCNA International Jaguar Festival (IJF)			
SUN	JCCA IJF First Car (includes Lunch)	\$50	\$55	\$60
SUN	JCCA IJF Additional Car	\$35	\$40	\$45
SUN	Display ONLY (1 Car)	\$25	\$30	\$35
SUN	Display ONLY (2 or more cars)	\$50	\$50	\$50
SUN	Barbaque & Movie	\$55	\$60	\$65
MON	Rally/Tour (Includes Lunch)	\$55	\$60	\$65
MON	Western Spirit Museum & Dinner	\$65	\$70	\$75
TUE	Slalom (includes box lunch)	\$55	\$60	\$65
TUE	IJF Award Banquet	\$65	\$70	\$75
	Tech Seminars			
MON	2 Seminars (3-4 & 4-5)	Included	Included	Included
TUE	2 Seminars (3-4 & 4-5)	Included	Included	Included
DAY	Additional Activities - Guest Program			
FRI	Luncheon & Cowgirl Fashion Show	\$50	\$55	\$60
	IJF Guest Event Pass (All 3 events Included)	\$75	\$80	\$85
Sat	(1) Private Shopping Transportation	Included	Included	Included
Mon	(2) Best of Arizona	Included	Included	Included
TUE	(3) Museum Visit (Bus/Tour/Lunch)	Included	Included	Included

Jaguar Confirms Formula E Entry As Precursor To Electric Cars

www.theweek.co.uk Dec 15, 2015

Rumours that the marque was readying an announcement were first reported by [Sky News](#) in early December. An official announcement today confirmed those rumours.

A statement provided by Jaguar said the firm hoped all-electric motor sport would "provide a real world performance test bed for future Jaguar Land Rover technology."

This confirms that Jaguar Land Rover is interested in developing a range of electric vehicles, which could be with us soon. The firm joins Audi, Renault and Citroen/DS as manufacturers with some form of involvement in the all-electric series, as well as the technology wing of McLaren.

Jaguar's racing team will work alongside Williams Advanced Engineering – the technology wing of the Williams Formula 1 team – to develop their electric powertrain.

The two companies previously worked together to create the plug

-in C-X75 Hybrid supercar concept, which eventually morphed into the Jaguar driven by villain Mr Hinx in the latest James Bond film, Spectre.

The big news is Jaguar Land



Rover's plans to use the racing series as a platform to develop electric cars.

[Autocar](#) reports that it is still unclear whether JLR will launch an electric Jaguar or Land Rover first, but says it is rumoured that Jaguar is planning to reveal an electric concept car at the 2016 Paris Motor show, to preview a production model in 2017.

The concept is touted to be a small SUV, following in the footsteps of Jaguar's first 4x4, the F-Pace. It will go head to head with Tesla's upcoming Model X electric SUV and will go on sale in 2017 priced around £60,000 and with a range of 300

miles, says the magazine.

Car magazine also highlights the likelihood of the group's first electric car being a small Jaguar crossover. It claims the car could be called the 'E-Pace', and uses renders to show what the battery powered Jaguar could look like.

Jaguar's motor-sport heritage

JLR's entry into Formula

E marks

the first factory-backed Jaguar team in motor sport since they pulled out of Formula 1 in 2004. Jaguar Racing, owned by Ford, competed in 85 Grands Prix but failed to make an impact on the sport and never won a race.

But the company's motor sport heritage in sports car racing is glittering - Jaguar has won Le Mans outright seven times, though not since 1990.

According to [Autosport](#), Jaguar's team will 'pay homage' to their motor sport heritage when more details about the new racing team are confirmed.

Whitworth, Nuffield, BSF and British Association Fasteners Essentials for a Britmobile Owner of a Certain Age ... -- Gary Lindstrom and Bill Van Moorhem

You see a great buy on Whitworth taps and dies on Ebay and you say to yourself "These sure would be handy to clean up the threads on my MGtriumphMorganAustin-HealeyJaguar project car!"

Wrong! Even though Whitworth *wrenches* are essential for work on most pre-1960 British cars, there is nary a Whitworth *thread* to be found on these vehicles. And maybe your most handy wrenches are actually labeled BSF rather than WW, and have different size designations? What gives? Well, the answers have enough historical twists and turns to fill a Miss Marple mystery.

There is so much consternation on this subject that we will endeavor to enlighten the WMJR [ex BMCU] Assembled Multitudes with this *All Purpose (Brief) Guide to British Fasteners* on such vintage vehicles. So, pull up your creepers and let's get to work.

Part 1: Whitworth vs. BSF

The Whitworth thread form (BSW) was proposed by Sir Joseph Whitworth in 1841, and adopted as the British industry standard a few years later. This was supplemented in the early 1900's by British Standard Fine (BSF) threads, which are finer (and have a different thread angle, but that's not important here). Thus the Brits had both course (Whitworth) and fine (BSF) thread bolts. Fine thread bolts are stronger than course thread since

less metal is removed in making the threads.

As stated above, there are no (although there may be one out there somewhere) Whitworth *threads* on our cars -- only BSF -- but with Whitworth sized bolt



heads, and hence wrench sizes. The most commonly seen threads are 1/4 x 26 BS, 5/16 x 22 BS, 3/8 x 20 BS, 7/16 x 18 BS, 1/2 x 16 BS, and 9/16 x 16 BS. Wrenches labeled BS come in the these sizes, labeled by bolt diameter. Hence for the bolt sizes listed above, we use BS wrenches labeled 1/4, 5/16, 3/8, 7/16, 1/2, and 9/16 inch, respectively.

Whitworth wrenches are the same sizes, but labeled one size smaller. Hence the Whitworth wrenches for the bolts listed above are respectively 3/16 BSW, 1/4 BSW, 5/16 BSW, 3/8 BSW, 7/16 BSW and 1/2 BSW.

Where are these used? Essentially, everywhere on a 1950's

and earlier car -- but not necessarily on the engine block -- see below.

Part 2: British Pipe Threads

The Brits, of course, used different dimensions and threads/inch for their pipe threads too. Pipe threaded fitting are not common on B-Cars but do occur, for example on the heater valve on Spridgets. A couple of examples: both the Brits and the U.S. have what is called 1/8" pipe. The British Standard 1/8" pipe has an outside diameter of 0.383" and has 28 threads/inch. In the U.S. 1/8" pipe is 0.405" in diameter and has 27 threads/inch. The same thing happens for 1/4" pipe, the British standard is 0.518" and 19 threads/inch, while the U.S. standard is 0.540" and 18 threads/inch. Since pipe threads are tapered, the diameter at the beginning of the thread is less than at the end, a U.S. male thread will likely start into female British fitting, but since the threads/inch are different, the two will likely bind up before they seal. Everyone I know that has tried to mate U.S. and British pipe threads has generated a slow, but consistent, leak.

Part 3: BA Machine Screws

BA is short for British Association Form -- originally developed by the Swiss for very small watch and clock screws. BA sizes range from 0BA (larger) to 16BA (smaller), though 2, 4 and 6BA seem to be all that appears in British cars. Beware: the diame-

British Fasteners —cont'd from [p. 5](#)

ters and thread counts are deviously close to common sizes, e.g. a 2BA has the diameter extremely close to that of a #10 machine screw, but -- believe it or not -- a thread count of 31.4 rather than 32! The result is that some BA screws are almost, but not quite, interchangeable with screws obtained from your local hardware store.

BA screws are used in instruments (e.g., Smith and Jaeger), as carb throttle and enrichment stops, and certain body trim parts.

Part 4: Lord Nuffield's Mad Metric Form

Now the plot really thickens. There is no official name for this thread form, which appears on Mowog (Morris Wolseley Garages, e.g., MG) engines and gearboxes. The story goes that MG engines and gearboxes were made in a factory originally created by Hotchkiss, a French munitions company. The tooling was all metric, but the workers all had Whitworth wrenches. The result was international detente in the form of metric threads on bolts with Whitworth heads. Fortunately, only one thread size really matters to us: 8 x 1 mm -- which, being a French size, is different from the more common 8 x 1.25 mm size. There seems to be

no rational scheme for wrench sizes here, but 3/16 BSW and 1/4 BSW seem to cover all the bases.

Part 5: Recommended tools

The following table is our recommendation for the Whitworth sizes that are needed by a 1950's



and earlier British car owner:

- 3/16 WW, also known as 1/4 BSF
- 1/4 WW (5/16 BSF)
- 5/16 WW (3/8 BSF)
- 3/8 WW (7/16 BSF)
- 7/16 WW (1/2 BSF)
- 1/2 WW (9/16 BSF)

For taps and dies, the most useful are 1/4 x 26 BSF and 5/16 x 22 BSF, plus 6BA, 4BA, and 2BA, as well as 8 x 1 mm.

Two other items that are extremely handy are screwdrivers: a hollow ground "gun smith" screwdriver for turning those

fiendishly narrow and shallow slots on Lucas terminals, and a Reed Prince screw driver -- akin to a Phillips, but less pointy -- fitting those cross headed screws with radial marks between the cross arms, and where the normal Phillips screwdriver always slips.

[*Editor's note:* I will add BA 2, 4 and 6 spanners (wrenches) and nut drivers, available from British Tool and Fasteners, below]

Part 6: Resources

To read up on this "fastenating" story, try the following references.

- 1) "Bolts and Nuts MG Style," The Sacred Octagon, June 1980, pp. 138-9
- 2) "The #%@! Wrench Won't Fit!," by "wkv", BMCU Newsletter, June 1990, pp. 3-4, and

Suppliers of British tools and fasteners include:

- 1) Moss Motors and Abingdon Spares -- well known to MG owners
- 2) British Tool and Fasteners, <http://www.britishtool.com>

And oh yes, British tools do show up from time to time on Ebay! Just stay away from those BSW taps and dies.

From Liz Green, Membership Chair:

Hi. I waited to send in dues for the 4-5 stragglers until 10 days ago [from 2/28]. Nancy Corbeille (Jcna membership) has the money and roster. Everything will be good for the May/June issue of the journal. I need you to put something in the newsletter explaining why everyone got a cancel notice. Next year I won't wait. I'll send in what I have by Jan. 5 and those who don't pay by then will have to wait until later. Thanks. We'll be home the middle of March from Yuma,Az.

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Jaguar Returns to Le Mans with Jaguar Classic Challenge

Posted on [Just British Online Motoring Magazine](#)

February 1, 2016 by Staff in Classic Cars, Events, Highlights, Jaguar, Racing and Competition

Excitement levels are building for the second season of the Jaguar Classic Challenge as the Le Mans Classic is confirmed for inclusion in the all-new race calendar for 2016. The Le Mans Classic will be one of the major highlights of the forthcoming season that will see a diverse field of pre-1966 Jaguars going wheel-to-wheel in the competitive single-marque series.

Jaguar has a long and successful history at Le Mans, with the marque first winning there back in 1951 with Peter Walker and Peter Whitehead driving the C-type – affectionately known as XKC 003.

A one-two finish followed this in 1953 with the duo of Tony Rolt and Duncan Hamilton taking overall honours. Jaguar dominated Le Mans for three consecutive years in 1955, 1956 and 1957 in the D-type. A further two race victories were to follow years later in 1988 and 1990 in the XJR-9LM and XJR-12 respectively.

Along with the inclusion of the Le Mans Classic in the calendar, the Jaguar Classic Challenge, run in conjunction with the Historic Sports Car Club (HSCC), will also adopt new technical regulations based on the FIA's Appendix K framework for cars compet-

ing in international historic racing competitions. These regulations pay particular consideration to a car's period specification and are in keeping with the true spirit of historic motor racing.

Drivers participating in this year's Classic Challenge will now also qualify to enter many



other international historic races that run these standardised set of rules.

The dates for the 2016 Jaguar Classic Challenge are as follows:

- Donington Historic Festival: 30th April – 2nd May
- Silverstone International Trophy: 21st – 22nd May
- Le Mans Classic: 8th – 10th July
- AvD-Oldtimer-Grand-Prix, Nürburgring: 12th – 14th August

- Oulton Park Gold Cup: 27th – 29th August

Tim Hannig, Director, Jaguar Land Rover Classic, said:

Jaguar's wonderful history of racing at Le Mans will add to the spectacle of the Jaguar Classic Challenge. Watching a diverse array of pre-1966 Jaguars racing on the iconic circuit, some of which even raced there in period, will surely be a sight not to be missed.

The racing and camaraderie between the drivers during the inaugural season was fantastic to

witness and the new regulations will enhance the experience for both competitors and fans alike making it a fitting tribute to the brand's rich racing pedigree.

The Jaguar Land Rover Classic business specialises in cars, services, parts and experiences to maintain and nurture the passion for the Jaguar brand and its iconic models for decades to come.

Drivers wishing to take part in 2016 can visit the dedicated web page for the new season at www.hsc.org.uk/jaguar-classic-challenge for full details and information on how to enter.



For Sale 2001 Jaguar XK8 Convertible

This lovely car is being offered for sale by club member Scott Bringhurst.

He purchased the car from the original owner family in California in 2014.

Details:

- Only 65,460 actual miles
- Original paint, top and interior
- 4 liter V8, automatic transmission, power windows, power seats
- Factory air, special Jaguar chrome wheels.

Asking \$14,500. Contact Scott at 801-913-0775.



For Sale 1959 Jaguar Mark IX Saloon

Long time WMJR member Joe Todd is reluctantly selling his beloved Mark IX.

The car is in Jaguar correct Sable and Old English White livery, and is mechanically modernized with a 1970 Pontiac Ram Air III engine, overdrive automatic transmission, and upgraded power steering and power brakes.

It has a 3.55 ratio rear end permitting it to cruise at 70 mph with only 2k rpm .

This car was owned by the Hollywood music director Robert Arthur who worked with Ed Sullivan and Dick Clark.

It comes with many spares and original parts, including new wire wheels and suspension parts.

Asking price is \$12,500 negotiable. Call Joe at 801-944-7797.



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Event Calendar

March 31—April 6, 2016
[International Jaguar Club Festival](#)
(Ex Western States Meet)
Phoenix, AZ
See article on [p. 1](#)

Saturday, June 18, 2016
[British Field Day](#)
Liberty Park

Friday, July 1, 2016
North Salt Lake, UT
[Eaglewood Festival of Speed](#)

Saturday, August 20, 2016
Classic Sports Car Show
Main Street Park City, UT

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Well Whaddy Know
I've Been Defurred
—*Burma Shave, 1959*

