

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

October 2016



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Gala WMJR 40th Anniversary Celebration Borgs' Cabin In Midway September 9

Can you believe it—our humble club has been functioning quite nicely, thank you, for forty years!

That wonderful anniversary was celebrated at the Borgs' cabin in Midway on September 9.

Mementos in the form of a set of 6 engraved pub glasses were distributed to attendees (if you haven't received yours, contact me or Ken Borg).

As usual Chef Extraordinaire Duane Allred presided over the BBQ and turned out tasty

as always brats, burgers and hot dogs.

All in all it was truly a night to remember.



Others attending were Bud and Betty Merritt, Mike and Susan Cady (Tess stayed home), Jerry Gill and Denise Cummins, John and Liz Green, Marvin and Connie

Highlight of the evening was a reunion and group photo of all founders on hand—the Allreds, the Borgs, the Jennings, and the Aagaards.

May, and Your Obedient Scribe, Gary Lindstrom.

Everyone agreed to reprise the event in forty years.

Photos from the 40th Anniversary BBQ



Halloween Party Friday October 28 At Klekas' Home

Hear Ye, Hear Ye — the annual WMJR Halloween Party will be 6pm Friday October 8.

The venue will change this year from the Jennings party room to the fabulous home of Jim and Hermione Klekas at [1471 Ambassador Way in Salt Lake City](#).

As is customary, please wear the goofiest hat or cap you can find as a costume.

Another change this year will be that Jim will be preparing the main course, his famous Greek chicken recipe.



Lest you wonder if any coordination on dishes will be attempted, rest assured that we are again relying on the Greek goddess Serendipity to coordinate, meaning anything will be fine and



At- appreciated.

For inspiration, here are a few photos of this event in years past.

tendees are invited to bring an appetizer, salad or dessert.

Christmas Party Set Dues For 2017 Now Being Accepted

Duane and LeAnn Allred were tasked by El Presidente Jerry Gill with finding a suitable venue for our Christmas party. They obliged by booking a room at the Old Spaghetti Factory in Trolley Square, 500-600 South and 600-700 East in Salt Lake City.

the November newsletter,

has suggested that the event not be clouded by the grubby business of collection 2017 dues.

on the twelfth day of christmas



my true love gave to me...

but please mark you calendar now.

Instead, he urges members to banish forgetfulness (at least in this matter) by sending a check for \$50 to him payable to WMJR to him at P.O. Box 648, Farmington, UT 84025.

Details will be specified in Our Treasurer John Green

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How To Resurrect A Car—Part 2

—Gary Lindstrom

Gather 'round boys and girls as we continue the saga of how to breathe life into a neglected vehicle.

The [September newsletter](#) discussed Why and How to do this in general terms. Now it's time to get to work.

OK let's get down to business. Let's assume the car ran when parked and has been in covered storage for years or decades.

Stage 1: Get Access

The first step, silly as it sounds, is to get access to the car. By this I mean clear off all debris piled on it and open at least 2 feet of working space on all sides. Your job is going to be hard enough without reaching, straining, and pulling muscles.

The next step, again silly as it sounds, is get a significantly sized fire extinguisher and place it close at hand. You need to assume the worst, especially in terms of the flammability of old fuel and grease. **DON'T SKIP THIS STEP!**

Now, if possible, fill the tires with air and roll the car out of the garage/shop/coop. Do the next stages in situ only if absolutely necessary.

Stage 2: Get The Engine Running

Remove all the spark plugs being careful not to let surrounding dirt, rust and grease fall into their mounting holes. Inject 2 tablespoons of light oil (3-in-1, 30 weight engine oil etc.) in each cylinder. Stuff rags in the spark plug holes to keep out new dirt, and let the engine sit overnight.



With the rags still in the holes disconnect the battery and test whether the crankshaft will turn, either by a manual crank handle, pulling on the fan belt, putting a socket and breaker bar on the crank pulley nut, or putting the car in top gear and trying to push it forward.

If all else fails you can see if the starter engages and turns the engine using an external battery. If the engine is frozen there's a fair chance that can only be remedied by a rebuild.

(Brave souls can remove the head and gently apply a mallet to the pistons, but that involves bravery above my pay grade.)

Assuming the crank turns, connect to the fuel pump an external fuel source e.g. to a can, filled with ideally ethanol-free fuel. A few feet of rubber fuel hose should work fine.

Connect an external battery or jump start pack.

If the fuel pump is electric, fire it up using a direct jumper to the battery and look for fuel carb leaks. Fix any that show up. (Existing fuel lines, filter and tank are guilty until proven innocent, and will be dealt with later.)

If pump fails to work, rig a universal electric unit, sold at all auto parts stores.

Replace and tighten the spark plugs, ideally with new ones, but if the old ones are used clean them thoroughly. In either case set the gaps.

Put the gearbox in neutral.

Top up the coolant, and look for leaks, especially freeze plugs. Distilled water can be used, but if you use it remember to replace it with antifreeze before winter. If some leaks appear you can deal with them later unless they are gushing.

Drain the engine oil level and re-

—cont'd on [p. 6](#)

How To Resurrect A Car, Part 2 — *cont'd from [p. 5](#)*

fill; any fresh oil is better than old oil of unknown vintage. Replace the oil filter, or clean by soaking in solvent if it is an old style felt type. If it is a screw on type prime by filling it with fresh engine oil; if it is a felt type fill its cannister halfway with oil before re-installing.

Tighten the fan belt, for the benefit of the water pump, not the generator. If the water pump or generator is frozen remove the fan belt (though this will mean you will be able to run the engine only for very short periods until this problem is fixed).

Attempt to start the engine. If it doesn't start, remember that ignition requires 4 things: fuel, properly timed spark, air, and compression.

1) *Fuel*: make sure the carbs are

getting fuel, e.g. by inspecting the float bowls on SU's.

2) *Spark*: connect power to the coil (SW if positive ground, CB if negative) and the other terminal to the distributor points. Pull the coil high tension cable from the distributor and (using insulated pliers!) hold it near the block while cranking. A crisp spark at least 1/4" long should appear.

3) *Air*: when in doubt temporarily remove the air cleaners, which may be clogged.

4) *Compression*: unless you forgot to reinstall the spark plugs, it's highly doubtful that there should be inadequate compression, at least to start.

If the car does not start, try using

starting fluid in the carb air intakes. If you get coughs but the engine won't start, try loosening the distributor timing bolt and twisting it gradually in both directions to see if its proclivity to start increases.

Alternatively you can set the timing statically if you can find the timing mark on the flywheel or crankshaft damper and rotate the crank to align the mark with the indicator in the crank case or bell housing.

If not all this fails, seek professional help.

**Stop immediately
if ugly noises, e.g. thumping,
are heard**

[To Be Continued]

Event Calendar

Friday, October 28

Hallowe'en Party

Jim and Hermione Klekas, jklekas@aol.com, 801-9971-6060

See article on [p. 3](#)

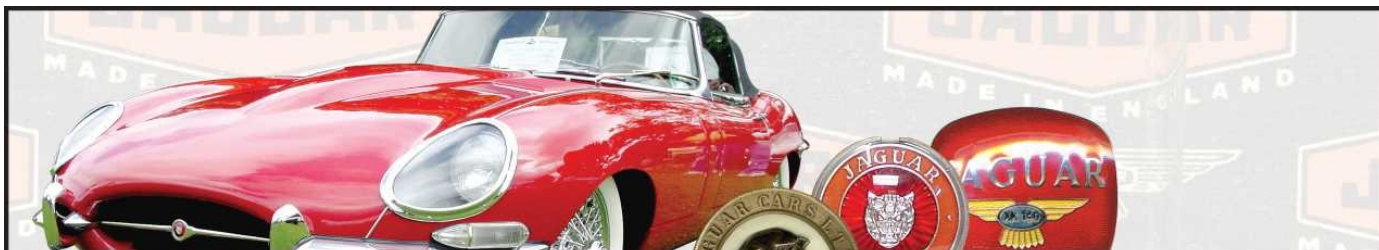
Thursday, December 8

Christmas Party

[Old Spaghetti Factory](#), Trolley Square

Duane and LeAnn Allred, 801-856-2251

See article on [p. 4](#)



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—*Burma Shave, 1932*

