

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

April 2010



WMJR on the web:

www.cs.utah.edu/~gary/WMJR/

Once Upon a Time ... By Ken Borg

Editor's note: this article along with the photos on p. 2 originally appeared in a special edition of Under The Bonnet marking the 30th Anniversary of the WMJR in 2006. It's run here again with Ken's kind permission.

To preface this account, let me say that my interest in Jaguars (probably like yours) began before I could drive. Upon returning to Salt Lake in 1968, after being away at school, I began watching for a used/restorable XK drophead coupe, with little success.

Then, in March 1973, on an early wintery Sunday morning, there appeared an ad in the paper for a "1955 Jaguar convertible". We immediately made a phone call and a visit. Disappointingly, there were 3 people waiting in line to see the car when we arrived. Fortunately, the seller decided he would sell the car to us.

So, what do you do when you have an old, tired 140 drophead that needs a total restoration? You really need advice and some sympathy for the project ahead. Our first step was to join the Classic Jaguar Association to pick up some tips. We traveled to California a couple of times to their "concours" in hopes of seeing some restored examples and meeting owners and learning about the process.

My brother in law, J. Jennings, had purchased a non-running XK140 some months earlier, and, with his mechanical

knowledge, was able to give me some ideas about where to start. Somehow, just owning the car and driving it occasionally, was not enough. We needed like minded friends to share this passion with.



One night, I was out driving the 140 up 39th south and noticed that coming towards me was another XK. (Only a Jaguar person would recognize the position of those headlights.) As it passed, I was excited to see a XK150 drophead. I turned around and followed the car, and found it in a grocery

parking lot. When the owner came out of the store, I introduced myself and we had an enthusiastic discussion about Jaguars. This led to a discussion of the possibility of forming a Jaguar club.

The owner of this 150 was Doug Bennett (he was the current student body president at the U, and nephew of our now Senator Bennett). Doug had a couple of friends that he said might be interested. Upon contacting JCNA, we learned that we needed a minimum number to qualify as a club, and I believe the number was fifteen. It was decided to proceed, and Doug drew up the Articles of Incorporation, and we initially registered with the State of Utah as a non-profit club (Doug was very much into the legal ramifications of this venture).

Several names were tossed around, and in the end, the name Wasatch Mountain Jaguar Register was decided upon by a vote. We felt that including "Wasatch Mountain" in the name would not exclude potential members from outside the Salt Lake area, which proved to be a wise decision. The term "Register" added a distinctly British flair, as many British auto clubs use that term. Paul Adams, a friend of mine and I designed the club logo, and Paul's sister did the professional design work. Doug Bennett was elected as the first WMJR president. At one of our first meetings, the name "Under the Bonnet" was selected as the

Cont'd on [p. 5](#)

WMJR NOSTALGIA PAGE



Go for it Betty!



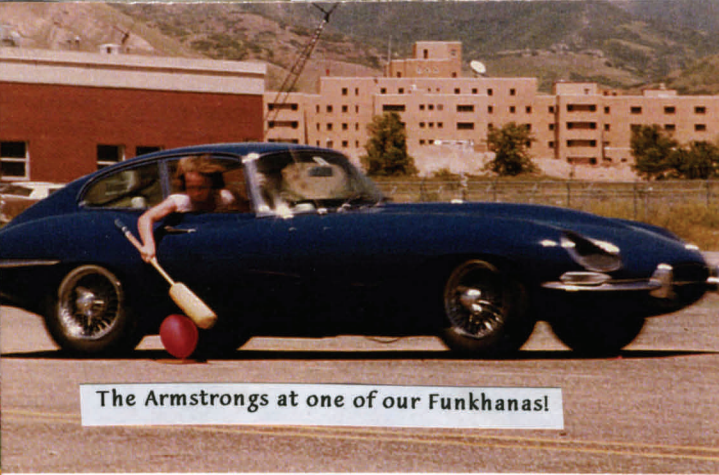
Where have all these cars gone?



Bonnets and bell Bottoms!



First meeting of the WMJR.....1976
Can you identify the cars/owners?



The Armstrongs at one of our Funkhanas!



WMJR Concours at Park City.....1980



More Tomatoes and Tomah-toes Frequently Mispronounced Car Company Names

Audi

Correct pronunciation: Ow-dee. Frequent mispronunciations: Aw-dee, Ah-dee. August Horch founded Audi in 1909. Why "Audi"? It's "Horch" translated into Latin.

Hyundai

Correct pronunciation: Hun-day. Pronunciation used by 99.9 percent of consumers: Hun-dye.

Isuzu

Correct pronunciation: Ee-su-zu (preferred), I-su-zu (acceptable). Frequent mispronunciations: Eye-su-zu, Ee-zu-su. Just think "Susan" and you'll have it.

Jaguar

Correct (i.e., British) pronunciation: Jag-yu-wahr. American pronunciation: Jag-wahr (unacceptable, but tolerated by the company as long as the person is interested in buying the car). Frequent mispronunciation: Jag-wyre.

Porsche

Correct pronunciation: Por-shah. Frequent mispronunciation: Porsh "Porsche" is the surname of the company's founder, Dr. Ferdinand Porsche, which is one reason Porsche aficionados are almost rabidly intolerant of anyone who mispronounces the name.

Scion

Correct pronunciation: Sye-on. Frequent mispronunciations: Sky-ahn, Skee-ahn. "Scion" means "descendant" or "heir," which makes sense since Toyota is the parent company.

Volvo

Correct pronunciation: Vuhl-voh. Frequent mispronunciations: Vol-voh, Vall-voh, Voh-voh. Why "vuhl" and not "vol"? It's another one of those Latin words (see "Audi," above). "Volvo" in Latin means "I rotate."

—From contributor *KTSol* on forums.motortrend.com



Parts for all Jaguars at really great prices, from Mk4 to XF and absolutely everything in between...

Service Parts ● Repair Parts ● Sheet Metal ● Performance Upgrades ● Jaguar Literature
Styling Accessories ● Jaguar Gifts ● Award Winning Trim ● Massive Stock Inventory
Knowledgeable Staff ● Fast Mail Order Service ● New Stock Arriving From UK Every Week!



...PLUS... Industry leading website that puts the information you need right there at your fingertips. Buy parts on-line 24/7 with fast despatch and truly excellent customer service. A virtual benchmark throughout the world!



...AND... A range of detailed and concise catalogs that allow you to see what we have and exactly how much it costs, in the office, in the workshop or even at home in your den!

SNG Barratt USA, Manchester, NH 03104 USA
TEL: +1 800 452 4787 (toll free) FAX: +1 603 622 0849 E-Mail: sales.usa@sngbarratt.com Web: www.sngbarrattusa.com



We All Lose When A Jaguar Dies

—From the March 2010 issue of *Jag Wyre*, Newsletter of the Sacramento Jaguar Club

Sadly, I learned recently that probably the last wild Jaguar (“Macho B”) in the U.S. died of serious kidney failure about one year ago in southern Arizona.

He was tracked for a long time by endan-

gered species staff from the State of Arizona.

Macho B was showing signs of reduced movement. He was sedated, examined, and then euthanized.

Macho A has not been seen for several years, no longer is traceable, and may have returned to Mexico or also died.

— Bob Olson, President

WELSH
ENTERPRISES, INC.

1-800-875-5247 | www.welshent.com

The largest independent retailer of new, used & rebuilt Jaguar spares since 1965

- New Parts
- Used Parts
- Rebuilt Parts
- 100,000 sq ft facility
- Orders placed before 3 pm ship that day

Proud supporter of the JCNA

Once Upon a Time ... Cont'd from [p. 1](#)

name of our newsletter. It is my recollection that J. Jennings was the first newsletter editor.

In the summer of 1976, we attended the Western States meet in Portland, Oregon, along with Adams. As potentially representing a club, in a state that had not been represented before, we were greeted enthusiastically. At the end of that summer, we formally applied to JCNA for membership. Our first outing with the cars was held that fall in Sugarhouse Park. We called it our first annual "autumn tour."

As I recall, we had a couple of meetings that fall, including an overnight outing in Park City. Then, in December, we held our first Christmas Dinner/Party at Victoria Station (in keeping with the British theme - does anyone remember this res-

taurant?). It was at this dinner that the white elephant tradition began.

In the spring of 1977, Paul Adams and myself represented the club and attended the Annual General Meeting in Los Angeles. I remember the legendary Fred Horner welcoming us and commenting that he had only flown over Utah, and wasn't even sure they had Jaguars in Utah.

However, we had a memorable meeting and were welcomed by all the delegates. Our first annual sanctioned Concours de Elegance was held at the Cliff Lodge at Snowbird. In those early years, there were some pretty pathetic cars, but they were Jaguars !

I don't believe that any of the original charter members even imagined that 30 years later the club would still be alive and well. But, those of us who have

been involved from the beginning and those who have joined through the years have benefitted from the expertise that exists and enjoyed the friendship that is always present. There have been a lot of folks come and go over the years, as interests change and people move in and out of the area. But there have been many long lasting friendships and memories created that have made it all worthwhile. Like most things in life, the more you contribute and participate, the more you enjoy the benefits.

To the best of my memory, the charter members included:

Doug Bennett works for the Dept. of Transportation in Washington, DC

—Cont'd on [p. 7](#)

Daily Worldwide Shipping • Helpful Friendly Staff
Club Discounts • Competitive Pricing • Complete Inventory

The Jaguar Parts Source...



LATE-MODEL JAGUAR
PARTS-REPAIR / MOST-REQUIRED PARTS

www.xks.com



www.xks.com

Model-Specific Catalogs and CDs
For all Jaguars
From 1948.



JAGUAR E-TYPE PARTS
Master Catalog Series



NEW
JAGUAR SALOON PARTS
Master Catalog Series

Late-Model '95-on

XK-120-140-150

E-Type

Early Saloon

Visit www.xks.com, for parts, specials, restoration profiles, and catalog ordering details

The Jaguar Restoration Source...

Mechanical

Body & Paint

Interior & Trim

Craftsmanship






Restoration Done Right The First Time

XK's UNLIMITED

850 Fiero Lane, San Luis Obispo CA 93401 (800) 444-5247 www.xks.com
Outside U.S.A. (805) 544-7864 • FAX (805) 544-1664



WMJR Vice President Jim Revel chauffeurs Grand Marshal Eric Heiden in Jim's XK120 Open Two Seater at the March 29th Park City Olympian Parade. Photo by Joe Morley of the Bonneville Austin Healey Club.

Member Spotlight: Barbara Smithen

By Liz Green

Barbara Smithen was born in Bavaria Germany. Her mother was German and her dad was Spanish. Her father was in the Army so they lived in a lot of places. At 6 years old the family moved to Texas for a while, then to France, back to the USA.

Barbara graduated from Lakes High School in Washington State. She then moved to Salt Lake and went to Westminster College where she graduated from the nursing program. Along with that she joined the ROTC at the University of Utah. In 1975 she was honored as the 1st Army woman cadet to be integrated with the men in Fort Lewis, Washington. Because of that she was interviewed in Salt Lake on the Jackie Nokes TV show. She says that is her 15 minutes claim to fame.

Barbara has since retired as a Major from the Army having served 22 years. She works at this time at the VA Hospital and will be retiring from that this



June after 30 years. She works the 12 hour night shift.

Barbara met her husband in Salt Lake. They met at a party where friends introduced them. His name was Randall

Smithen. Randall grew up in Salt Lake. They were married 28 years. Randall passed away 2 years ago. Barbara has 3 daughters. Their names are Jessica, Veronica, and Monica. She has 1 grandson named Jaden who is 9 months old.

She is having a lot of fun with him as she tends him twice a week and he only lives a block away.

Barbara is an artist and does that on the side. She has a studio in her basement. If anyone would like her

to paint anything or if you would like to see her work she would be really happy to show you what she does. Barbara has a 2002 S Type and is a great asset to our club. She is very supportive of our club.

Report From The Annual General Meeting Jerry Nuijen, JCNA Southwest Regional Director

JCNA had a new President, Dick Maury of Coventry West, a new Vice-President, D Bryan Williams of Pennsylvania, and a new Secretary, Steve Kennedy, of Colorado. There are also a few new regional directors, including yours truly. Steve Kennedy resigned as Southwest Regional Director and Tom Krefetz of San Diego was appointed for the remaining year of his term.

National membership is down. As of Dec 31, 2009 we had 5525 members. Two clubs have dropped out, Visalia and Central Coast both of Calif., but two new clubs are forming in Idaho and Kentucky. Costs are up, revenues are down (sound familiar?) and for the first time in recent memory JCNA lost money (~\$7000) and losses are projected for the next few years. On the other-hand, the treasury is robust at over \$300,000. These funds will be needed to see all the clubs through some lean years as we update and expand JCNA services to members. One new service, just getting off the ground, is the Resource Desk. It will be a clearinghouse for technical info, manuals, authenticity guides, and, in the future, a place to borrow specialty tools. All thanks to George Camp of the South Carolina club. The

website will receive an overhaul and Member Services will be updated.

Jaguar Cars sent a real car guy, Dan Algarin, as their representative. He "drove up" in the one and only XJ13 in existence!



Gary Bartlett was nice enough to display his D type and gave an evening talk on his near fatal accident in the Mille Miglia where he slid off the road in his XKSS and landed upside down. He was medevaced to the US (something which costs about \$150,000) and advises anyone who travels overseas to buy the medevac insurance (~\$400). He's sure he'd be dead today if he'd stayed in that Italian hospital one hour longer.

The Indiana Jaguar Club (JAGIN) did a great job of hosting the meeting. Friday night we had dinner in the Stutz museum among the display cars, which included a very original 1914 Bearcat. The General Meeting on Saturday was held in the Grand Lobby of the Indianapolis Union Station that is about 200 ft long, 100 ft wide and 70 ft high. We couldn't even see the delegates at the other end of the room, but thanks to a great sound system everyone was able to have their say and be heard.

There have been some minor concurs rules changes putting teeth into the rule that the person showing a car must prove they actually own it and rules are in the works regarding commercial endeavors which have no place on the competition field (no For Sale signs and no business promotions). Two main Bylaws changes make the Secretary an appointed position and Regional Directors are no longer term-limited. These changes were necessary because, just like at the local level, JCNA can't get enough people to volunteer to do the "heavy lifting".

— Cheers, Jerry

Once Upon a Time ... Cont'd from [p. 5](#)

<i>J. Jennings</i>	owner of several Jaguars, and restorer of many	<i>John Hewlett</i>	owned a Series I XK6	repair facility
<i>Paul Adams</i>	still owns a Series I E-Type	<i>Randy Aagaard</i>	owned a Jaguar restoration shop	[ed. note: passed away 12/08]
<i>George O'Connor</i>	owned a XK140 FHC...George has passed away	<i>Joe Todd</i>	owned a Mk II saloon	<i>C.W. Brown</i>
<i>Ken Borg</i>	owns the original XK140 and has owned other Jags	<i>Howard Armstrong</i>	owned a beautiful E-Type	<i>Ken Schone</i>
		<i>Grant McCallister</i>	owned a restored Mk I	<i>Duane Allred</i>
		<i>Roy Beale</i>	owned a Jaguar	<i>Bill Voorhees</i>
				owned an XK150
				owned a Mk II
				was restoring a Series I E-Type FHC
				owned an XK150

Note...There may have been others involved that I do not recall...

For sale by 2nd owner: 1974 Jaguar XJ6L, 97K miles, dark blue with tan interior, 4.2L/twin Zenith -Strombergs. No rust, stored indoors, looks great, runs well but smokes. Spares include wheels, bonnet, and (believed to be) near fresh engine. Frontal damage at 7K miles by first owner corrected. Asking \$2,500. Jon Hermance 801-583-5846, jhermance@earthfax.com. See by appointment at 316 Brooklyn Ave (1050 South 300 West) Salt Lake City, UT.

Event Calendar

April 26-30

[Western States JCNA Meeting](#)

Possible Rally

May

BBQ, TBD

June

[Taggarts Grill](#) Drive and Lunch

June 19

British Field Day—Liberty Park

Bill Davis, 801-484-5049

July 31

Concours with Austin Healey Club

Park City

August

[Utah Concours d'Elegance](#)

Thanksgiving Point

September 1

Luau

Mike and Susan Cady, 801-731-1599

September 26

Fall Color Tour

October 23

Hallowe'en Party

J. and Kay Jennings, 801-274-2671

November

Planning Meeting

December 4

Christmas Party

Club Officers

Co-Presidents

[Susan Cady](#), 801-731-1599

cadysue1599@msn.com

[Liz Green](#), 801-451-5776

carousell2@msn.com

Vice-President

[Jim Revel](#),

435-640-3347, jimrevel@aol.com

Past President

[Glen Hawkins](#)

801-253-9878, ghawkins@moog.com

Secretary / Treasurer

[John Green](#), 801-451-5776

carousell2@msn.com

Newsletter Publisher / Webmaster

[Gary Lindstrom](#), 801-554-3823

gary@cs.utah.edu

Membership

Duane & LeAnn Allred, 801-943-9253

Chief Judge

Duane Allred, 801-943-9253

Concours Chair

TBA

