

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

February 2010



WMJR on the web:

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

Tech Session Saturday January 16 On Upholstery And Tops By Dale Hancock

We started out the new year with a great turnout for a Tech Session on Upholstery and Tops presented by Dale Hancock. The session was held at J. Jennings's shop (ThermPro), and was attended by WMJR and BMCU members.

Dale has done work on many of both clubs cars, and had lots of good tips for those interested in doing their own work. Some of the members brought in examples of projects they are working on and Dale provided feedback and recommendations. We all learned a lot from the discussion and exchange of ideas from all of those in attendance.

Several topics were covered including the best types of glue to use in upholstery (suggested not using aerosol glue), convertible tops, headliners, dyes, carpet kits, leather preservatives, best way to cut foams, tempered masonite in door panels, and the list goes on..... One tip that came up during the exchange of information between members really caught my attention. When trying to remove a tar type glue it was recommended to use dry ice. The dry ice makes the glue cold enough to chip it off. Using heat releases oils in the glue and makes it difficult to clean up. Who



would have guessed.

Dale Hancock is currently working in a

shop out of his home at 2894 W. 7268 S., West Jordan, UT and can be contacted at 801-569-8861. He is willing and eager to assist us all with our upholstery needs and other questions we may have. Many thanks to Dale Hancock for sharing his knowledge and talents with us, to Gary Lindstrom for setting up the tech session and to J. Jennings for providing his ThermPro shop.

Club members (from BMCU and WMJR) were Lee Taylor, Bud Merritt, Jim Revel, Gary Lindstrom, J. & Kay Jennings, Mike & Susan Cady, Steve Nelson, Clayton Merchant, John Proggess, Dave & Sue Budden, Larry Farrington, Andrew Frink, Rob Foye, T. McNair, Pugs Piviroto, Craig Mossberg, Barry Engstrum, Werner Prochaska, Brak Parkin, Jonathan Wright, Keri Bruce, Jon Hermance, Bob Jahnke, Paul Jaroch, Kevin Cowan, Rick Lee, Casey Lindbeck, and Haruo Miyogi.

Since I'm not sure that everyone signed the attendance roster, I apologize if I missed anyone who was in attendance. and for any misspelling of names. Again, thanks to everyone for sharing all of your ideas. We are looking forward to additional tech sessions this year.

—Susan Cady

Western States Meet Less Than Three Months Away

April 26 - 30, 2010 in Santa Maria, CA

The Los Angeles Jaguar club is watching the mail with great expectation as the date for Western States 2010, April 26-30th, draws closer. What registrations will today bring us? So far 20 clubs are represented, including the Classic Jaguar Association.

We do have more registrations from our club than from any other, about a third of the total. So we are getting support to handle the 1000 big and little jobs associated with being the host club. And we know there are more positive good intentions out there.



look forward to greeting 12 Canadians and 12 Texans. We will also have some attendance from the northern mid-west. These people are having to make the biggest time commitment so seem to have planned ahead farther than the more local club members.

Other than the Los Angeles members, we have 16 other Californians registered. We are certainly hoping that this number will grow as people get around to making their plans more definite.

Decisions. Decisions. What kind of room do you want, original or tower? Will your car be ready for the concours, or will you just dis-

Maybe not too surprisingly, the greatest response we have had so far from other

clubs is from the people coming the greatest distance. As of this writing, we

— cont'd on [p. 3](#)



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Western States 2010 — *cont'd from p. 2*

play it? Do you want beef or fish at the Awards Banquet? What movie star are you going to dress as for Theme Night? And, oh yes, when will it hurt least to write the check?

Well, dilemma time is getting short. The registration fee goes up \$25 per person after March 15. Your host club is getting into the final planning stage and would really like to get a better idea of the headcount – from the jacket order to various other details.

About 175 people attended in Grand Junction, Colorado in 2008, and about 190 in Bend, Oregon in 2006. We expect that Santa Maria will attract these numbers as well. We especially look forward to additional support from the other California clubs.

The Central Coast Jaguar Drivers Club, organized for the area where we will be, regrettably decided to disband this year. They are our assisting club for the Meet and some of the members have told us they still plan to give us some help, participate in the Meet, and want to join another Jaguar club.

The Classic Jaguar Association is planning its annual spring tour to coincide with the Western States Meet. They will be at the Inn at Morro Bay April 24-25. You may access their website or call Bill Rooklidge at 949-939-5125 for more details. Some CJA members will bring their old beauties to join in our festivities. This is shaping up to be a happening, size large.

Our registration form is on our website: www.jagswestmeet.com. Reservations

can be made at the Santa Maria Inn – 800-462-4276: Mention “Jaguar Western States” to get our special rate of \$89 for the original rooms and \$109 for the new tower rooms. Other questions: Judy Graven at 323-257-9992 or lsgjag@earthlink.net or Susan Muir at 714-525-6690 or Samuir@roadrunner.com.

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A Great Read

Jaguar in Coventry: Building the Legend by Nigel Thorley

2010 marks the 75th anniversary of the Jaguar name, so this is a fitting time to take a historical look at its development over the years.

Many informative and entertaining books have been written describing the various Jaguar models and their life-cycles. However, this is the first I've seen that focuses on the people, facilities and manufacturing techniques that produced them.

As someone interested in cars, history, manufacturing techniques, and the effect of people, money, and social considerations on all the above, I found this volume to be a true delight.

The book's title correctly indicates that it centers on the Coventry region and the role it played in Jaguar's development. For context it starts with Jaguar's 1922 founding by William Lyons and William Walmsley in Blackpool on England's west coast. But when the Swallow Sidecar (as Jaguar was then known) business grew and they began buying chassis for custom car bodies (notably the Austin Seven), the need to relocate and expand became evident.

Coventry in England's Midlands was then and is still today the center of UK vehicle production, including cars, trucks (oops, lorries), and even airplanes, at least through WW II. The advantages of a skilled workforce and nearby suppliers made the move to Coventry an obvious choice for Lyons and Walmsley in 1928. Initially the site was in the Foleshill area, but the move to Browns Lane came in 1951-2.

the sidecar business, so the company was transformed into SS Cars, Ltd. — and Walmsley elected to leave the firm

name first appeared in 1935 denoting a model (SS Jaguar Saloon) not a firm or marque — that came in the postwar ramp up when SS had to be dropped given the distasteful Nazi connotation.

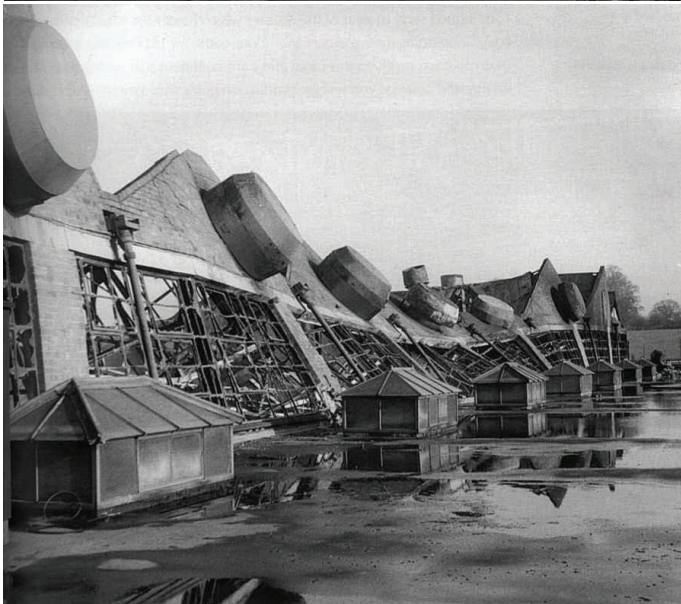
All the landmark events in Jaguar's history are described, including the Le Mans wins in 1953 and 1955, the terrible fire in 1957 that doomed the XK-SS, death of William Lyons' son John driving to Le Mans in 1956, the purchase of Daimler in 1960, the disastrous envelopment by British Motor Corporation in 1966, Jaguar's refloatation as an independent company in 1984, and its rescue by Ford in 1990.

The passing of Sir William in 1985 is of course noted respectfully. Since the book was published in 2002 the current Indian ownership is not recounted (call it "Tata for now").

The strongest suit of this book is the many historical photos, documenting individuals, facilities, and events. These alone are worth the price (\$29.95 plus S/H from Brit-books.com). Two are reproduced here as samples: production of Mark VII and XK120's at Foleshill in 1950, and the 1957 fire at Browns Lane.

Although several other locations contribute to Jaguar production today, the [Browns Lane plant](#) is still operational, sharing production with the [Castle Bromwich assembly plant](#) near Birmingham.

Sir William on the introduction of the XJ6 in 1968 said *"I have always been convinced that visual appeal—without resort to gimmickry—is fundamental to the success of any product, and it costs no more to design a product in a pleasing manner."*



solely in the hands of William Lyons. Sir William (he was knighted in 1956) by all accounts was a brilliant design and manufacturing mind, though somewhat prickly to deal with — attested to by the many labour actions recounted in the book.

By 1933 the car business was larger than

As many readers know, the Jaguar

Who could argue? —Gary Lindstrom



Does the image at left remind you of any WMJR canine member?

Take Home Quiz

Q. Which of the following 1974 cars had the lowest list price for the US market?

1. Iso Lele
2. De Tomaso Pantera
3. Jaguar XJ12
4. Maserati Ghibli

A: See [page 6](#).

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Event Calendar

February

Tech Session - J.'s Car Barn
POSTPONED

March

No activity

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

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TBA

Take Home Quiz

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A: (2) the De Tomaso Pantera at \$10,295 vs. \$24,000 for the Iso, \$13,000 for the Jaguar, and \$19,275 for the Maserati.

Source: [jalopnik.com](#) — for their complete automotive trivia quiz (lots of fun), [click here](#).

