

Under The Bonnet

Newsletter of the

Wasatch Mountain
Jaguar Register

March 2010



WMJR on the web:

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

Western States Meet Next Month April 26 -- 30

The Western States Meet is almost upon us. The registration fee will increase from \$350 to \$375 per person on March 15th. Do you remember back when federal income taxes were due on the Ides of March? That should help you keep that date in mind.

If you are on the fence about registering because of some question mark in your life, it is better to sign up and then request a full refund up until April 12th. At that point we have to back up some catering guarantees with cold cash, but you can still get a partial refund for everything other than guarantees we can't escape.

The registration form can be found on the website: www.jagwestmeet.com. For fees for partial attendance, email Judy Graven at lsgjag@earthlink.net.

Another factor: rooms at the Santa Maria Inn are disappearing fast, so reserve now (1-800-462-4276) and mention "Jaguar Western States." Once those rooms are gone, additional rooms will be made available at the Radisson, not far from the Santa Maria Inn, at the same rate as

the Inn. But you won't be in the thick of the action.

There are some new extras not covered in our brochure. We have added an optional tour for Thursday, in fact several tours of different lengths designed to take you through the beautiful country south of Santa Maria.

You can sign up for the tour of your choice at the registration table on Monday. Your choice will probably depend on how long you plan to participate in the slalom or be a spectator. As you know, the rally and optional tour on Wednesday will head north towards Hearst Castle.

The CJA (Classic Jaguar Association) has planned its 42nd Spring Meet to dovetail with Western States 2010. Their tour will be April 23rd and 24th at the Inn at Morro Bay, so that their attendees can transition to the Western States Meet Sunday, the 25th, or Monday. From 5:00 to 7:00pm on Friday, a cocktail reception will be held in Don & Ann Becker's room.

Saturday will open with a 7:30 am breakfast at the embarcadero, then a 9:00am tour up the coast for lunch at Ragged Point (\$20 inclusive). Dinner will be a Santa Maria buffet at the Inn at Morro Bay (\$42.50 inclusive). Contact Don Becker at ayedoc@att.net for a reservation form. Hotel reservations can be made at the Inn at Morro Bay by calling (800) 321-9566 and mentioning "Classic Jaguar Association."

For anyone who plans to be in the area Sunday evening, April 25th, Cam and Charlene Lindberg of the Santa Barbara Jaguar Club have offered to host a cocktail party at their home in Lompoc, a half hour drive from Santa Maria. The Santa Barbara club is not affiliated with JCNA because, as they explain, they are mainly a wine and cheese club. This is a splendid opportunity to join them for their specialty.

The party won't be over with the farewell breakfast on Friday, April 30. Jaguar Ventura has invited everyone to stop by for lunchtime refreshments. They will have at least one brand new XJ in Santa Maria for everyone to try. Conclusion: never a dull moment.

You Say Tomato ... I Say To-ma-to You Say Potato ... I Say Po-ta-to You Say Jagwar ... I say JAGUAR

Have you noticed how many different ways people pronounce JAGUAR?

I really never paid much attention to the pronunciation of JAGUAR until I heard an Englishman pronounce it with that marvelous British accent. It was music to my ears, and was just as sexy as the car itself.

Once you became the owner of a JAGUAR you probably noticed right away that there was a difference in automotive terminology. As a woman, I found the British terms for various aspects of automotive anatomy quite delightful.

At right is a sampling of some of these synonymous terms.

In closing, I found a quote from Meryl

Davids, a Florida-based freelance journalist that sums it all up.

“Before you decide that a JAGUAR should have produced a guide in American English, remember that like practically everything else, what is in the eye of the beholder may be firmly rooted in what you’ve become accustomed to over the years.

And that means that variations in language, like the look of the automobile

British Call It:

- Bonnet
- Wing
- Headlamps
- Windscreen
- Cubby Box
- Tyres
- Fascia
- Aerial
- Boot
- Gearbox
- Rev Counter
- Accumulator
- Saloon
- Side Curtains
- Silencer
- Damper
- Nave Plate
- Sump

Americans Call It:

- Hood
- Fender
- Headlights
- Windshield
- Glove Box
- Tires
- Dashboard
- Antenna
- Trunk
- Transmission
- Tachometer
- Battery
- 2 or 4 Door Sedan
- Removable Side Windows
- Muffler
- Shock Absorber
- Hub Cap
- Oil Pan

itself, will continue to be a mark of distinction for JAGUAR for years to come”.

—Susan Cady



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The Top Ten .. Or So .. Reasons To Buy A Classic Car Today

—Courtesy of “Remember When”, Salt Lake City, UT

- You owe it to yourself.
- You’ve wanted one for over twenty years.
- The one you want has gone up \$10,000 in the last five years.
- The one you want will go up another \$10,000 in the next two years.
- They’re not making them anymore.
- You’ve owed it to yourself for a long time.
- It’s an investment .. You can buy it now and pay for it later as it grows in value.
- It will make you feel years younger to go cruising’ in it.
- Crusin’ with the top down is thera-



peutic. It will improve your attitude and is recommended by the

U.S. Psychological Association as an inexpensive alternative to psychotherapy.

- The one you like today probably won’t be available next week.
- It’s a safer and less expensive way to recapture your youth than chasing girls and partying.
- You need a car to go to work.
- Your wife didn’t really need that new washer and dryer anyway.
- If you put it on your American Express card you’ll get all those extra frequent flyer miles.
- You still owe it to yourself!

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Jaguar Returns to Le Mans 24 Hours

— from *Jaguar's Growl*, Newsletter of the Jaguar Association of Greater St. Louis
Feb./Mar. 2010

EAST LANSING, Mich. (Feb. 4, 2010)
— The year 2010 marks 75 years of the Jaguar name on both road and race cars. As a continuation of this great heritage, Jaguar can confirm it will return to the famed Le Mans 24 hours. With a total seven wins at the Le Mans 24 hours between 1951 and 1990, Jaguar is the single most successful British make in the race's history. Jaguar will return to its favourite hunting ground and will line up on the starting grid 12th June 2010 with an XKR GT2 run by JaguarRSR.

Paul Gentilozzi, Principal Partner, JaguarRSR, commented: "We are delighted that the ACO has granted us entry in the prestigious 24 hours of Le Mans. It is a race that is held dearly in the hearts of motorsport fans across the world and for Jaguar to be racing again is something special.

"We are fortunate to bring an international line up of the world's finest driving talent including Scott Pruett and Marc Goossens as our pilots for this



race."

Gentilozzi, who is also set to drive the JaguarRSR XKR GT2 in the 2010 American Le Mans Series (ALMS) added, "Spirits will be high around Jaguar's return to Le Mans but we must remember the incredibly high level of competition—a podium place will not fall into our hands. That said, I can guarantee 100 per cent commitment from JaguarRSR and urge fans of Jaguar and Britain's racing heritage to support the team wholeheartedly."

C.J. O'Donnell, Global Marketing Director of Jaguar Cars said: "Motorsport has always been important to the Jag-

uar brand. Our domination of Le Mans in the 1950s was a foundation on which the company was developed. It was twenty years ago that Jaguar last won Le Mans with a TWR Jaguar Sport entry driven by John Nielsen, Price Cobb, [and] Martin Brundle. Returning to Le Mans will reignite excitement for the marque across the globe, all the more poignant in our 75th year.

"With the introduction of the new XK, XF and XJ, the Jaguar brand has advanced cutting-edge technology, stunning design and or 'R' performance driving experience. We now return to motorsport to demonstrate this achievement and the prowess of the Jaguar XKR."

In 1951, the C-type won Le Mans at its first attempt, with a further victory in 1953. The D-type took Le Mans wins in 1955, 1956 and 1957 while this racing success was followed in 1988 with the XJR-9LM, a V12-powered Group C car. Another outright victory would follow in 1990 with the Jaguar XJR-12.



Wouldn't Joe Todd's Mark IX look great with a conversion like this?

Of course he'd need to use a SnoCat chassis rather than a wimpy snowmobile.

Event Calendar

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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