

# Under The Bonnet

Newsletter of the

Wasatch Mountain  
Jaguar Register

October 2010



WMJR on the web:

[www.cs.utah.edu/~gary/WMJR/](http://www.cs.utah.edu/~gary/WMJR/)

## Goodwood Revival September 17 to 19

*By Susan Cady and Liz Green*

*Susan Cady writes:* This past month a few of our club members had the opportunity to attend the Goodwood Revival Historic Motor Car Races in England. Those who got to experience this trip were Mike & Susan Cady, J. & Kay Jennings and John & Liz Green.

Our experience at Goodwood was really a magical step back in time. It was truly a chance to leave the "modern world" behind and revel in the glamour and allure of motor racing on a classic racetrack.

Being our first visit to Goodwood, I really didn't know what to expect. I knew there would be a lot of cars and racing, however, there was much, much, more.

Picture in your mind a recreation of the halcyon era of motor sports between 1948 and 1966. It was during this time



that the Goodwood Motor Circuit ranked as Britain's leading racing venue with motor sport luminaries such as Sir Sterling Moss, Richard Attwood, John Surtees and Derek Bell.

While the boys overdosed on automobiles of every kind at Goodwood, the

girls really enjoyed a vast majority of Revival visitors dressed in period style with many going to great lengths to achieve the authentic look of the 1940's, 50's and 60's. Wartime military fashion was displayed in abundance.

Saturday, September 17th was Ladies Day, so all the ladies went all out with a chance to receive a bouquet of flowers and a bottle of champagne for the best dressed.

Trying to describe all of the different outfits is almost impossible; you really need to be there to appreciate it.

Along with the races and all of the classic automobiles there were also a lot of vintage aircraft on display in the center of the race track as well as flying overhead. There were British Lancaster's, Spitfires, P51 Mustangs and more to enjoy.

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## Goodwood Revival —*cont'd from [page 1](#)*



*Liz Green continues:* We were very fortunate to be able to meet up with the Cadys and Jennings for this amazing event. John and I were on a trip to France (Normandy Beaches) and decided to try to meet up with the Los Angeles Jag group on their tour of England.

The Goodwood Revival was really something. I would say that 98% of the people there were dressed in period clothing from the 30's and 40's. There were young and old alike. We saw Laurel and Hardy driving a Model A, an older couple pushing a English perambulator with a doll in it, gangsters with Tommy guns, women in hats and fur coats, men in driving caps dressed in knickers, men and women in war uniforms. There were vintage trucks and vans selling hot dogs, popcorn, and other foods. We had a great time people watching.

The guys also enjoyed scoping out all of the classic and exotic cars that were out in the vast parking area. You were able to see a lot of British automobiles from Austin Healeys and Jaguars to Rolls Royces. There were also plenty of Italian and German cars as well.



Along with the vintage races going on there were vintage planes flying about. The race track was about two miles long with an air field in the middle. We were able to walk through the paddocks and see the race cars and visit with the drivers. We were able to walk among the vintage planes also.

You could spend hours just going up and down the rows of cars in the parking lot before going inside to the Revival. Mike immediately spotted a bright yellow 1954 XK120 and got a picture.



The Revival is spread out over 3 days which really goes by fast. There are vendors galore with every type of automotive items you could ever imagine. Several vendors also sold period clothing to go along with the event.

If we ever get the opportunity to go again, I think we would divide out the three days ... go on Friday to sort out all of the events taking place over the weekend, do the Races on Saturday and spend Sunday in the infield with the Earl's Court display and all of the vintage aircraft. This was truly an experience we will always remember. Put this event on your bucket list --- you won't be disappointed.

There are approximately 155,000 people who attend this event every year. They don't do advertising here in the states because it is a sold out crowd every year. If you didn't know better you would think you were back in the 30's and 40's.





# My Experiences on the Colorado Grand Rally

## *By Jim Revel*

2010 was my 4<sup>th</sup> Colorado Grand, its 22<sup>nd</sup> year. Here is my report and retrospective on this fabulous event.

### **The 2003 Grand**

2003 was my first as I was invited to ride with Mike Fisher a friend from Leland, Michigan for over 40 years in his 1959 BoCar one of the 31 cars built by Bob Carns in Denver between 1959 and 61. Mike races it at a number of vintage tracks along with his souped up 1960 Austin Healey with a factory 6 cylinder motor with 240 horsepower.

The Rally is always run in mid September over four days starting and finishing in Vail with approximately 85 sports cars 1960 and older. It helps one to get in if you are a Grand veteran and your car or at least the model has some kind of a racing history. Many are worth up into the millions.

In 2003 there were a couple of celebrities, Jerry Seinfeld in his '59 RSK Porsche and Tim Allen. I didn't talk to Tim but Jerry seemed like a regular guy and helped push us over one of the peaks when the altitude caused the carbs to load up and the car died but it got going on the downhill side.

The 2003 Grand whetted my appetite to

get into the new hobby of classic sports cars which has been very enjoyable and allowed me to meet many fun people with the same disease.

Like some other rallies the Grand is a charitable organization and through 2009 has donated almost \$3 million to various deserving charities. The largest donation was over \$1 million to the Colorado State Patrol Family Foundation for widows of troopers and their children to help with college. They provide ten motorcycle officers to keep everyone out of trouble and to kick serious traffic violators out of the rally and occasionally give the high sign where it is safe to let them run a little bit. In 2010 three cars were kicked out when together they passed a trooper on a double yellow line. How stupid was that?

Everyone starts, eats breakfast, lunch and dinner together with a cocktail party at the end of each day. The Grand was started in 1988 by Bob Sutherland an avid collector who wanted to share his Colorado back roads with other sports car enthusiasts.

### **The 2004 Grand**

In the 2003 Grand I met Bob Griffin who was driving an Austin Healey 100S and after skiing together in Park City

that winter and his having a serious ski accident we got to know each other better "by accident." He healed up in time to ask me to join him in the 2004 Grand.

We prayed for good weather as 100S Healeys don't have a top. I also didn't know early on that his car was worth at least in the mid six figures. For that reason I didn't ask to drive. Bob drives his 100S in numerous rallies including taking it twice to the Mille Miglia in Italy.

By 2004 I had joined the Bonneville Austin Healey Club, the Utah Chapter of the Austin Healey Clubs of America, bought a poor man's 1958 BN4 100-6 and had started its restoration. The biggest unfortunate happening in that Grand other than the normal breakdowns was when Eric Wittenberg's recently off frame restored 1956 Austin Healey 100M collided with a deer. Fortunately no one was hurt but it was returned to the premier restorer Fourintune to start over.

Without a top we were glad we had some warm clothing along as it got into the high 20's on some of those high peaks in September.

Colorado Grand — *cont'd from p. 3*

**The 2005 Grand**

I finished restoring my Healey in time for the 2005 Grand and invited my son JP to join me for the week. We had some unforgettable experiences and got to know more of the "Granders" better from my previous two years in attendance. The Grand as well as *Sports Car Market* and *Vintage Motor Sport* magazines have professional photographers stationed along the roads and come up with some terrific pictures you can buy.

We again not only experienced some chilly weather but substantial sleet on one of the peaks out of Ouray but just kept on trucking and didn't put the top up. Though the poor man's Healey did have one. We had a breakdown that year when the top nipple broke off my distributor cap and after a three hour ride in a flat bed we arrived at our night's stop in Crested Butte. I thought we were finished since I didn't have a spare distributor cap and the other Healey's were all 4

cylinders and mine was a 6 when one of the Grand's mechanics (they furnish several) came to the rescue with a Lucas one for an Aston Martin and it worked beautifully. It was still on the car when I sold it several years later.

**The 2010 Grand**

After a five year absence and saving my money for a 4<sup>th</sup> Grand I brought my wife Susan to Vail who followed me as I trailered my latest entry a 1953 Jaguar XK120M Roadster which I had finished off the restoration of over the last 3 years. I had the help of a trusted mechanic who rebuilt the engine and installed a Tremec 5 speed synchromesh tranny and an expert upholsterer for the original specification leather seats.

Also many members of the Wasatch Mountain Jaguar Register Club helped a lot with advice.

Like most 1000 mile rallies and there are several across the country they cost approximately \$5,500 for 5 nights of lodging and food for 2 people, includ-

ing souvenirs. If you come earlier or stay later that is extra.

We took our time getting there arriving in Edwards, Colorado on Friday before things kicked into gear in Vail on Saturday and Sunday for registration and the driver's meeting where the officials and troopers give you the rules of the road. We hooked up with friends in Vail before then.

This year's Grand was from September 12 - 17. Susan was going to join me for the first day, an old friend, John Doak, from Baltimore came on board for the middle two days. I knew John from the early 60's and attended his Harvard Graduation in 64, and he is quite the mechanic, has restored motorcycles, rebuilt engines and has done all kinds of mechanical work on numerous cars and knows a lot about classic sports cars, particularly Ferraris, which I know very little about. As a result with his know-

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**Colorado Grand** — *cont'd from p. 4*

ledge about cars and willingness to help others with their problems he fitted in and conversed better than I did as a 4 year veteran. Also being outgoing and willing to mingle helps as there are over 200 attendees from all over the US and foreign countries as well. My son JP joined me again for the last day, the banquet and the Concours de non Elegance and the road home with us trailering the Jaguar. I emphasize non Elegance as they don't allow any cars to clean up after being on the road for 4 days. This is a tradition started by Bob Sutherland from the start and it still stands.

Be careful of who you invite as a co-driver as they should love classic sports cars and be somewhat of a motor head as there is an awful lot of that kind of talk everyday. That's why my wife thought she would only be up for one day, but if I ever go again I think she would want to go for at least 2 days. My son is as addicted to vintage cars as much as I am.

Also multiple co-drivers make for a lot

of logistics to get the new co-driver in place and the departing co-driver on the road each day. John was on a driving trip across the US so he left his car in Vail for my son to drive to Aspen so he would have his car to depart after the 3<sup>rd</sup> day and John drove Susan's car from Vail to Grand Junction so she could drive home after the 1<sup>st</sup> day.

Each driver is furnished a very well done trip tic and explanation book about the Grand with maps of each day of driving and the exact mileage noted between things of interest and turns. This year the Grand's 1093 miles were driven over four days with stops at the following cities:

**Day 1** Breakfast & Start, Vail, Lunch at Hotchkiss to Grand Junction for cocktails & Dinner 233 miles

**Day 2** Breakfast at Grand Junction, Lunch at Ridgway to Crested Butte for cocktails & dinner 293 miles

**Day 3** Breakfast at Crested Butte, Lunch at Salida to Snowmass Village, Aspen for cocktails & dinner 242 miles

**Day 4** Breakfast at Snowmass Village,

Lunch at Steamboat Springs, Vail for cocktails 325 miles, Silent Auction, Banquet, Awards & Live Auction. The largest item was a donated \$23,000 watch from Chopard with multiple \$1,000 lottery chances sold.

**Day 5** Brunch in Lionshead Village beginning at 9am and the Concours de non Elegance from 10am to 2pm.

Entrants came from England, Puerto Rico, New Zealand, and the Netherlands, the East and West Coasts and numerous states in between. Having been on 3 previous Grand's it was fun renewing previous Grand acquaintances as there are many veterans that have been to many more Grand's than I have. This year there were 107 cars registered including sponsor cars and Board of Director vehicles. Mercedes is their major sponsor and also supplies approximately 7 cars for entrants to drive including the new SLS Mercedes Gull Wing when their cars breakdown. Other major sponsors were Hagerty Insurance, Greenberg

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**Colorado Grand** — *cont'd from p. 5*

Traug, LLP, RM Auctions, Chopard USA, Hyde Park Jewelers. All entrants receive Grand Logo gifts upon registration and at the finish line, including a hat, coat, tool kit and other goodies.

The cars registered were 1 A.C. 1957 Ace, 9 Alfa Romeo's from 1934 to 65, 5 Allards from 1952-53, 1 Amilcar 1927, 2 Aston Martin's 1959, 2 Austin-Healey's a 1955 100S & a 1955 100, 2 Bentley's 1931, 1 BMW 1938 328, 6 Bugatti's 1925-36, 1 Cunningham C3 Cabrio, 1 & only Diedt 1950, (built for Rochester on the Jack Benny show), 28 Ferrari's 1950-62 and one 1995, 2 Frazer Nash's 1951-55, 16 Jaguar's 1939-60, 13 Mercedes 1954-63 (10 Gullwings), 1 1937 MG TA, 2 Osca's 1954-59, 5 Porsche's 1959-65, 1 Shelby Cobra, 1966, 1 Siata 1953

One night at dinner we were talking to an entrant who had the 1959 250 Ferrari Testa Rossa and he said he paid \$15,000

for it in the 1970's and said it is now worth between \$6 and \$9 million. Sports Car Market's pocket price guide says it is worth \$7 to \$16 million. Can you imagine driving a car 1000 miles worth that much on Colorado's back roads? See Car # 34 on the web site.

The weather was spectacular, with the yellow Aspens in their fall bloom and no sleet. Without going into detail and without regard to value on each of the cars, 4 stood out:

**The 1954 Osca 1500 CC Sports Racer**, owned by Miles Collier from his Naples, Florida 120+ car collection was Chassis # 1137 Osca's most famous racer as it won against 60 other giant killers at the 1954 12 hours at Sebring, while only 25 finished Osca's max speed was 130MPH with its 4 cyl. Double overhead cam engine it finished 5 laps ahead of its closest competitor as many fell victim to mechanical failures. Others in the race were C-

Type Jags, 4.5 liter Ferraris, 5.5 liter Cunningham C-4R, Cad Allards, Aston Martin DB3S. 3 265 HP Lancia D24's with Fangio, Ascari and Taruffi driving. The Osca was entered by Briggs Cunningham for Stirling Moss and Bill Lloyd. Other Osca's finished 4<sup>th</sup> & 5<sup>th</sup>. Car # 66 on the web site.

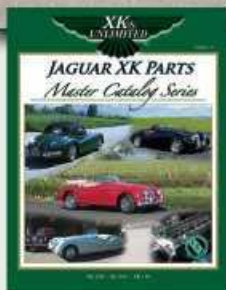
**The 1925 Bugatti T 35 Grand Prix Delyon**, owned by Luc Slijpen, from Maastricht, Netherlands, this is a very early type 35s, chassis 4449 was delivered to Paris to Monsieur Forgh in January 1925 after going through a half dozen hands it was purchased by Monsieu Ouveau of Calvados and the car ended up in a scrap yard 6 months later and for 20 years it was missing. It was located in 1969 as a barn find and was restored to its former glory by Jacques LeFranc who sold it to its current owner. Car #69 on the web site.

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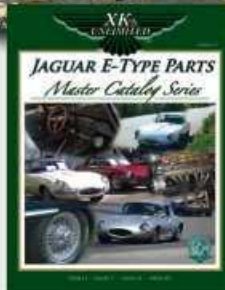
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**Colorado Grand** — *cont'd from p. 6*

**The 1950 Diedt** owned by Jim Weddle, St. Louis, Missouri, Eddie Anderson who starred as Rochester on the Jack Benny show hired race car fabricator Emil Diedt to build this one of kind that was street legal while still competitive on race tracks. Anderson raced it into the 60's and then had it restored. It changed hands twice before 1970 when it was abandoned outside on a flatbed trailer until 2002 when it was rediscovered and a complete restoration ensued by the current owner. Fortunately it had a hand formed aluminum body so it wasn't damaged much by the weather and accepted its original two tone paint job well and its 5 speed tranny in place of its original 3 speed. Car # 116 on the web site.

**The 1959 Costin-Jaguar**, owned by John & Vikki Martino, Naperville, Illinois, Frank Costin an ace aerodynamicist and very slippery body designer and local

panel beater joined with Williams & Pritchard London Coach builders to build a Jaguar powered ERA racer. The aluminum body was later reportedly removed from the racer and fitted to the XK 150S chassis it covers today. The cars first owner was the Honorable Patrick Lindsay the gentleman racer character who founded Christie's motor car department and the car was raced and hill climbed from new. Car # 29 on the web site.

My advice is if you have a car that might qualify you should save up some money and enter it in the very well organized Colorado Grand. You will have a very enjoyable experience meeting some interesting people and have fun seeing some unbelievable cars on the beautiful back roads of Colorado. See their web site [www.coloradogrand.com](http://www.coloradogrand.com) and click the photos posted and see all the cars that were in the 2010 Grand. Note the car

numbers on the cars I described and be sure and click those.

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### Hallowe'en Party At Jennings Saturday October 23

Once again J. and Kay Jennings will host a WMJR Hallowe'en Party at their home, 6064 Fontaine Bleu in Murray.

The party will start with a pot luck dinner at 6pm on Saturday October 23.

Bring a dish to share, and "heads up" costumes (a funny hat) are invited..

A spooky fun time will no doubt be had by all.

A flyer will be mailed out shortly. For more information contact J. or Kay at 801-274-2671.

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## Club Officers

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## Event Calendar

*October 23*

Hallowe'en Party

J and Kay Jennings, 801-274-2671

See announcement above.

*November*

Planning Meeting

*December 4*

Christmas Party

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*Membership*

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