

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

Aug 2012



WMJR on the web:

[www.WMJR.org](http://www.WMJR.org)

## BAHC / WMJR Classic Sports Car Show In Park City And BBQ At Borgs' Cabin In Midway

The Bonneville Austin-Healey club and the Wasatch Mountain Jaguar Register teamed once again on Saturday July 28 to put on a terrific classic sports car show on lower Main Street in Park City.

The weather was terrific with lots of sun and a cooling breeze. After the event Ken and Joann Borg hosted WMJRs to a pot luck BBQ at their wonderful cabin in Midway overlooking the entire Heber Valley.

Attendees included Duane and LeAnn Allred, Ken and Joann Borg, Mike and Susan Cady, Stan Ellman, Keith and Linda Gardiner, Barry and Allison Hanover, J and Kay Jennings, Jim and Hermione Klekas, and Gary Lindstrom, Art and Martha Pasker, Pat and Janet Pat-

erson, Jim and Susan Revel, Dan & Judi Schweikert, and Joe and Judy Todd. If we missed you in the crowd our apologies.

Car show winners were:



### Jaguar Awards

- 1st Place Gary Lindstrom's 1954 XK140 DHC
- 1st Class Award Ken Borg's 1955 XK140 DHC
- 2nd Class Award Jim & Hermione Klekas' 1968 XKE Roadster

### Peoples Choice Award

- Art Pasker's 1950 Jaguar Mark V DHC

### Best Classic Award (Non Healey or Jaguar)

- Lynn Wall's 1967 Sunbeam Tiger

### Austin Healey Awards

- 1st Place Jim Revel's 1960 BN7 3000
- 1st Class Award Craig Ward's 1967 BJ8 3000
- 2nd Class Award John Progress' 1964 BJ8 3000



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## Speed: The Art of the Performance Automobile

Utah Museum of Fine Arts  
WMJR To Visit Saturday August 18

This not to be missed exhibit is in the Marsha and John Price Fine Arts Museum just below the Huntsman Events Center on the South end of the University of Utah campus.

The museum notes this "showcases 19 of the world's finest and fastest automobiles. The exhibition will feature a century of legends on wheels that exemplify premier aerodynamics, engineering, art and design of their era. From the ultra-cool 1957 Jaguar XK-SS Roadster (once owned by Steve McQueen) to the 1938 Mormon Meteor III—the famous Bonneville racer that holds more long distance speed records



than any other automobile in history —this exhibition is sure to get your art-loving engines revving."

We'll gather in the lobby 11 am.

And spend an hour or two there until everyone has seen it all or gotten hungry or both!

Tickets are:

- \$18 Adults
- \$13 Seniors and Youth (14 yrs to 17 yrs)
- \$3 Children (3 yrs to 13 yrs)

For details on the exhibit see [www.speedumfa.com](http://www.speedumfa.com).

We will send an e-mail before so we can get a count of who will be coming so we know who to watch for.

—Liz Green

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# Greek Party at Klekas' Park City Cabin

## 2pm Sunday, August 19

Jim and Hermione Klekas are again hosting a Greek BBQ to benefit AHEPA, the American Hellenic Educational Progressive Association, on Sunday August 21st at 2 PM at their cabin in Park City.

WMJR members were invited last year, and had a great time.

Jim is the President of the local chapter of AHEPA, which is a civic and philanthropic organization promoting Greek culture, history and community well being.

The cost of the event is \$20 a per-

son. The menu is Lamb and Goat barbequed on a spit, Hamburgers, Hot Dogs, Corn on the Cob, Greek Pilafi, Greek Salad, Watermelon etc. We will be eating on their deck which is over White Pine Creek.

Their cabin is in "The Colony" a gated community near the Canyons Resort. Going toward Park City on the main road go past the Canyons traffic light, turn right 1/2 mile later on the next road between the red barn and the Catholic Church, which is White Pine Canyon Road.

Coming from Park City go past the white barn and turn left between the Catholic Church and the red barn.

Follow White Pine Canyon Road 1.3 miles until you arrive at "The Colony" gate. Tell the person at the gate you are there to visit the Klekas'. They are the first driveway on the left which is Homestead 1.

Everyone is welcome and it should be a great time. If you have any questions you can contact Jim at 801-971-6060 or [jklekas@aol.com](mailto:jklekas@aol.com).

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## We Visit with Jaguar, Get More Details on C-X75 Supercar

by Ray Hutton, *Car and Driver*

When it was revealed at the 2010 [Paris auto show](#), the [Jaguar C-X75](#) concept was heralded by the company as a revolutionary jet-powered supercar because of its two micro gas-turbine engines that were supposed to generate the electricity for its four electric motors.

The Paris car was no more than a mock-up, though, a concept to celebrate Jaguar's 75th birthday, and there were no plans for a production version. But when Ratan Tata, chairman of Jaguar Land Rover's parent company, and Carl-Peter Forster, then chief executive of Tata Motors, saw the reaction to the C-X75's stunning design, they instructed JLR chief engineer Bob Joyce to find a way to make it. A limited run of road cars was [then announced in May 2011](#), to serve as rolling halos for the Jaguar range.

### *Out with the Turbines*

Tata found the micro turbines interesting enough to take a controlling interest in the company that made them—Bladon Jets—but Joyce concluded that they were not ready for automotive use in general, never mind a \$1-million-plus hypercar. But it was agreed that the production C-X75 should be a plug-in hybrid that, like the [upcoming Porsche 918](#), would combine ultra-high performance (targets in-



clude a 200-mph top speed, 0 to 60 mph in 3.0 seconds, 0 to 100 in 6.0 seconds) with the possibilities of extreme fuel economy and zero-emissions, full-electric motoring.

Jaguar entered into a partnership with the Williams Formula 1 team to develop the car, retaining the dimensions, shape, and style of the concept. A team of some 75 engineers drawn from both companies has been working on the project for 18 months. This week, as the C-X75 powertrain was being bench-tested, we were given a tantalizing

glimpse of the car's technology and construction.

### *More Changes*

The specific layout of the concept car has changed: The real thing has two axial flux (so pancake-shaped, not cylindrical) electric motors; one drives the front wheels and the other sits alongside an internal-combustion engine at the rear. Lithium-ion battery packs are located just behind the seats on each side of the car, and they flank the gas tank.

All of the electrical components are state-of-the-art, the lightest and most compact to deliver the required performance; the prismatic lithium-ion battery cells are the same as those used in the Williams F1 car's KERS setup. But it is the gasoline engine that is really intriguing.

### *Four for Fighting*

There is no V-8 or V-12 here: The C-X75 has a lightweight four-cylinder engine displacing just 1.6 liters. This was rumored to be a version of the new Formula 1 engine envisaged by Williams until the FIA changed its mind about future specifications, but turns out to be a



—cont'd on [p. 6](#)

C-X75 Jaguar Super Car, cont'd from [p. 5](#)

fresh design by Jaguar. Like a race engine, it is designed to spin to 10,000 rpm, yet it must also have the capability to be smooth and emissions-compliant at low speeds.

Jaguar has poured a lot into this engine, which is longitudinally mounted immediately behind the cockpit. It has an aluminum block and head, and features dry-sump lubrication. There are two sets of fuel injectors—four in the ports and four direct to the combustion chambers—gear-driven camshafts, and variable valve timing. An Eaton supercharger force-feeds air from idle speed and a big Garrett AiResearch turbocharger takes over beyond 5500 rpm; the plumbing to and from two separate intercoolers has electronically controlled throttles. We have heard and seen the engine run up to 9800 rpm on the dyno, wailing like a race car and with the turbo glowing cherry red. (You can hear it for yourself by right-clicking [this link](#) and saving the file.)

Jaguar is not ready to release power figures for the car, but says the gasoline engine will produce at least 500 hp. It drives the rear wheels through an automated seven-speed manual transmission, which is more compact and said to be 220 pounds lighter than would be a dual-clutch box. The front motor has a single speed (equivalent to sixth in the main gearbox)

and in the Normal driving mode, the power distribution will be 30:70 front to rear.

The driver will be offered four modes—Normal, which will mix and match engine and electric power as in a Prius;



*Carbon-Based Life-Form*



Using the lessons learned from building its race cars, Williams has designed a chassis and body made almost entirely from carbon fiber. The passenger cell is a monocoque, made from a series of compression-molded panels bonded together, and the rear subframe is also a carbon-fiber structure. Again, Jaguar won't yet declare any weight figure, saying only that the structure is considerably lighter than the aluminum architecture of any

of its existing models.

Compared with the Porsche 918 and the [hybridized Ferrari F70/Enzo replacement](#), the C-X75—which will have a different name by the time goes on sale—takes a smaller-engined, subtly different approach to being, as Bob Joyce puts it, a “supercar with an environmental edge.” As the brand's most prestigious product, Jaguar can't afford to get it wrong, which is why it has not yet committed to an on-sale date, a price, or the number to be produced. The best estimates are: early 2014, \$1.4 million, and a maximum of 200 cars. We look forward to experiencing at least one of them.

EV, which uses only the electric motors for up to 40 miles with a full battery charge; Sport, where the engine will always be running and be supplemented by the motors; and Track, which will operate the same as Sport but mix in chassis and aerodynamic adjustments.



## Event Calendar

*Saturday August 18, 2012*

Utah Museum of Fine Arts exhibit [Speed: The Art of the Performance Automobile](#)  
See story on [p. 3](#)

*Sunday August 19, 2012*

AHEPA BBQ  
See story on [p. 4](#)

*Saturday September 29, 2012*

Hawaiian Luau at Cadys'

*Friday October 26, 2012*

Spook Rally and Hallowe'en Party

*November*

Planning Meeting and  
Selection of New Officers

*December*

Christmas Party

## New Members

Please welcome the following new WMJR members:

- *Walt Booker and Jan Lucas*, Salt Lake City, UT, 1968 E-type coupe
- *Mason and Karina Dansie*, Sandy, UT, 2011 XJ
- *Mary and Kallen Kerr*, S. Ogden, UT, 1992 XJS

## Club Officers

*President*

Duane Allred, 801-943-9253

*Vice President*

Ken Borg, 801-277-3313  
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*Past Presidents*

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*Membership*

TBD

*Chief Judge*

TBD

