

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

January 2012



WMJR on the web:

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

## WMJR Christmas Party

WMJR finished 2011 with our annual Christmas party held at Mimi's Restaurant in Sandy. This is always a highlight event of the year and we had a great turnout of club members. As a Christmas gift to our members, the dinners were compliments of WMJR. Everyone enjoyed a great meal and lots of good conversation.

Later we all exchanged gifts and enjoyed seeing what everyone received. This year we also had a raffle drawing for a Christmas basket full of all kinds of goodies and presents with the proceeds going to charity. Thanks to everyone who participated, as the proceeds will help others in need. The charity selected will be provided in next months newsletter. The winner of the drawing for the Christmas basket was Debbie Aagaard. Congrats Debbie, hope you enjoyed the basket.

The new WMJR officers for 2012 were

introduced (see last page for listing). All members were encouraged to get involved in club activities and provide their recommendations of things they would like to do in the coming year.



Your outgoing co-presidents (Susan Cady/Liz Green) want to wish you all a very HAPPY NEW YEAR, and appreciate all of the support received over the past two years. Also many thanks to John Green and Gary Lindstrom for all their hard work and for continuing on in their current positions.

Those in attendance at this year's Christmas party were John/Liz Green, J./Kay Jennings, Susan Cady/(Mikey was working), Jim/Hermione Klekas, Glen/Joy Hawkins, Lee/Judy Taylor, Joe/Judy Todd, Art/Martha Pasker, Duane/LeAnn Allred, Ken/JoAnn Borg, Randy/Debbie Aagaard, Barry/Allison Hanover, Gary Lindstrom, Barbara Smithen, Bud/Betty Merritt, Dan/Kim Nielsen, Marvin/Connie May, and Richard/Janet Patterson.

—Susan Cady





## Think You've Owned Your Car A Long Time? *Read This*

The Springfield (Mass.) Museums have received a gift of \$1,000,000 from Mr. Allen Swift of West Hartford to purchase the Verizon building at 85 Chestnut Street in Springfield for the purpose of creating a new history museum. Swift also donated his 1928, one-owner, Springfield-built Rolls-Royce automobile to form the basis of the new museum's transportation collection.

Mr. Swift received this 1928 Rolls-Royce Picadilly P1 Roadster from his father brand new as a graduation gift in 1928. It has 1,070,000 miles on it, is said to "still run like a Swiss watch, dead silent at any speed, and be in perfect cosmetic condition." That's about 13,048 miles per year!

Swift, who died in October 2005 at the age of 102, was a legend among Rolls-Royce collectors for owning his Rolls-Royce longer than anyone in the world had ever owned an individual Rolls-Royce. In recognition of that fact, Rolls-Royce Motors presented him with a crystal Spirit of Ecstasy award at the Rolls-Royce Annual Meeting in 1994.

Swift and the Springfield Museums were brought together through a network of antique automobile collectors. In 2002, when he was 99 years old, he approached the Museums to discuss find-

ing a new home for his Rolls-Royce. Confident in the Springfield Museums' ability to care for the automobile and to tell the story of Rolls-Royce manufacturing in Springfield, Swift indicated that he would donate his car if a building could be found to house it.

In the summer of 2005, the Springfield Museums became aware that the Verizon building, adjacent to the Museums, was available for purchase. Joseph Carvalho, president of the Springfield Museums, and Guy McLain, director of the Connecticut Valley Historical Museum, shared that information with Swift and described how the building could be converted into a museum. In September, Swift's attorney informed the Museums that Swift would donate the money to purchase the building.

The Springfield Museums will take possession of the building in June and will launch a fund-raising campaign to renovate it. When complete, the new Museum of Springfield History will display wide range of remarkable artifacts that tell the rich and multidimensional history of this city. The Springfield Museums have received a gift of \$1,000,000 from Mr. Allen Swift of West Hartford to purchase the Verizon building at 85 Chestnut Street in Springfield for the purpose of creating a

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## Three Ethanol Myths Clarified

By Bob Adriance, [www.BoatUS.com](http://www.BoatUS.com)

*Ed. Note: This article was published in a boating magazine, but discusses many issues relevant to collector cars.*

***It's time we get to the bottom of how E10 is affecting our engines.***

In the few years since ethanol began to be widely used in the United States, a lot has been written about its properties, the problems it's created, and how to best cope with its possible effects. Some of the advice has been based on science, some on hearsay. While E10 is not an ideal fuel – and E15 could cause serious problems for marine engines – at least a few myths about ethanol have

arisen with the potential to do more harm than good:

***Myth #1: Ethanol-enhanced gasoline (E10) loses octane much faster than regular gasoline.***

Many mechanics believe that octane loss during winter storage could be great enough to damage an engine when it's run in the spring. These same mechanics will often recommend leaving the tank almost empty so that fresh gasoline can be added in the spring to raise depleted octane levels. While all gasoline loses octane as it ages, ethanol-enhanced gasoline loses octane at about the same rate as regular gasoline, ac-

ording to Jim Simnick, a technical advisor at BP Global Fuels Technology, and Lew Gibbs, a senior engineering consultant and Chevron Fellow. The two men have over 75 years of combined experience working with gasoline and both agree that the loss of octane over the winter would not be sufficient to damage an engine. Note, however, to keep any gasoline, including E10, as fresh as possible; they said it's good practice to always add fuel stabilizer — an anti-oxidant — whenever the boat will be idle for long periods.

The recommendation to leave a tank

—cont'd on [p.4](#)



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## Three Ethanol Myths Clarified — *cont'd from p. 3*

mostly empty is bad advice; it could significantly increase the amount of water that gets into the tank. When enough water enters through the vent, the ethanol will separate ("phase separate") from the gasoline. Leaving a tank mostly empty does three things to increase the chances of phase separation:

It increases the volume of open space in the tank (its "lung capacity") so it can "breathe in" damaging moist air. An almost-empty tank leaves more space on tank walls for condensation to form. Leaving less gasoline in the tank means there will be less ethanol to absorb the condensation.

It's interesting to note that in areas of the Midwest that have been dealing with E10 for over a decade, topping off tanks is common practice. (As an alternative, completely emptying the tank would eliminate any chance of phase separation.)

If phase separation occurs, the highly corrosive ethanol/water mixture will settle to the bottom of the tank and remain there even after fresh fuel is added in the spring. The only way to remedy the problem would then be to drain the tank and add fresh gasoline. The best way to avoid phase separation over the winter (aside from emptying the tank) is to leave the tank 95 percent full (which allows for expansion) so that there's less moist air in the tank, less space for condensation to collect, and more gasoline to absorb whatever moisture does accumulate.

***Myth #2: E10 attracts water, so it's important to install a water separator to prevent the water reaching the engine.***

Mercury Marine, which recently

hosted a Webinar on ethanol myths, noted that ethanol does not "grab water molecules out of the air." It is hydrophilic, which means ethanol holds water. With regular gasoline (E0) as well as E10, the primary cause of water collecting in tanks is condensation on tank walls. But unlike E0, which can absorb almost no moisture, E10 can hold up to half of one percent of water by volume, and the water molecules will dissolve in the fuel.

The "solubilized" water will bypass the water separator and burn harmlessly through the engine. Only if phase separation were to occur would a water separator do its job, but by then the fuel itself would be the problem. The phase-separated water/ethanol mixture would settle on the bottom of the tank near the fuel pick-up and would quickly stall out or even damage your engine. And because ethanol is used to boost octane, the remaining (low-octane) gasoline at the top of the tank would also have the potential to damage your engine.

Note, however, that a fuel filter (10-micron) is essential to keep gunk from reaching your engine. Ethanol is a solvent that dissolves resins, rust, and dirt that have accumulated on older tank walls. Especially when you first make the transition to E10, it's important to carry spare filters and a galvanized bucket to store used filters prior to disposal. Even in new engines and tanks, E10 will sometimes form a mysterious gooey substance that will also clog filters.

Richard Kolb, the manager of Emissions and Regulations for Volvo Penta, believes the goo is caused by water mixing with one or more of

the 108 approved compounds that can be used in gasoline. These compounds vary among suppliers, so one solution is to change to a different brand of gasoline. Another is to use carburetor cleaner, which he says has sometimes remedied the problem.

***Myth #3: Certain additives can prevent phase separation?***

Both Gibbs and Simnick said that the additives that eliminate water may work incrementally to protect against phase separation, but Joe Simnick stressed that no additives will stand up to a good slug of water. Lew Gibbs added that the best way to prevent phase separation in E10 is to "keep it dry, keep it dry, keep it dry." That means keeping the tank filled to prevent condensation. Mercury Marine has also noted that, contrary to statements made by some companies that produce fuel additives, there are no additives that can make stale or phase-separated gasoline usable.

E10 is certainly not as trouble-free as E0, especially the first few tankfuls. But for newer engines, those built after about 1991, there's no reason the initial problems can't be overcome. No less an authority than Mercury Marine says, "After the transition period from E0, E10 may actually be a superior marine fuel as it tends to keep low levels of water moving through the fuel system, keeping the system 'dry.'"

*Bob Adriance is Editor of Seaworthy, the BoatUS Marine Insurance damage-avoidance publication, and author of Seaworthy, Essential Lessons of Things Gone Wrong (published by International Marine/McGraw Hill, available at [www.Amazon.com](http://www.Amazon.com) and major bookstores).*

# Jaguar Spotted In Southern Arizona

*New York Times, Marc Lacey*

(WILD ANIMAL) ARIZONA — Mountain lions, bobcats, and coyotes are all commonplace in the Arizona desert...but jaguars? This year Arizona has had a number of ocelot (also known as the dwarf leopard) and jaguar sightings in the state's southern regions. The wild felines are suspected to have come up through Mexico from South America. Read on for more on one particular jaguar sighting that occurred during a little girls very first mountain lion hunt. — Global Animal

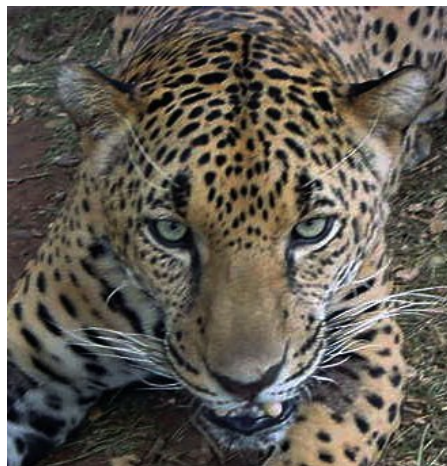


Photo credit: [phoenixzoo.org](http://phoenixzoo.org)

The Serengeti is associated with safaris. The Maasai Mara, too. But southern Arizona?

A series of recent sightings of rare wild cats in the southern part of the state has prompted considerable excitement among wildlife experts and camera-toting naturalists alike. Twice this year,

the Arizona Game and Fish Department has announced sightings in the southeast of endangered ocelots, small spotted cats with jaguar-like markings.

A third ocelot sighting reported on Fri-

day by a homeowner who snapped some blurry photos of an odd-looking cat was probably a serval, an African cat popular in the pet trade, state officials said Saturday. The animal had long ears, long legs and appeared to have only solid spots instead of the solid spots and haloed spots on an ocelot.

On Nov. 19, it was a rare jaguar that was seen in the same part of the state — the first confirmed appearance of that elusive and endangered cat in Arizona since 2009. The jaguar is the third-largest feline after the tiger and the lion, and the only one found in the wild in the Western Hemisphere.

Donnie Fenn, a professional guide based in Benson, Ariz., who specializes in mountain lion hunts — which are fairly common in Arizona — was taking his 10

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## Jaguar Spotted In Southern Arizona — *cont'd from p. 5*

-year-old daughter out on her first lion hunt that morning when his pack of eight hounds took off in a frenzy. Before he knew it, he said, the dogs had a creature cornered in a tree, which he saw from afar with a telephoto lens was not the mountain lion he was looking for but instead an endangered jaguar.

"I was scared," Mr. Fenn said in a telephone interview on Friday. "I didn't know if that thing was going to turn on me. I could feel its power. It was twice the size of a big mountain lion. It was definitely the experience of a lifetime."

Mr. Feen said that his dogs were scratched pretty badly by the cornered jaguar, who probably had roamed north from Mexico.

In June, a helicopter pilot working along the border for the federal Department of Homeland Security reported seeing a jaguar in the Santa Rita Mountains south of Tucson, officials said. Because the

pilot had previously seen mountain lions, which are sometimes confused by the non-experts with jaguars, and was able to hover about 100 feet above the spotted cat and clearly describe it, wildlife experts took the report seriously. But biologists who went to the scene about a week after the spotting could not find tracks, hair or droppings from the animal, making it an unconfirmed sighting.

Mr. Fenn, 32, made sure to confirm his run-in with the jaguar, which took place in an undisclosed mountain range in Cochise County. He crept up close after the jaguar was chased up a mesquite tree and took photos and a video of the animal. He also notified state wildlife officials, who were later able to find 15 hair samples left behind by the animal and a tree trunk that showed signs of being climbed by a large clawed animal. Experts believe Mr. Fenn saw an adult male jaguar that weighed about 200 pounds.

"What's so appealing to the general public is that jaguars are so exotic," said Mark Hart, a spokesman for the Arizona Game and Fish Department. "They are jungle cats from Central and South America, and the fact that they might be in our state really gets people's attention. It's a romantic notion."

Mr. Fenn, whose Chasin' Tail Guide Service offers five-day mountain lion hunts for \$3,500, said his Web site has been barraged with hits since the jaguar sighting. And his daughter Alyson, initially disappointed that she did not get her first mountain lion kill that day, now realizes that seeing a jaguar was memorable, too.

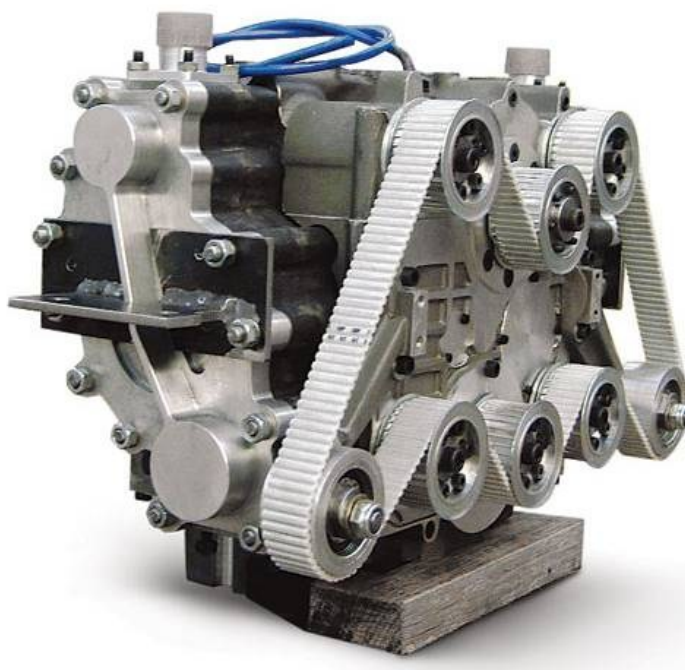
"It was quite an experience, even if she didn't get to kill anything," Mr. Fenn said.

More New York Times: [http://www.nytimes.com/2011/12/05/us/in-arizona-rare-sightings-of-ocelots-and-jaguars.html?\\_r=1&ref=animals](http://www.nytimes.com/2011/12/05/us/in-arizona-rare-sightings-of-ocelots-and-jaguars.html?_r=1&ref=animals)

## Jaguar's Tata Tackles The Zero Emission Market Really - It's Cold, Not Hot, Air

The Air Car, developed by ex-Formula One engineer Guy N. For Luxembourg-based MDI, uses compressed air to push its engine's pistons and make the car go. The Air Car, called the "Mini CAT" could cost around 365,757 rupees in India or \$8,177 US.

The Mini CAT which is a simple, light urban car, with a tubular chassis, a body of fiberglass that is glued not welded and powered by compressed air. A Microprocessor is used to control all electrical functions of the car. One tiny radio transmitter sends instructions to the lights, turn signals and every other



electrical device on the car. Which

are not many.

The temperature of the clean air expelled by the exhaust pipe is between 0 -15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

There are no keys, just an access card which can be read by the car from your pocket. According to the designers, it costs less than 50 rupees per 100 KM, that's about a tenth

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Jaguar's Tata Tackles The Zero Emission Market—cont'd from [p. 6](#)

the cost of a car running on gas. Its mileage is about double that of the most advanced electric car, a factor which makes it a perfect choice for city motorists. The car has a top speed of 105 KM per hour or 60 mph and would have a range of around 300 km or 185 miles between refuels. Refilling

the car will take place at adapted gas stations with special air compressors. A fill up will only take two to three minutes and costs approximate-

**World's First Air-Powered Car: Zero Emissions by Next Summer**



This six-seater tax, which should be available in India next year, is powered entirely by a tank filled with compressed air.

ly 100 rupees and the car will be ready to go another 300 kilometers.

This car can also be filled at home

with it's on board compressor. It will take 3-4 hours to re-fill the tank, but it can be done while you sleep.

Because there is no combustion engine, changing the 1 liter of vegetable oil is only necessary every 50,000 KM or 30,000 miles. Due to its simplicity, there is very little maintenance to be done on this car.

This Air Car almost sounds too good to be true. We'll see in August, 2012.



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# Event Calendar

*March 6-14, 2012*

[JCNA Annual General Meeting and Western States Meet](#)

Phoenix, AZ

*Event Ideas*

Dinner meeting with Randy Aagaard talking about brokering Jaguars

Trip to Kirkham Motorsports in Provo to see their custom sports car production

Outing to Miller Motorsports

British Field Day Liberty Park

Intermountain Concours d'Elegance, Thanksgiving Point

Tour of the Bigelow Organ Co

Visit to a new auto museum in Willard

Hawaiian Luau at Cadys'

Tour of Arnold Frieberg paintings

Fall Rallye

Utah Museum of Fine Arts exhibit *Speed: The Art of the Performance Automobile*

Get together at Ken and Joann Borg's cabin

Hallowe'en Party and Rally

Planning Meeting and selection of New Officers

Christmas Party

# Club Officers

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*Membership*

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