

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

May 2012



WMJR on the web:

www.WMJR.org

Kirkham Motorsports Tour Saturday, April 28

Together with our friends in the BMCU, WMJR members had a fascinating and entertaining visit to Kirkham Motorsports in Provo on Saturday April 28.

Kirkhams has a reputation worldwide for producing exacting but well priced replicas of Cobra sports cars. Their work is so well regarded that they supply bodies to Shelby American itself for their continuation models being produced in Las Vegas.

Even those of us whose taste is more British in origin were dazzled by the workmanship and production tech-



nology in evidence.

In the past there have been rumors that Kirkham might start producing Jaguar C- and D-type replicas, but the tour guide (one of the Kirkham brothers) said they are using every bit of their resources to meet Cobra demand, so the Jaguar models are not on the drawing board.

Turn out was excellent with many WMJR members in the crowd, including Duane and Leann Allred, Ken and Joann Borg, Mike and Susan Cady, J and Kay Jennings, Bud and Betty Merritt, and your obedient scribe, Gary Lindstrom.

Last Call: Memorial Day Run to Jackson WY

By Gary Lindstrom

Hear ye, this is the last call to book your room for the WMJR Memorial Day Weekend Run to Jackson WY May 26-28.

The block of rooms at the [Quality Inn and Suites 49'er](#) was nominally only being held through April 10, but I'll bet they won't turn down another booking. The motel number is 307-733-7550, and the group name is "Jaguar Club". The discounted group rates are \$109/night single,



\$119/night double, with 10% less for AAA or AARP.

Even if you're not sure you can make it I suggest you book anyway, since you can cancel right up to 48 hours in advance.

For those stalwarts who have signed up, the party will assemble Saturday May 26 at 8:30am for a 9:00am departure at Hogle Zoo in Salt Lake City. Onward!



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When The Chips Hit The Fan

By Tom Taylor

Reprinted from the January 1992 issue of *The Cat Fancier*
 Newsletter of the Jaguar Owners Club of Oregon

In reading this article, please keep in mind that I don't fix cats for a living. Therefore, if you disagree with my analysis, please let me know so that some poor sod doesn't pour coolant down the filler neck marked "Pour Oil Here, Dummy."

Rock Chip Wars: How to Win

Supplies you'll need:

1. Paint. Preferably lacquer, but more about this later.

2. Small Artist Brush. Choose one of highest quality. For \$5 J. K. Gills will supply you with a 3/0 M. Grumbacher Control Plus. This brush is tiny but the hairs will not spread and it will last forever. It is excellent for tiny detail work.

3. Lacquer thinner. Medium temperature. For thinning paint and for cleaning. Your paint should be thinned to a consistency between milk and halfandhalf. If it is too thick, it'll become stringy and leave little hairy blobs everywhere. If it is too thin, you'll feel like you're not getting anywhere as you apply it. Better thinner than thicker. By using medium temperature thinner, your paint will actually thicken while you work. Cold wet weather slows the drying process.

4. DX330 Acryliclean. Removes grease, wax and dirt so that the new paint will adhere to the old paint.

5. DuPont 300S Uniforming Finish. Melts the edges of the damaged surface (in lacquer) and creates a smooth base for the touch up paint.

6. DuPont 101S Mild Rubbing Compound.

7. Mequiars #7 Sealer & Reseal Glaze.

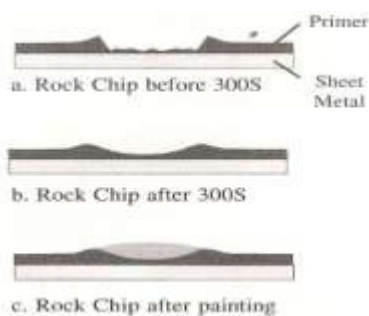
8. 600 & 1200 wet-or-dry Paper. One sheet of each is adequate.

9. Small Sanding Block. Hard rubber

type. 3M makes a great, but rather expensive, touch up kit that includes variations of #6, #8, and #9 above.

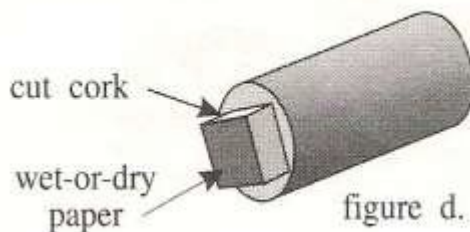
10. 2 Wine bottle corks.

11. Rubber or Contact Cement.



12. Small Glass Jar. For mixing paint. The paint will be too thick for effective use without first thinning it. Put a few drops in the jar and mix with thinner as described above.

13. Wooden Popsicle Sticks. For mixing. Don't attempt to use plastic coffee stirrers, I already tried that. The lacquer



thinner melts plastic and turns into an interesting goo.

14. Painter's Filter Mask. Lacquer thinner can melt plastic, think what it will do to you. It does not make a good substitute for a hot buttered rum!

NOTE: All of the items except #2, #10,

and #13 can be obtained at a good auto and paint supply store such as Foster Auto Parts.

The following procedure works best with acrylic lacquer (ancient history for some) but I have found that I can touch up rock chips on the new acrylic urethane paints as well as older enamels with good results. The chemicals listed above are some of many available. They are extremely volatile but relatively safe to use if the directions are followed explicitly. Being lacquer based, they don't have the lethal reputation associated with acrylic urethane and its base of isocyanides. This armchair expert does not recommend the use of acrylic urethane by us amateurs. It requires the use of a hardener and your touch up paint does not need that. Use your painter's mask!

Your first requirement is a supply of touch up paint that truly matches the body color of your Jaguar. If you have a stock Jaguar color, you can obtain a vial of touch up paint from the parts counter. (It comes with its own brush which is worthless for our exacting purposes). The paint color will be close to the actual color of your car but don't expect a perfect match. It will be adequate for our purpose. However, the best present you can give your kitty is a pint or more of matching body color, again preferably lacquer. Foster Auto Parts will do the color matching for you for about \$25. Give them a sample and they will match it.

The lesson here is that the next time you get your car painted, have the body man mix enough paint to supply you with an extra can or two for later touch up. This is the best way to ensure that your future touch ups will be in matching color. Period.

—cont'd on [p. 5](#)

British Field Day At Liberty Park, SLC, UT Saturday, June 16, 2012, 9 AM - 3 PM

British Field Day will be held at Liberty Park again this year. All British cars and bikes in any condition from 100-point restorations to works in progress or an old daily beater are welcome. All the British car/bike clubs are invited to participate. Call your fellow club members and get them to the event!

There will be a road course set up on a closed access road inside the park. It promises to be as noisy and challenging as in previous years!

Liberty Park has many amenities including one of the largest and best playgrounds in the city, the Tracy Aviary and a small amusement park with a Ferris wheel and merry-go-round. Even if your family doesn't share your passion for LBCs (little British cars), there will be plenty for them to do while you are getting your fix!

The non-profit Salt Lake Community Network (SLCN) will be providing volunteers to assist with the event so the organizers can have more time for some fun, too! The Salt Lake Community Network is a non-profit umbrella organization for the Salt Lake City Community Councils. The community councils are neighborhood organizations that provide input from residents to city government.

Food will be California style with a bold Asian influence including Asian tacos, sliders, salads and more made available at reasonable prices by *Chow Haute Asian Cuisine On The Go*. The Chow truck will be inside the event.

Liberty Park is located between 500 East & 700 East and 900 South & 1300 South. The BFD event will be held in the northeast quadrant of the park. En-

ter off 1300 South and drive east and north about a quarter of the way around the park. You will see the event on the left.

Please help support SLCN by bringing your cars and bikes out to join in the fun. Registration starts at 8 AM. We hope to have most bikes and cars in place by 9 AM and we encourage folks displaying vehicles to try to stay until 3 PM, but if you can only make it for a couple of hours, that is fine too! The registration fee is \$10 per bike or car. A \$5 donation is requested per adult admission. Kids 12 and under are free.

For more information, please email Bill Davis at: wld3rd@gmail.com or Jon Hermance at: jhermance@earthfax.com

Check out the British Field Day website at www.britishfieldday.com

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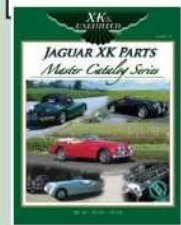
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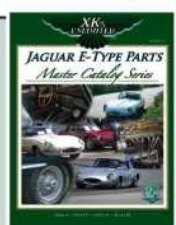
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When The Chips Hit The Fan —cont'd from [p. 3](#)

Also, if you are preparing your basket case to be a concours kitty, don't choose a metallic color. Any color with a name like "green opalescent iridescent ..." simply won't do. Matching the metal flake pattern in the detail work that we are talking about is impossible. At the concours, the judges won't be favorably impressed by the "makeup" on your pimply faced kitty.

The Procedure

Clean the surface thoroughly with acryliclean. With the artist brush, dab some 300S into the rock chip. Melt the edges of the hole slightly so that the crater is smooth. With a steady hand, you can avoid getting the 300S outside of the crater. If you goof, the dry 300S can be sanded like paint. More on this later.

Mix a small amount of paint with the thinner to a consistency between milk and half-half. Dab this paint into the cen-

ter of the crater. Keep in mind that you are not stroking the brush like Van Gogh, you're dabbing it like making dots. This first dab will be lost in the crater. Good. Wait about 5 minutes then repeat. Depending on the consistency of the paint, you may need to repeat this five to ten times. Note that at the end of each five minute interval, the paint in the crater has shrunk a bit as it dried. You will be done with this process when the crater is filled with paint and It looks something like (c.) above. Don't worry if it's bumpy, the important thing is that the new paint stands as high or higher than the old paint on the surrounding surface.

The beauty of lacquer for us armchair experts is that if you make a mistake during this process, you can dip the edge of a rag in a small amount of lacquer thinner, wipe the repair clean and start over. However, don't use lacquer thinner on your paint liberally! De-

pending on the finish, the stuff eats paint quickly!

You may be pleased enough with your efforts to leave the repair the way it is, but if you are preparing a concours cat, you need to proceed to the next step.

After your last paint application, wait a minimum of six hours in the summer or overnight in the winter to allow the paint to dry. While waiting, cut the ends of the two corks into cubes with a razor blade as shown in (d.)

Cut pieces of the 600 and 1200 wet-or-dry into sizes to fit the square end of the corks. Cement these onto the end of the corks. You now have crude, but effective miniature sanding blocks.

Now comes the tricky part. The object is to sand the blob of paint smooth without taking off too much of the surrounding finish. Do this by first dipping the 600 cork in a bowl of water (this is why they

—cont'd on [p. 6](#)

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When The Chips Hit The Fan —cont'd from p. 5

call it wet sanding) then spin the cork over the repair. Use the corners of the square for the high spots on the repair. Blot the repair often with a towel to see how your sanding is progressing. When the new paint becomes almost level with the old paint, use the 1200 cork in the same manner. Try to get the high spots level with the original paint rather than simply sanding the whole area. If you continue to spin over both the repaired area and the original paint, one of two things will happen: you'll sand the paint down to the primer, or you'll create a subtle paint "crater" on the body of the car. The crater won't be obvious right away since the sanded portion feels smooth to the touch though "foggy" looking due to the abrasion. If the repair was polished now (don't do it yet) and viewed in the right light, a nondescript ripple or a sunken spot would be seen in the area of your repair.

The next step is to attach a piece of 600 wet-or-dry paper to your hard rubber sanding block, wet it and sand over the repair and a few inches. of the surrounding paint. Do this very gently. Let the weight of the block do the work. The object is to blend the depth of the repaired area with the surrounding old paint. After no more than 15-30 seconds of this, repeat with 1200 paper. Blot the area dry. You should not be able to see any remnants of a rock chip at this point, just sanded paint.

We are now ready for the best part. Apply-101S rubbing compound following the instructions on the can. Then apply Meguiars #7. Your repair should now be undetectable. Incidentally, the reason for the Meguiars #7 is that it is compatible with the new paint and allows it to breathe while the paint dries

completely (a few months) yet your car appears freshly waxed. Don't wax your repair yet but let the paint dry first. The downside to the Meguiars #7 is that even though the shine is the best there is, it lasts only a few days. You can polish your entire car with Meguiars #7, park it in the garage for a week and it will look like you haven't

touched it. The good side is that it can be painted over without first removing it. That is why it is widely used by "concoisseurs."

May your paint job be long lived and bright. Now you know that when the chips hit the fan, you have the bases covered.

Another item shamelessly filched from *The Cat Fancier*,
Newsletter of the Jaguar Owners Club of Oregon

Page 10

THE CAT FANCIER

JAGUAR
THE NEW THREE-POINT-FOUR 5 PASSENGER SEDAN

The Three-Point-Four sedan is the most versatile Jaguar ever built. It brings together without compromise the sureness of response and the precise handling of the true sports car with the comforts and conveniences of a four-door family sedan. It is powered by the latest version of the famous "XK" engine developing 210 horsepower and is capable of safe speeds in excess of 120 M.P.H. Automatic transmission featuring a finger-tip control by which intermediate gear may be held indefinitely is standard equipment. Four-speed manual shift is also available. Now on display at your Jaguar Dealers or write Jaguar Cars North American Corporation, 32 East 57th Street, New York 22, New York.

Jaguar To Back Historic Racing Effort In 2012

Autoweek March 13, 2012

By Jake Lingeman



of

Jaguar will return to factory-backed motorsports in 2012 with a program intended to showcase great racing Jaguars of the past in select historic-racing events.

The company announced the program, dubbed Jaguar Heritage Racing, on Monday. For the first time since 1956, factory-supported C- and D-types will take to the track, gracing some of the most famous circuits in the world including Goodwood, the Nürburgring and the Mille Miglia.

Sir Stirling Moss was the guest of honor at the announcement, which was held at the RAC Club in London. On display was the race-winning C-type XKC 005.

“Advanced engineering is part of our heritage, and 2012 sees the 60th anniversary of Jaguar's development of the disc brake for automotive use, and 10 years

since the marque introduced aerospace-inspired monocoque technology to its modern range,” said Adrian Hallmark, Jaguar global brand director. “And racing is very much part of our heritage also, which is why we have launched the Jaguar Heritage Racing program that this year will see Jaguar C- and D-types in competitive action.”

The first event for Jaguar Heritage Racing is the 2012 Mille Miglia in May. In August, the Jags will head to Germany for the AvD Oldtimer Grand Prix at the Nurburgring, and the end of the season will take them to the Goodwood Revival.

“The Nürburgring Nordschleife presents a unique automotive challenge that Jaguar's development team continually subjects our current and future models to in order to perfect their attributes

quality, durability and dynamic precision,” said Jaguar Land Rover global head of communications Frank Klaas. “To also see historic works Jaguars in competitive action at the Nürburgring this year will be fascinating.”

The program is operated and managed by JD Classics, based in Maldon, Essex.

“Jaguars have been at the heart of our business for many years,” said Derek Hood, managing director of JD Classics, “and the opportunity to work with Jaguar Heritage Racing and ensure that the company is as well represented in historic motorsport today as it was when those same models competed in period is one we were only too happy to accept.”

Read more: <http://www.autoweek.com/article/20120313/>

Event Calendar

May 26-28, 2012
Weekend drive to Jackson, WY
See article on [p. 2](#)

Saturday, June 16, 2012
British Field Day Liberty Park
See article on [p. 4](#)

July 14, 2012
Utah Museum of Fine Arts exhibit [Speed:
The Art of the Performance Automobile](#)

July 28, 2012
Healey Days in Park City with Concours
Get together at Ken and Joann Borg's cabin

September 29, 2012
Hawaiian Luau at Cadys'

October 26, 2012
Spook Rally and Hallowe'en Party

November
Planning Meeting and
Selection of New Officers

December
Christmas Party

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