

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

February 2014



WMJR on the web:

www.WMJR.org

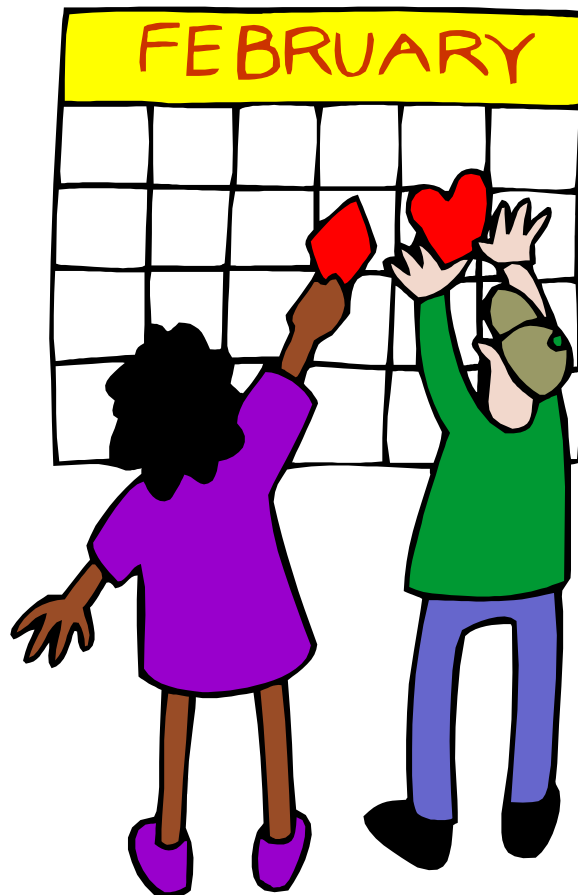
Social Dinner And Planning Meeting 6pm Wednesday February 12

The first event of 2014 for the Wasatch Mountain Jaguar Register will be a social dinner and meeting to plan the rest of the year's events.

This no-host event will be at the Golden Corral restaurant in Midvale, 665 East 7200 South (phone 801-562-4332).

A room or at least separate area has been reserved for us, so we can whoop and holler all we want without

disturbing the other cowpokes in attendance.



Although there are many long time favorite yearly events, there is always room for new ideas of any kind: touring, technical, social or educational.

No reservations are necessary, so just show up with your ideas and who knows, you might even emerge as an

event organizer!

John Molnar Andrews 1932-2014

Editor's note: John Molnar was a long time WMJR member, though he wasn't active in recent years.

John Molnar Andrews, 81, passed away from heart failure on January 15, 2014 in Salt Lake City, Utah.

He was born on July 19, 1932 to John and Margit Andrews in Brandon, Manitoba, Canada. He married Dorothy Barker on July 13, 1956 in Winnipeg, Manitoba, Canada and was later sealed in the Salt Lake LDS Temple. She preceded him in death in April 1990. John married Melinda Andrews in October 1991. They later divorced.



John enjoyed vintage radios, cars, collecting World War II memorabilia and studying Jew-

ish history.

He is survived by his sons Thomas (Debra), Lehi, Bruce, Salt Lake City, Gary (Sarah), Salt Lake City, and David (Julie), Salt Lake City and 11 grandchildren.

Funeral services will be held Monday, January 20th at 11:00 a.m. in the Wandamere LDS Ward, 304 E 2700 S, Salt Lake City, UT.

A viewing will be held Sunday evening from 6:00 to 8:00 p.m. at Wasatch Lawn Mortuary, 3401 Highland Drive, Salt Lake City, UT and Monday morning 10:00 to 10:45 a.m. at the church prior to the services.

Published in *Salt Lake Tribune* from Jan. 18 to Jan. 19, 2014.

See more at: <http://www.legacy.com/obituaries/saltlaketribune/obituary.aspx?n=john-molnar-andrews&pid=169147579&fhid=11609#sthash.dZZYbB5u.dpuf>

Recoding Remote Alarm Transmitters

Coventry West Jaguar Tech Tips

We often get questions from customers on how to recode their remote alarm transmitters after replacing batteries.

Below are the procedures for performing this recoding for 1990-1996 XJ6s. These procedures will only apply to Jaguar original equipment alarm systems, of course.

1990-92 XJ6 Cars

1. Record radio security code (if so equipped).
2. Disconnect negative battery terminal/cable.
3. Reconnect negative battery terminal/cable; "beeping" should be heard.
4. Press each transmitter so a total of 5 confirmations are heard.
5. Test operation. Enter radio code (if needed). Set clock.

1993-94 XJ6 Cars

1. Turn ignition key ON.
2. Turn security switch OFF (located in center console).



3. Turn ignition key OFF.
4. Turn security switch ON.
5. Cycle security system switch ON/OFF rapidly 4 times (within 5 seconds).
6. Press each transmitter so a total of 5 confirmations are heard.

1995-96 XJ6 Cars

1. Open trunk lid.
2. Open driver's door.
3. Turn ignition switch "ON" but do not start engine.
4. Rock valet switch (located in center console) 5 times; a single chirp and flash of the headlamps indicate the Security Locking Control Module has entered the "learning" mode.
5. Press the alarm/lock (larger) button of the first transmitter. This transmitter will be linked to

position 1 of the seat/steering/mirror memory. A tone will confirm that the transmitter code was accepted. Note that the button must be pushed within 15 seconds or the module will exit the "learning" mode.

6. Rock valet switch once. Two short chirps will indicate the system is ready to accept a second transmitter. Press the arm/lock (larger) button of the second transmitter. Two tones will confirm the transmitter code was accepted.
7. Repeat steps 5 and 6 for up to a total of 5 transmitters. The second transmitter programmed will be linked to position 2; the third to position 3, and so forth. The number of confirmation chirps mentioned in step 6 will indicate the transmitter count (i.e. 3 chirps for third transmitter). Note that you must cycle through steps 5 and 6 five times regardless of the number

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Recoding Remote Alarm Transmitters —cont'd from [p. 3](#)

of transmitters; if you have less than 5 transmitters just repeat using the last transmitter until 5 cycles have been finished.

8. Turn ignition off and close door and trunk. Test for proper operation of the seat/steering/mirror memories.

the ignition switch barrel, but do not turn it..

2. Hold the turn signal switch stalk in the “flash to pass” position and turn the ignition on with the key (while holding the turn signal switch in “flash to pass”).
3. Then repeatedly flash the lights with the turn signal stalk until a confirmation chirp is heard (usually five or six flashes).

4. After hearing the chirp, depress the button on the remote transmitter being programmed. If the remote was accepted, there will be another confirmation chirp.
5. Turn off the ignition and test the remote.

Source: <http://www.coventrywest.com/jaguar-tech-tip-11>

1996-06 XK8/R Cars

1. Insert ignition key into



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The Hood Ornament

Shamelessly Filched From The June 2012 *Desert Jaguar*
Newsletter of the Jaguar Club of Southern Arizona

During “The Golden Age of The Automobile,” the hood ornament was an intricate piece of artistic expression that identified a vehicle’s make or defined a car’s style.

From the late 1920s until after the Second World War, hood ornaments mostly took the shape of flying ladies, graceful birds, and fleet-footed animals. The 1950s saw a general trend toward steely, abstract renditions of torpedoes, rockets, and jet planes.

Hood ornaments all but disappeared by the 1960s and, today, these attention-grabbing pieces of automotive eye candy are now highly prized by collectors.

Some like Desoto’s “Spanish conquistador” and Pontiac’s early use of running Indian braves compliment the name of the maker and, thus, make complete and elegant sense.

Others, however, beg the question: Just how did they think of that?

An Archer’s Tale

Before the company became synonymous with the powerful and well-to-do, the George N. Pierce Company in Buffalo, New York, was known for making more pedestrian items like ice boxes, birdcages, and bicycles.



But then came the automobile, and from 1903 to 1938 few made them better and more luxurious than Pierce-Arrow Motorcar Company.

Valuable as Pierce-Arrow touring cars are today, the most coveted single part of the vehicle is arguably the hood ornament.

Originals are worth thousands and are typically kept under lock and key by their owners.

The first Pierce-Arrow archers were slight in frame, partly clothed, and helmeted.

Later versions depict a helmetless archer with no clothes and a little more muscle.

Both versions are graceful and

elegant, which is funny when you consider that a fellow sweeping the floor of the Pierce-Arrow factory was asked to be the model.

After attending archery classes to add realism to the pose, Albert Gonas used his broom for the arrow.

A “Rolls” In the Hay

Prior to 1910, Rolls-Royce did not offer vehicles with a hood ornament; they simply carried the Rolls-Royce emblem.

But hood ornaments—or mascots as they are called in Europe—were fast becoming the automotive trend of the day.

People of the era believed that a vehicle as grand as a Rolls-Royce should have a hood ornament and, thus, began to affix their own.

This disturbed leaders of the company who deemed some of these ornaments patently “inappropriate”—somewhat ironic when you learn the story behind the creation of the mascot known as “The Spirit of Ecstasy.”

The Flying Lady we know today is a figurine of woman with sight fixed upon the distance and wide, outstretched arms.

But she didn’t start out that way.

—cont’d on [p. 6](#)

The Hood Ornament — *cont'd from p. 5*

Designed by Charles Robinson Sykes, the idol was originally inspired by a secret love affair between John Walter Edward Douglas-Scott-Montagu (second Lord Montagu of Beaulieu after 1905, a pioneer of the automobile movement, and editor of *The Car Illustrated* magazine from 1902) and his secretary Eleanor Velasco Thornton.

By all accounts, Lord Montagu truly loved Thornton. But Thornton was “a commoner” with no social standing, which proved to be an obstacle to marriage.

Lord Montagu and Thornton continued their affair even after the former succumbed to family pressure

and married a woman “worthy” of his money and status.

But when Montagu commissioned his friend Sykes to sculpt a personal mascot for the bonnet of his Rolls-Royce Silver Ghost, Sykes chose Thornton as his model.

The original “Flying Lady” was a figurine of a woman in fluttering robes and pressing a finger against her lips, symbolizing the secrets of Thornton and Lord Montagu’s love.

A Star is Born

Gottlieb Daimler probably rolled over in his grave during the mid-

1980s when a rap inspired fashion trend led to thousands of Mercedes-Benz automobiles being stripped of their hood ornaments by vandalizing thieves.

The symbolic Mercedes star so long associated with wealth and prestige was then turned into a piece of jewelry worn on gold chains around the necks of rappers with stage names like Run DMC and Kurtis Blow.

The origin of the “three-point star” traces its roots back to the late 1880s when Daimler had been technical director of the Deutz gas engine factory.

According to company records,

—*cont'd on p. 7*

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The Hood Ornament — *cont'd from p. 6*

Daimler often rendered the image of a star on postcards to friends and had even once written to his wife that this star would one day shine over his own factory as a symbol of prosperity.

As early as 1910, both a three-pointed and a four-pointed star were registered trademarks of Daimler's fledgling company.

Although both designs were legally protected, only the three-pointed star was used after it was determined to best symbolize Daimler's original ambition of universal motorization "on land, on water and in the air".

Brotherly Love

On June 8, 1916, Rembrandt Bugatti, a gifted wildlife sculptor and younger brother of Italian auto maker Ettore Bugatti, committed suicide at the age of 31.

An eccentric artist known around Paris for climbing into the cages of animals at the Antwerp Zoo, Rembrandt Bugatti suffered financial troubles and chronic bouts of depression.

Struggling financially and suffering from depression as a result of the horrors witnessed in his time as a paramedic aid at the Red Cross Military Hospital dur-

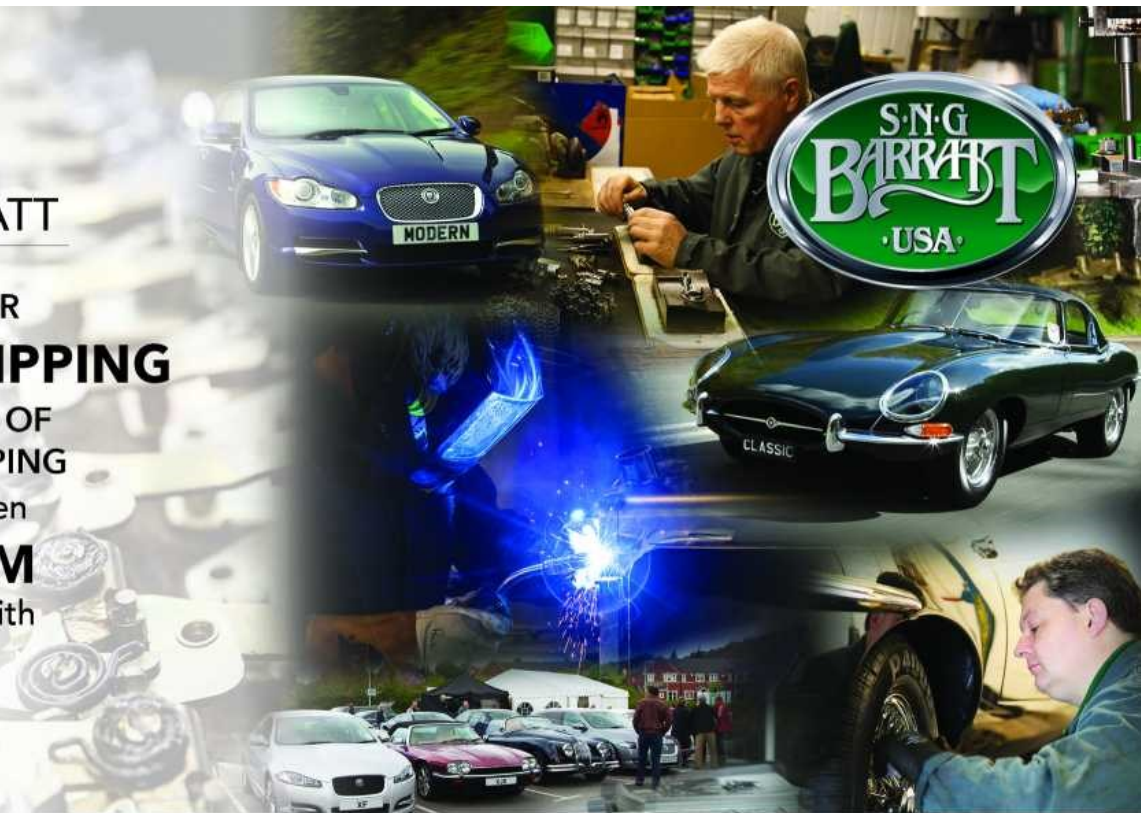
ing World War I, Rembrandt found himself pushed over the edge.

When he was found, sealed in his apartment with the gas turned on, the once gifted artist whose outstanding animal sculptures can be found in museums all over the world was reportedly clutching a bouquet of violets.

When older brother Ettore went on to produce the famed Bugatti Royale sports cars, each carried a replica of Rembrandt's most famous sculpture on the hood—a dancing silver elephant—commonly regarded as the most sought after hood ornament in the world.


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Event Calendar

Wednesday, February 12 6pm
 Social Dinner and Planning Meeting
 See story on [p. 1](#)

Classified Ads

For sale: Jaguar wheels and tires

1) 4 XK120/140 54 spoke wire wheels with original "Made in England" stamping in internal valleys mounted with Dunlop bias ply tires. Painted grey/green, no rust, one missing one spoke. \$200 for the set.

2) 4 15 inch steel wheels suitable for Mark I sedan with snow tires and hubcaps. \$100.

3) 5 chrome Dayton 15 in wire wheels suitable for XJ6 with tires, plus 6th wheel for parts. \$500.

Roland Held, 801-745-1188

1992 Jaguar Sovereign, 23000 miles, white with tan interior. Absolutely like showroom new. Kathy Reed, 208-521-9824.

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—*Burma Shave, 1955*
