

Under The Bonnet

Newsletter of the

**Wasatch Mountain Jaguar
Register**

April 2015



WMJR Web Site:

www.WMJR.org

WMJR News Group: <https://groups.google.com/forum/#!forum/wmjr>

Cat Dance Film Festival 2015 Saturday March 21

Once again WMJR film lovers gathered to screen car films at the beautiful and congenial home of Barry Hanover and Allison Richards.

This year we changed the format a bit to view the Utes basketball team as they whipped Georgetown thereby entering the NCAA Sweet 16, as well as peeks at the Utah women's gymnastics squad as they won the Pac12 championship.

Given these competing attractions host Barry was ever resourceful and set us up to view shorter films on YouTube, including a wonderful historic tour of the Browns Lane factory, and promotional material on



various Jaguar models including the E-type and Mark II saloon.

All in all it was a somewhat

impromptu but still very enjoyable event, aided as always by the wonderful potluck contributions.

Attending were Bud and Betty Merritt, Ken Borg, John and Liz Green, Dan Schweikert, Jim and Hermione Klekas, J and Kay Jennings, Marvin and Connie May, and Barbara McQuaid.

Also Mike, Susan and Tess Cady, Steve Miller and Mary Rook, hosts Barry Hanover, Allison Richards and Marcel, Jerry Gill and Your Obedient Scribe, Gary

Lindstrom.

As always, apologies to those we may have overlooked.

Paparozzi Shots From Catdance 2015



Dust Off Drive And Lunch Saturday April 25
[Silver Fork Lodge](#), Brighton



Our first outdoor event for the year will be a short drive up Big Cottonwood Canyon to lunch at the every friendly and tasty Silver Fork Lodge near Brighton.

Since some of us and our cars are still emerging from winter hibernation we decided not to combine this with a lengthy tour before, saving that for a nice run next month — see the May news-

letter for details.

Jim and Hermione Klekas are kindly organizing this event, and sure to appear in one of the spectacular cars (how will they pick?!?).

Since this is a popular venue Hermione would like to make a reservation a few days before, so please RSVP between Monday April 20 and Wednesday April 22,

at 801-582-7777.

Although you can drive directly to Silver Fork if you wish, it will be more fun for us to meet at the Walmart (ex K-Mart) lot at the mouth of Parley's Canyon at 11am for an 11:15am departure. Look for us on the east end of the parking lot.

Should be a fun time!

Bucket List Deletion

Showing A Car At The Amelia Island Concours

—Gary Lindstrom

Everyone has heard of the famed Pebble Beach Concours each August, but fewer are as familiar with the East Coast event that rivals it - the Amelia Island Concours in March.

I had hoped to bring my 1958 Aston Martin DB Mark III to last year's event, but its "freshening" took longer than planned, so I attended as a spectator. That experience strengthened my resolve to show the car this year--in fact the goal attained bucket list status for me.

The Amelia Island Concours was conceived 20 years ago by a wonderful gent named Bill Warner. The venue is the Ritz Carlton Hotel and Golf Course just south of the historic town Fernandina Beach in the north-east corner of Florida.

Bill is still overseeing his creation, which continues to grow in scope and stature. Basically Bill runs the show with the help of lots of volunteers; he selects the cars (and recruits them - more on this later), lines up the judges, picks the honoree each year, and generally makes it all happen. The beneficiaries of this non-profit event are about a half dozen worthy and diverse charities in the Jacksonville area, including Community Hospice of Northeast Florida, Spina Bifida of Jacksonville, the Navy-Marine Corps Relief Society, Shop with Cops, and Micah's Place, a domestic violence shelter. Over \$2.5 million has been donated to

these terrific causes over the years.

You will note the Jacksonville Jaguar NFL team is not included, though Lord knows they need help.

Anyhow when I applied back in July I figured there would be plenty of time to get the Aston ready for



the show. After all, I had gotten all its mechanics working, replaced the windscreen along with a partial repaint of the surrounding area, and renewed the ratty headliner. Wrong!

The trouble all began when I removed the bonnet to strip the ugly undercoating which must have been applied with a fire hose. This was a very unpleasant job even on a purpose made dolly, involving bending over it in my driveway on hot summer days using noxious chemicals. Ugh.

Finally I got it sufficiently stripped to deliver to my body and paint man Mike Lundquist, who immediately

condemned much of the internal structure and all of the front valence (the curved front lip below the bumper).

We cut away all the metal below the bumper mounts and Mike went to work fabbing a new valence from sheet aluminum. This involved pattern making, cutting three pieces, shaping each of them, cutting correct vent holes (four) and scoops, trial fitting them repeatedly, heliarc welding into position, and prepping for paint. Mike used no tools other than shears, a sandbag, and a soft mallet. Amazing.

Meanwhile Dale Hancock was redoing the seats,

carpets, and rear deck, and I was installing a new wiring harness and refitting the dash.

When was it "done"? Given that I was trailering it across country and needed to be there Thursday March 12 I had to leave Sunday March 8. I had given the "team" a drop dead time of 8am, but in the end I left at 2:30pm -- prying the car out of their "cold, dead [not really] fingers", a la Clint Eastwood.

Obviously there was no time for a road test, or even bleeding the brakes -- which came back to haunt me as will be explained later.

—cont'd on [p. 5](#)

Amelia Island —*cont'd from p. 4*

I've driven across country single-handed several times with my truck and car hauler trailer, and enjoy it, except for rush hour in big cities (notably Atlanta). This time I had the good fortune going out to have the company, driving help, able hands, and wisdom of my good friend and fellow BMCU member Steve Miller, owner of a lovely TR-250.

Time went fast as we covered 2,200 miles to our destination: I-80 east to Lincoln NE then southeast through Kansas City, St. Louis, Nashville, Chattanooga, Atlanta, and Savannah. We even made up for the late departure and arrived on schedule at the staging area. This was spacious and convenient to the show field, though the area soon turned mucky after intermittent light rain. On departure day it was great fun watching the trucks of famous name transport companies wallow in the mud and tow each other to higher ground.

The first event of the weekend for us was the Eight Flags Tour on Friday, a fifty or so mile parade trip around the island. Besides being great fun, participation had the bonus of allegedly being a "tie breaker" in concours judging. There was an incredible sampling of Concours cars on the run -- my favorite was a 1937 Alvis Speed.

This year Sir Stirling Moss OBE (aged 85) was honoree along with Lady Susie Moss, and I managed to get a photo of me with him at one of the tour stops. Side note: this was the 60th anniversary of his Mille Miglia run when he did 1000 miles in 10 hours in Mercedes number 722,

which was also present.

On the final leg of the tour I turned the keys over to Steve and then the fun began. Cruising along the car started to sputter and then died with



fuel pump chatter - clearly a petrol feed problem. (Remember the deferred road test?)

I quickly diagnosed the problem as a leaky fuel line joint which I had previously "fixed", and called the tow service recommended by the Concours. Billy Bob of First Coast Towing quickly appeared and we got a high level flat bed escort back to the staging area. There I doused the joint with aviation Permatex, added fuel, and the problem was gone -- for now.

Saturday we amused ourselves by attending the "Car Guys of TV"

seminar where the likes of Wayne Carini, Barry Maguiar, Ray Everham and others amused us with tales of bloopers, bungled trips, and pilot show proposals, most of which seemed to involve Billy Bob and a bloodhound.

One of the signs of Amelia's growing importance is the number and quality of auctions that weekend, including Gooding, Bonhams, RM (now affiliated with Sotheby's), and the newcomer Hollywood Wheels. At RM an Aston like mine sold for big money, a very reassuring sign.

The Ritz Carlton was a beehive of activity that weekend - so bad you often can't move in its large and elegant lobby. Celebrities abounded; on one of our coffee stops we saw Leigh Keno of Antiques Road Show (now vetting collector cars as well as Chippendale furniture) talking into two cell phones while balancing a latte.

Out front you could sign up for test drives of the Jaguar F-type (there, I've provided the mandatory Jaguar content), Porsches, and particularly dazzling to me, the new Alfa Romeo 4C Spider, which is simply stunning. I didn't sign up for any of these since my Dun & Bradstreet rating is a bit scanty these days.

Finally on Sunday was the big event: the Concours, taking up all of the first and eighteenth fairways. We had placed our car on Saturday afternoon to avoid the Sunday morning rush - a very good idea. We covered car, but the mist and dew were heavy overnight and it took us a long time to squeegee off and finish prepping the car the next morning.

Oh, did I mention the big problem with the car? A few weeks before

—*cont'd on p. 6*

Amelia Island —cont'd from [p. 5](#)

the event I had lifted it one notch too high on the four post lift in my rental garage and cracked the paint on the car roof. Sigh. Mike Lundquist did a great job minimizing the damage, but it was clearly evident to the judges and spectators. I applied for the Hard Luck Award but lost to a chap who had his Porsche gearbox ruined by his transport company. I guess my category was Stupidity, not Hard Luck.

The judging was "French" (a ridiculous attribution, like "French" dressing), meaning based on overall external and internal appeal without lifting bonnet or boot. There were twelve cars in my class, Sports Cars 1955-1959; Best in Class was a fabulous 1956 Maserati A6G/2000 Zagato. A 1959 Porsche Carrera was runner up.

As mentioned before, every year Bill Warner dreams up some unusual classes and recruits cars accordingly. Last year it was Beach Cars and Zagato Bodied Sports




Cars; this year it was Cars of the Cowboys and Forgotten Fiberglass - kit cars from the 1960s, e.g. Devlins. These were special treats, though Roy Rogers' car was corralled not far from mine and its cow bell horn was sounded about every 10 minutes.

—cont'd on [p. 7](#)

**THE
AMELIA ISLAND
CONCOURS
d'ELEGANCE**



**1958 ASTON MARTIN
GARY LINDSTROM**



**DB MARK III SALOON
SALT LAKE CITY, UT**

With only 551 of this model manufactured it is renowned for introducing the now iconic Aston Martin grille shape, echoed in the instrument binnacle as penned by famed designer Tarek Marek. This car is particularly rare as one of 47 with the DBD triple-SU high performance engine producing 180 hp rather than the base 162 hp, left-hand drive and kilometer gauges. Factory extras include a Laycock de Normanville overdrive, twin exhausts, chrome wire road wheels and a wood trimmed steering wheel. Factory records indicate this was M. Patthey's personal car, at least initially. He was a Swiss Aston Martin importer in Neuchatel who imported 98 Astons throughout his career. He imported the Bristol, AC (including Cobra) and Alvis marques as well as Aston Martin. He raced many of these and finished second in the 2-Liter category at the 1958 24 Hours of Le Mans in an AC Bristol.

People's Choice Number
115



Amelia Island —cont'd from [p. 6](#)

By late morning the weather cleared off nicely and the crowd was huge - at \$100 a head admission, if you please. I got a chance to renew acquaintances with some old friends from my Pittsburgh days I hadn't seen for decades, and spend some time with my sister Janice who motored down for the day from Hilton Head Island, SC.

And oh yes, about that fuel problem. After the bug bit again in the mass exodus from the show field, I finally realized that the problem was. The Aston has an ingenious (devilish?) reserve fuel system where a dashboard switch engages a deeper fuel pickup. Of course I hadn't had time to wire that up, so eventually the pumps were sucking air rather than the bottom 1/3



of the tank.

The single-handed trip home went well until just east of Cheyenne, when a trailer tire disintegrated. The result was a snarl of steel tire cord around the trailer axle that looked like a pasta dish from Lidia's kitchen. I got that fixed OK but discovered the episode had created an intermittent trailer brake short, requiring periodic fuse replacements for reactivation.







This has now been remedied, but if you saw a Dodge Ram one ton pick up with an 8x20 foot enclosed trailer creeping down Parley's Summit late on March 19th, it was me.

I have a reservation at Lundquist's to redo the roof paint, which *certainly* will be done by British Field Day in June. Right...



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Bulldozers Move In On Earls Court Leaving Legacy Of Weird And Wonderful Exhibitions

The Independent Sunday 29 March 2015

Editor's note: *Earls Court was the site of the famous 1948 car show where the XK120 was unveiled.*

It has housed the world's largest water chute, welcomed the Empire of India Exhibition and hosted the most disastrous concert of David Bowie's career.

Now the bulldozers are set to move in on Earls Court as the famous exhibition centre is destroyed to make way for a controversial £8bn redevelopment which will replace the West London entertainment hub with luxury flats.

Tomorrow's concert by indie band

Bombay Bicycle Club will be the last time that the cavernous 42,000 square metre main hall will host a packed audience of rock fans.

Under the scheme backed by Mayor Boris Johnson, which local residents fear will tear the heart out of a bustling community, Earls Court will be transformed into a 77-acre "super village", designed by architect Sir Terry Farrell, offering 7,500 new homes, offices and shops.

David Bowie played Earls Court during his Ziggy Stardust tour of 1973 – though the gig did not end well David Bowie played Earls Court during his

Ziggy Stardust tour of 1973 – though the gig did not end well Penthouses with floor-to-ceiling glass and roof terraces are already being sold with prices beginning at

Show, The Royal Tournament and the Olympics," the Earl's Court Area Action Group said.

Originally opened in 1887 and rebuilt in 1937, Earls Court welcomes 1.5m visitors each year, who contribute £258m to the economy of the Royal Borough of Kensington & Chelsea and the Borough of Hammersmith & Fulham.

Whilst purpose-built halls such as the O2 Arena and the ExCeL Exhibition Centre have lured the music fans and car and boat enthusiasts

who would once gather at Earls Court, the venue has a history of hosting weird and wonderful events which may never be repeated.

Entrepreneur John Robinson Whitley first introduced an amusement park to the wasteland between two train stations, staging Buffalo Bill's Wild West Show and erecting a giant 300ft wheel in 1895, a precursor to the London Eye. The Great Wheel helped bring visitors to the accompanying Empire of India Exhibition.

The wheel was followed by the 70ft



£1.5m. A public library, a new high street and a park are also promised under the plans, which have roused a "Save Earls Court" petition.

None of the new amenities promised will replace the Art Deco centre which, economically and culturally, defines the area, the Save Earls Court campaign argues.

"At a stroke, we will lose a unique facility that has hosted concerts from the Stones, Bowie, Madonna and Michael Jackson via George Michael and Pink Floyd to opera on an epic-scale and popular consumer shows such as The Ideal Home

—cont'd on [p. 9](#)

Demise of Earls Court—*cont'd. from p. 8*

water chute constructed by Captain Paul Boyton, who flooded the arena in 1893. The ride was considered to be the biggest of its kind on either side of the Atlantic.

New owner J Calvin Brown's plan to stage a reconstruction of the Derby two minutes after the race's completion on a 100-yard mechanical horse track in 1911 sadly never came to fruition and had to be replaced by a herd of performing elephants.

With its Motor, Boat and Ideal Home exhibitions, Earls Court gave aspirant postwar consumers a design for future living.

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Victoria's Secret models walk the runway at the annual Victoria's Secret fashion show at Earls Court in London Victoria's Secret models walk the runway at Earls Court in London.

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—*cont'd on p. 10*

Demise of Earls Court—*cont'd. from p. 9*

Michael Jackson performs in Earls Court at the World Music Awards in 2006. Michael Jackson performs in Earls Court at the World Music Awards in 2006. The Daily Mail Boys' and Girls' exhibition, which opened in December 1962, feature a model of a Telstar satellite and aimed to satisfy its youthful audience's interest in sports, technology, cars, pop music and fashion. Celebrities made appearances to view the largest model railway in the world.



Advances in amplification made Earls Court a natural venue for the new breed of 70s arena rock stars. Led Zepelin, Pink Floyd, Elton John and Queen played huge concerts but not every show went to plan.



David Bowie was forced to quit the stage during a 1973 Ziggy Stardust concert described as a "fiasco" by NME. Fans were trampled in a stampede to see the poorly-positioned stage and the sound was rotten throughout.

ended in tragedy when a temporary stand seating 1,200 people collapsed, injuring 90 people. A furi-

ous David Gilmour, the Pink Floyd leader, said fans could have been killed. Floyd and Bowie declined to pay tribute to Earls Court, which continued to attract artists including Arctic Monkeys and Arcade Fire.

A Pink Floyd concert in 1994 almost

The 17,000 square metre Earls

Court Two, constructed in 1991 at a cost of £100m due to a need to increase space, marked the venue's peak.

The Brit Awards, held there during the music industry's peak years from 2000 to 2010, and producing some of longest toilet cubicle queues ever, upped sticks to the O2 Arena, signifying a shift to East London's glitzy new venue.

A 1948 Olympic venue for boxing, gymnastics, weightlifting and wrestling, the successful return of the games in 2012 for volleyball provided an Indian summer for Earls Court which was in the process of being parcelled up to developers Capital and Counties.

The company's "masterplan" of "four urban villages and a high street" promises "1,500 affordable homes, improvements to streets and public realm and the creation of 27 acres of green space including garden squares and communal gardens", creating 10,000 new jobs.

The mooted new community facilities include a leisure centre. Whether it will ever be immortalised in song, like Half Man Half Biscuit's "Took problem Chimp to Ideal Home Show", or match Earls Court's storied history from Buffalo Bill to the Brits, is another matter.

For Sale



XJ8 Jaguar with 92,426 miles. 8 cylinder automatic. British Racing Green with a few dings, but overall body in good shape. Tan interior in pretty good shape. Has a new radiator and cooling fans. Price reduced to \$1,500. Owner's name is Alisa; contact via Leonard Thomas at 801-230-5898.

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Basic Garage Safety: Steps For Protecting Your Classic Car Before Disaster Strikes

—Jonathan A. Stein, [Classic Showcase Spring 2015 Newsletter](#)

Although hurricanes and floods can bring different hazards, some of the basic precautions are the same. For starters, it's a good idea to make sure your garage is in good shape. Are the roof and siding sound, are the windows fully glazed and well caulked, and are the gutters and roof free of debris?

While you're checking, be sure to trim shrubbery or branches and tree limbs that overhang the garage or could brush against the building in a high wind. Not only will your garage and home be safer, it will look better.

Also make sure that any outside doors have deadbolts, which protect against intruders and keep high winds or flying objects from knocking doors open. As an extra precaution, make sure your house number can be easily seen from the street to ensure that emergency help can find you quickly.

If your garage is like most, in addition to your collector car, you probably have a lawnmower, tools, cleaning supplies and all kinds of lawn implements. All of these things can cause damage if they get loose due to high winds

or a flood. But it's relatively easy to reduce the risk:

- Store rakes, shovels and other hanging tools in cabinets and secure them with hooks. If cabinets aren't feasible,



secure tools to their wall hooks with small bungee cords or rubber straps.

- Cover your car when it's being stored to help protect it from flying debris.
- If you store your car elevated, be sure to support it on sturdy jack stands under the suspension, which should always be under tension. Never use concrete or cinder blocks.
- For long-term storage, always disconnect the battery. Also, if you know a storm is coming, be sure to pick up

from the ground any battery tenders and extension cords to keep them out of floodwaters.

- Secure heavy objects, such as drills or toolboxes and appliances, with safety straps.
- Install safety latches (like childproof ones) in cabinet doors and drawers to prevent them from opening and spilling their contents.

- Fasten ceiling lights and other hanging equipment to supports by using safety cables.

- For framed pictures, car signs and neon signs, use long-shanked, open-eye hooks and picture wire to fasten

them to walls. Make sure the hooks are anchored into the walls with studs. You can also try closed-eye hooks and securely screw them into the back of the frame.

- Install flexible gas lines and automatic gas shutoff valves (if your garage is heated).

Keep a multipurpose, dry-chemical fire extinguisher in your garage. Even if disaster never strikes, following these tips may contribute to a garage that has less clutter and an environment in which your classic car is generally safer.



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Event Calendar

Saturday April 25
Drive and Brunch
At Silver Fork Lodge, Brighton
See story on [p. 3](#)

May
Dust off drive

Saturday June 20
British Field Day

Thursday July 2
Eaglewood Festival of Speed

August
BBQ at Borg Family Cabin, Midway

Saturday August 15
Classic Car Show Park City
With Bonneville Austin Healey Club

September 17-20
JCNA Challenge Championship
Elkhart Lake, WI

September
Drive

October
Hallowe'en Party

December
Christmas Party

If Daisies
Are Your Favorite Flower
Keep Pushin' Up Those
Miles-Per-Hour

—*Burma Shave, 1959*

Interested In A Nifty WMJR Grille Badge?

Our Esteemed President Jerry Gill would like to know if there is enough interest in a WMJR grille badge to put in an order.

These were last done 20 or more years ago and were very popular. In fact you have probably seen some on the cars of long time members.

If you are interested please contact Jerry at 801-272-7274 or camberley2000@hotmail.com

