

Under The Bonnet

Newsletter of the

**Wasatch Mountain Jaguar
Register**

January 2015



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Do You Think You've Had A Bad Day? Consider Jaguar's Latest Car Shipment

[Daily Mail Feb 9, 2015](#)

Salvage workers today boarded a car carrier deliberately stranded on a sandbank in an attempt to stabilise it before the arrival of 50mph winds.

The Hoegh Osaka, which has at least £35million of cars on board including Jaguars and Land Rovers, was deliberately grounded on Saturday night.

The ship is currently located on the Bramble Bank in the Solent between Southampton and the Isle of Wight, having sailed from the Hampshire port.

The vessel began to list as it left the port, forcing the captain and pilot to beach it on the sandbank to prevent it turning over into the sea.

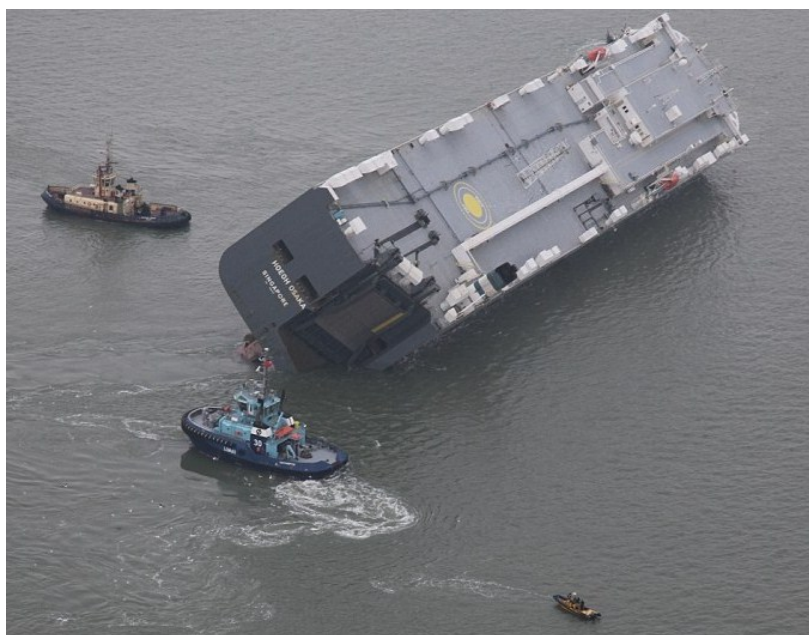
It prompted a major rescue operation as the 24 crew members and a pilot had to be taken to safety by coastguard helicopter and RNLI lifeboats.

Two people suffered non-life threatening injuries and were taken to hospital. Now, the 52,000-tonne ship registered in Singapore is listing at 45 degrees.

And salvors now want to ensure the ship will be as stable as possible to survive the

50mph winds forecast locally by the Met Office on Wednesday.

The salvage operation could take weeks, while an exclusion zone has



been set up to prevent small vessels interfering with the tugs and other shipping.

Salvage company Svitzer has been appointed to lead the operation to re-float the ship.

A Marine and Coastguard Agency (MCA) spokesman said experts from Svitzer had gone on board to begin an

inspection of the vessel.

He said: 'The car carrier Hoegh Osaka remains grounded on the Bramble Bank in the Solent. Salvors from Svitzer have today boarded the vessel.

'There remains no reported pollution from the vessel which rests listing at 45 degrees.

'The Maritime and Coastguard Agency's Counter Pollution Team will continue to monitor the vessel which is currently assessed as being stable.

'Salvage plans are being developed by Svitzer and will be

reviewed by the Secretary of State's Representative for Maritime Salvage & Intervention (SOSREP).

'For safety reasons there is a 200-metre exclusion zone around the grounded vessel and a one mile and 2,000ft air exclusion zone.

Jaguar Car Ferry Aground—*cont'd from p. 1*

'There is no impact on vessels transiting the Solent as the vessel is not within a shipping channel.'

Simon Boxall, oceanographer at the University of Southampton's National Oceanography Centre, said a close inspection would have to be carried out to establish whether the ship had been damaged and whether the cargo of cars had shifted inside.

This would help to establish whether the ship was capable of being refloated.

He said: 'The key thing is take things gently. There were reports of trying to refloat it yesterday but they weren't planning to.'

'The reason is they want to know if the structure is still together. They don't want to just drag it off and it splits in two, causing the major disaster that they have so far avoided.'

'They need to make sure it is capable of floating first and establish the best time and best way of doing this.'

An investigation has now been launched and Southampton port director, Nick Ridehalgh, from Associated British Ports, said that it was possible that human error could be behind the incident which sparked a major search and rescue operation.

'There could be an element of human error. We won't know until the investigation is complete. There was potential if the action hadn't happened for the vessel to capsize,' he said.

A spokesman for ABP said: 'It is well established that these things can arise from human error.'

'Not just the steering, it could be mechanical, human error or a combination of the two. But no one knows until the investigation is complete.'

All 25 crew members were rescued from the ship by the RNLI and coast-guard and two were taken to hospital with minor injuries, including one who

suffered a broken leg.

The ship is carrying 65 MINIs and a Rolls-Royce Wraith worth £200,000. Professor Boxall said: 'Of course it could be down to human error, that is always possible.'

'The first question is, why was the ship listing so severely, that is not normal. It could be that the cargo had shifted and it was not loaded correctly.'

'It is possible that the wrong tank may have been refuelled. It could be a human or a mechanical error, but we will have to wait until the result of the investigation.'

Captain John Noble, a marine salvage expert from Southampton, said something 'clearly went wrong' just 45 minutes after leaving Southampton.

He said: 'This is a matter which will be closely investigated because something clearly went wrong very quickly after she left the berth.'

'That required drastic action to save the crew and the ship so it is unique from that point of view.'

'The pilot would have had close

knowledge of the water, so when the situation deteriorated, he would have had very good knowledge of the Bramble Bank, where it was advised to be the best place to beach the ship.

'I have never seen anything quite like this. They (salvage operations) are all quite different, but this one is more different from usual. It could well be there for a month.'

Ingar Skiaker, the chief executive officer of Hoegh Autoliners, which own the vessel, praised the 'great skill and seamanship' of the pilot and master, who took the decision to steer the ship into Bramble Bank.

'Our vessel developed a severe list shortly after she left port and the pilot and the master took the decision to save the vessel and its crew by grounding her on the bank,' he said.

'This showed great skill and seamanship on behalf of our crew when faced with such challenging circumstances.'

'At this stage it is too early to speculate on the cause of the list but we are starting an immediate investigation.'

'Right now we have serious work ahead of us in order to free the vessel from the Bramble Bank without disrupting the flow of traffic in and out of the Port of Southampton.'

'An investigation is ongoing as to what occurred last night and that is being conducted by the MAIB (Marine Accident Investigation Branch).'

He confirmed 'no oil or other substances' had leaked from the vessel and when asked whether there were too many vehicles on board, he replied: 'No, the vessel was only one-third full.'

Svitzer will spend the next few days going on board the ship to establish if the cargo, which also includes 70 to 80 pieces of construction equipment, had shifted.

WHAT'S IN THE HOEGH OSAKA?

The 52,000-tonne cargo ship is carrying
1,400 luxury cars, including:
1,200 Jaguars and Land Rovers
65 MINIs
Rolls-Royce Wraith worth £20,000
105 JCB earth moving machines

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Norman Dewis OBE

From *The Telegraph*
www.telegraph.co.uk

By Andrew English 31 Dec 2014

There will be those who'll say under their breath that it's not before time, but the celebrations over Norman Dewis's OBE, announced in the New Year Honours list, will drown out the perhaps understandable grumps.

This pint-sized, 94-year old former test driver for Jaguar helped develop one of the greatest-ever

developments in automotive braking, the disc brake, which has probably saved tens of thou-



sands of lives over the years.

In his 33 year career with the



Coventry car maker, he was also a key part of the team which developed and raced the three-times Le Mans winning D-Type sports racing car; is a member of the last surviving all-British Mille Miglia crew; and helped develop some of the world's most important sports cars and saloons in the world including the E-type and the XJ saloon.

"Oh I'm delighted," said Dewis today. "It was a big surprise and I'm very honoured to receive it. It's a very personal thing and I feel it's a bonus."



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Norman Dewis OBE—*cont'd from p. 4*

Many folk including Ralph Speth, Jaguar Land Rover's chief executive and Telegraph Cars have called for Dewis to be honoured, and staff at JLR including Speth are overjoyed at the decision to make him an Officer of the Most Excellent Order of the British Empire. Perhaps it's the doubtless coincidental fact that this is Jaguar's 80th celebration year that has spurred the honour, perhaps not, but it's long overdue, particularly when you consider the risks he ran when developing the disc brake.

"They'd been fitted to a XK120, and were terrible things, burning out, boiling the fluid," Dewis told

Telegraph Cars in February 2014. "I was asked to help out and said we needed to fit them to the fastest car we made, the C-type."

This was January 1952; prototype C-type 001 was duly converted, and the small team of Dunlop and Jaguar engineers was set up, testing in secret at a former RAF aerodrome at Perton near Wolverhampton.

"Oh yes, it was dangerous," says Dewis quietly. "Sometimes I'd be driving at 130mph and there'd be no brakes. The pedal would sink to the floor and I have to take to the grass."

Dewis reckons the honour has

been awarded for his entire career, however, not just the disc brake.

"It's probably for the overall experience," he said, "for all the time I've been at Jaguar. You need to remember just how advanced some of the cars we were working on were. The D-Type was the first car with no chassis, so it was really new technology, and two years later the E-type was the first road-car application of that. It wasn't until two years after that Formula One picked up the same technology."

So congratulations Norman. We're sure there isn't a motoring enthusiast who won't be raising a glass to you this New Year's Eve.

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“You’re Invited”
Jaguar Associate Group (JAG)
60th Anniversary Celebration
June 26th thru 28th 2015
San Francisco Bay Area

Events

- 1. Opening Cocktail Party / Blackhawk Museum in Danville, Ca.
Friday June 26th, 6 P.M. to 9 P.M.**
- 2. Technical Session / Bacchus Motors -- Or Shopping Trip
Saturday – June 27th 9 A.M. to 11 A.M.**
- 3. Show & Shine Car Show/ People’s Choice --- at Doubletree Hotel
Saturday - June, 27th 1 P.M. to 4 P.M.**
- 4. Awards Banquet Dinner at Doubletree Hotel
Saturday - June, 27th 6 P.M. to 12 P.M.**
- 5. Back Roads Drive to local winery / Lunch
Sunday - June, 28th 9:30 A.M. to 2:30 P.M.**

For signup sheet contact Richard Halk at richardhalk@yahoo.com signup by February 28th and save 35% or from March 1st and save 15% Come join the fun in sunny California!!!!

Hotel Accommodations: Doubletree by Hilton, 7050 Johnson Drive, Pleasanton, Ca. Call 925-463-8000 and ask for the Jaguar Associate Group special rate of \$99.00 per night (plus tax) available until June 4th, 2015

Pre or Post Celebration Tours

Would you like to discover a bit of California before or after your Jaguar anniversary celebration?

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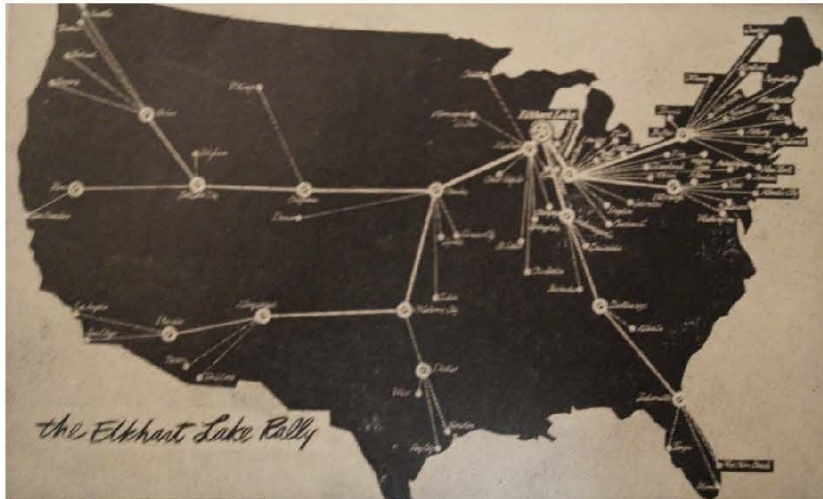
HISTORY REPEATS ITSELF

The birth of sports car racing was spawned from the GI's return from WWII. While in Europe they were exposed to light weight sporty cars that just didn't exist in the United States. So when they got home they started to import them. In just a few years the Sports Car Club of America was formed and racing began.

It would only seem logical that given the population centers of the east coast and west coast that you would find strong racing interests in those areas. So how did a little village in southeastern Wisconsin become an international race destination? Elkhart Lake was a tourist destination with many people throughout the Midwest arriving by train. After WWII tourism was down. The Chicago region SCCA was looking for a place to run a race on public roads. After a lot of searching they thought the area around Elkhart Lake would work well. Two of those SCCA people were, Fred Wacker and Jim Kimberly, high profile businessmen who knew how to get things done. They went to local business owners in the area and pitched the idea of a race. Everyone was on board and hoped to revive the tourism industry. The first race was July 23rd 1950. The first race was very much a Chicago region event. There were five races. The cars were divided into over and under 1500 cc. There were races for novice and experienced drivers. The event was a success with over 5,000 spectators.

The 1951 race was heavily promoted by SCCA throughout the U.S. The race track course was enlarged to 6.5 miles from the 1950 track which was 3.5 miles long. The event was now two days long with a concours, rally and street dance on Saturday and races on Sunday.

The rally started from different locations throughout the U.S.



Check points were set up and more points were awarded for a greater distance from Elkhart Lake. The overall winner was Morgan Sinclair who drove his Allard from Santa Monica California, a total driving distance of 2,241 miles at 41 miles per hour. Second place went to R.H. Riecken who drove his Ford from Cambridge Massachusetts. He drove 1,195 miles at 39 mph. The third place went to Paul Dillion from Babylon New York. He drove his MG-TD 994 miles at 35 mph. At this time there was not a network of interstate highways to make life easy. There certainly was not an Allard or MG dealer in every town. It was

quite an adventure. The races brought in 98 entrants for 1951. Like the rally cars most of the race cars were driven to Elkhart Lake, raced, and driven home. There were three scheduled races. The first race was for novices. The race was won by Roger Wing from Bethesda Maryland driving an XK120 Jaguar. Maybe after driving that far to get to the event he should not have been considered a novice. Second place went to Frank Bott driving Dave Garrowsays Jaguar SS-100. The second race was to be a ladies race. Bad weather was coming in so they cancelled that race to make time for the main feature. The feature race was 30 laps. The race was won by John Fitch driving a Cunningham. This car was driven from Florida to Elkhart Lake. Michael Graham driving an Allard came in second. The "Silverstone" Jaguars finished third and fourth. These were actually the factory LTW2 and LTW3. These cars were built in case the C-types were not ready for LeMans. They actually came in first and second in their class. Phil Hill beat out Jorge Malbrand, from Argentina, for the top Jaguar. The 1951 event brought an estimated 50,000 spectators.



The promoters built on the success of 1951 to make the 1952 event even bigger. The event became three days in length. It was now called the Elkhart Lake International Road Race and Monte Carlo Rally. The competition of the rally and concours was held on Friday. The overall winner of the rally was Dorothy Dickinson driving an MG-TC from Long Beach California. She truly deserved that win. The second place award for "Best Performance by a car under 1500cc's" went to a team of ladies from Los Angeles California, driving an MG-TD.

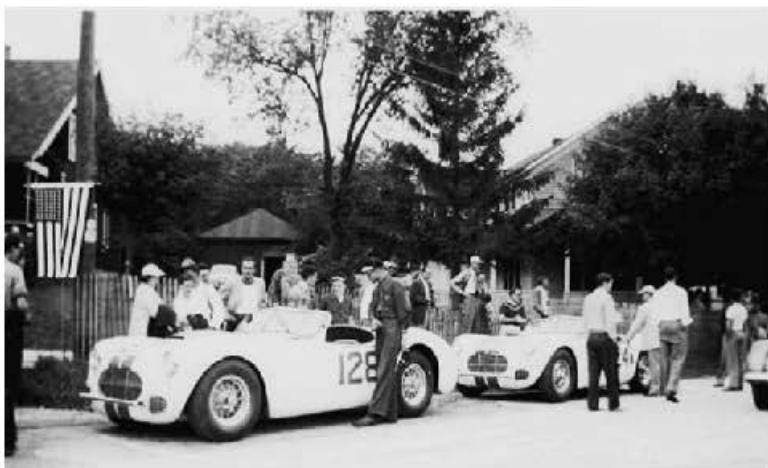
Saturday was the Sheldon Cup race. This feature race was for cars of 1950 cc to 4000 cc. It was Phil Hill who drove the Jaguar C-Type to a win. This would be the C-types first win in North America. Phil Walter drove a Ferrari to



second place. Third place went to George Weaver driving another C-Type. The Saturday concours saw winners such as a 1909 Hup mobile, 1919 Loco mobile and a 1928 Mercedes Benz Phaeton.

Sunday's first race was the Kimberly Cup. This was for cars under 1950cc. This race saw over 20 MG's enter. It was the Osca of Bill Spears that took the checkered flag. Second and third places were taken by Porsches. The big race for the day was the Elkhart Lake Cup. This race was open to all cars no matter the displacement. The race was 201.5 miles in length. Once again it was John Fitch in a Cunningham that won the race. This year it was an all Cunningham podium. Out

powered, the two Jaguar C-Types finished fourth and fifth.



The 1952 event was a huge success. The spectator count was estimated at over 100,000 people. The population of the Village of Elkhart Lake was less than 1000. For that weekend in September it was the center of the racing world. Due to safety concerns open road racing was banned and a new era of racing would begin, but not until 1955.

You may think that you missed your chance to experience those glory years. You would be wrong! The 2015 JCNA Challenge Championship will be Held September 16th – 20th 2015 in Elkhart Lake with many activities at the Road America race track. The Vintage

Sports Car Drivers Association is welcoming the Challenge Championship to the 30th Anniversary of the Elkhart Lake Vintage Festival, a nationally recognized vintage race festival that brings in almost 300 race teams.

Test your skills at the slalom on Thursday while racers are honing their own skills on the track. You will be able to prep your car for the Friday concours and watch the races at the same time. The concours will take place at one of the best viewing spots at the track. The rally will traverse the beautiful rolling hills of the Kettle Moraine. It will take place on Saturday morning. There has never been a Challenge Championship like this and there never will be again.

That should be enough to get you planning to attend. This event will offer much more. There will be lunch time touring on the track both Saturday and Sunday. Do you want a ride in a pace car for one of the races? How about a ride in a race car? Let us know. The 24th annual Road Course Reenactment will happen Saturday afternoon. This is a police escort of the original road course. This is open to all race cars and street cars. The reenactment will stop on Lake Street in the village. Lake Street was part of the original road course. The street will be shut down for a car show. As that show ends the Gather on the Green concours begins on the back lawn of the Osthoff Resort. This is an invitation only concours and you're invited. At the end of the concours is the VSCDA banquet. Sunday will be a full day of racing. The Jaguar feature race will be right after lunch. Before the main feature there will be a Jaguar parade lap for all street cars and also any race cars that are not racing. Two major events, one location, Road America, Elkhart Lake, Wisconsin!



Not Paid Your 2015 Dues?
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Just contact John Green, our Secretary / Treasurer
Contact information on [page 10](#)

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. Asking \$2,700...negotiable. Owner's name is Alisa; contact via Leonard Thomas at 801-230-5898.

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Event Calendar

Saturday March 21
Catdance Film Festival
Details in March issue

March 20-21
JCNA Annual General Meeting
Philadelphia, PA

April
Drive and brunch at Silver Fork Lodge,
Brighton

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

Passing Cars
When You Can't See
May Get You
A Glimpse
Of Eternity

—*Burma Shave, 1959*

