

A Chapter of the [Jaguar Clubs of North America](#)

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

July 2015



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## British Field Day Saturday June 20 Liberty Park Salt Lake City



It never fails that there is great weather, terrific cars and motorcycles, ample comradery, and new surprises at each year's British Field Day.

This year was no exception, with a great turn out of Jaguar including a kiddie E-type that was just adorable.

Particularly impressive was the line up of saloons, ranging from El Presidente's newly acquired 3.8S

to Joe and Judy Todd's trusty repowered Mark IX.

And as usual we picked up a few new members at the event, which makes it all the better.

Oh yes, full disclosure: one time years ago there was some rain, which cut down attendance but not enthusiasm of those on hand.

Attending were Duane and LeAnn Allred, Ken and JoAnn

Borg, Jerry Gill and Denise Cummins, Joe Todd, Steve Thomas, Lee and Judy Taylor, Bill and Betty Merritt, Adam Paulson, Jim Klekas, Jim Revel, Ryan and Joan Border, Price Jenkins, and your Obedient Scribe Gary Lindstrom.

As always, apologies to those we may have missed in the above list.

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*Scenes From  
British Field Day June 20*



## So, you're thinking about buying a Spitfire?

Read more at <https://grrc.goodwood.com/cool-stuff/aviation/youre-thinking-buying-spitfire#5jW2gedALxMefKLg.99>

With any number of highly collectible cars now commanding eight-figure sums (or heading that way), you've probably thought of acquiring your own piece of aviation history instead. Our brief enquiries suggest prices for the legendary Spitfire – in flying order, and surely the dream of every overgrown schoolboy of a certain age – appear relatively modest by comparison.

Turns out there's a reason, of course. Actually quite a few...

Still, fueled by our big idea and in the spirit of naive unbridled optimism, we popped down to our friends at Boulton Aviation (the guys who fly two Spits out of Goodwood) to find out what it takes to acquire and run a legendary World War 2 fighter.

### GRR EXCLUSIVE: THE PRE-OWNED SPITFIRE BUYER'S GUIDE:

#### £1.2M – £2.5M TO BUY

Yes, compared to the current cost of a number of classic sports and racing cars, acquiring a Spit can be done on a relatively modest budget. Around £1.2 million gets you a 'bitsa' (for want of a more elegant description) and you can pay more than double that for an original aircraft with battle history and which may have been flown by a celebrated war-time pilot.

#### £50K PER YEAR ROUTINE MAINTENANCE



Looking after the undercarriage, propeller, wiring, hinges, key stress points and so on is of course hugely expensive, certainly compared to a road car. Remember that a Mk IX Spitfire was designed for a total flying life of just 200 hours. So far this year, one of Boulton's has racked up 125 hours...

#### 'ONLY' ONE-THIRD THROTTLE AND 4.5G IS POSSIBLE

Naturally you wouldn't be looking to thrash your 75 year old fighter across the sky (come on, yes you would... Ed), but nevertheless

according to Boulton it's best not to stray beyond around one-third throttle on the mighty 27 litre Rolls Royce Merlin. Nor is it advisable to pull more than 4.5g whilst maneuvering; pull 5G and the aircraft has to undergo an expensive inspection.

#### 500 HOURS BETWEEN £120,000 ENGINE OVERHAULS

The Time Before Overhaul (TBO) on the Merlin used to be 250 hours when the engines were in combat mode. Nowadays with more gentle use that figure is closer to 500 hours. However the cost of said overhaul is £120,000, which is a lot when you consider that a complete, ready-to-fly Merlin should cost in the region of £170,000.

—cont'd on [p. 4](#)

Buying a Spitfire—*cont'd from p. 3*

£30,000 PER ANNUM INSURANCE

We don't want to contemplate the kind of work involved in repairing a damaged Spitfire. Judging by the premium, neither does the insurance company.

£150,000 MINIMUM INVESTMENT IN YOUR LICENCE

Even with your Spitfire successfully acquired you won't be able to fly it safely without the 50 hours required to gain your Private Pilots Licence, plus another 50 hours in a Chipmunk for basic 'tail-dragger' experience, and then another 50 hours flying something like a North American Harvard in which you'll learn about flaps, variable pitch propellers, retracting the undercarriage and flying from the rear of the aircraft. The latter is very important because from the hot seat in a Spitfire you can't actually see where you're going, which makes landings a trifle challenging. 150 hours by the way is an incredibly short

amount of time to learn and you would have to have completed all your training with the academy from day one. If you've not trained with Boulton, they'll want to see something more like 1000 hours on your flying log before they'll even consider handing the controls over.



40 GALLONS (THAT'S £342) PER HOUR, IF YOU'RE GENTLE...

Back in the day when these aircraft were running at full boost and burning 150 octane fuel at up to full throttle they would get through around 90 gallons (409 litres!) per hour. At 'cruising' speed and greatly reduced boost a Spitfire nowadays will make-do with 40 gallons (181 litres) per hour of 100 octane fuel.

(Even at the Goodwood Aerodrome price of £1.89 per litre, that's still quite a lot more than a decent Goodwood Road & Racing lunch.)

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**Classic Car Show, Park City**  
**August 22<sup>nd</sup> 2015**  
**Sponsored by the WMJR Wasatch Mountain Jaguar Register**  
**Application to enter a car in the WMJR Sponsored Park City Classic Car Show**

This application invites classic car owners to apply to enter their Classic Cars in the **Park City Classic Car Show** on August 22, 2015 from 10am to 3pm. The show will be open to the general public at no cost. **The show is primarily focused on Classic and Vintage British and European cars but we also welcome original American examples and newer British and European exotic "supercars". We reserve the right to accept or reject applications consistent with the objectives of diversity and balance of marques.**

**People's Choice and various Best of Class and Class runner up trophies will be awarded.** Cars must be in place between 8:30 & 9:30am on lower Main Street. Awarding of trophies will begin at 2:00pm and all cars will have to vacate the street or pay to park parallel by 3pm or risk being ticketed or towed as enforced by Park City.

**Invited clubs are: the Wasatch Mountain Jaguar Register (WMJR), the Bonneville Austin Healey Club (BAHC), the British Motor Club of Utah (BMCU), Mountainland 356 Club, Intermountain Region Porsche Club of America (IRPCA), Utah Ferrari Owners Club, and the Wasatch Classic Corvette Owners Club. Any member or guest that registers that would be willing to volunteer for 1 or 2 hours of assigned traffic control time will be greatly appreciated to help us meet Park City's requirements. We have up to 32 hours of volunteer time that we need to fill so we will need your help.**

If you care to apply to enter your car or cars please send a separate application for each car by 7/15/15 to the address below. Include a check payable to WMJR for your car(s) entry fee(s) which are \$20. WMJR members will receive a discount of \$5 (\$15 net) in recognition of JCNA underwriting of insurance costs as a membership benefit. Notification of acceptance will be made shortly after 7/15/15.

Owner \_\_\_\_\_ I will volunteer for \_\_\_ hours as assigned Yes \_\_\_ No \_\_\_

Owner's Guest \_\_\_\_\_ I will volunteer for \_\_\_ hours as assigned Yes \_\_\_ No \_\_\_

Mailing Address \_\_\_\_\_

Telephone # \_\_\_\_\_ Email: \_\_\_\_\_ Guest's \_\_\_\_\_

Local Club Affiliation if any \_\_\_\_\_

Make of car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_ Fee paid \_\_\_\_\_

By the accepted applicant's signature hereon and the payment of the entry fees, the applicant warrants that he / she carries public liability, public damage & personal injury insurance on the vehicle being displayed, with proof of insurance kept therein during the event and indemnifies Park City Municipal Corporation (the City) and the Wasatch Mountain Jaguar Register (WMJR) from liability occurring at the event, except for any claim arising out of the sole negligence or intentional torts of the WMJR, the City or its employees.

**Send this application form and checks payable to WMJR to:**  
**Jim Revel, 2040 Mahre Drive, Park City, UT 84098**  
**435-640-3347, jimrevel@gmail.com with any questions**

## Jaguar C-type, D-type, Lightweight E-type Register by Terry Larson

This 240 page, 8 3/4 x 11 5/8 inch, softbound book contains a full listing of all C-type, D-type and Lightweight E-type Jaguars by chassis number. It is the result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager, the individual history of each car is recorded in considerable detail including chassis, engine, gearbox and body numbers, original colour, dispatch date, owners, racing career and 'where is it now'.

With over 200 illustrations augment the text and tables, many of which will be of great interest, this is a book for the owner and serious enthusiast; it is bound to become the standard reference work on these cars.

It is important that the history of these cars in motoring history is recorded as accurately as possible to protect the marque. This Register has been compiled from an exhaustive amount of research and effort from many dedicated enthusiasts worldwide.

The individual car histories are based on information provided by former or current owners of the individual cars, or as researched by the compilers. Chassis numbers and other identifying information listed in this register have been provided by the car owners or have come from several other sources.

It has been argued that because the D-type cannot function without its body, then the body should have equal claim to the car's identity. This

approach has sometimes caused disputes when frame and body have been separated and built into rival claimants to the same identity. However, the facts are quite clear: Jaguar invested the frame with the car's legal identity – as has long been accepted by the motor trade (and now the classic car trade) as being the case with any car with a detachable

chassis (*see* Brewer v. Mann, Court of Appeal 2012). That a D-type cannot function without its body is irrelevant; neither can it function without wheels or many other components.

Old cars, especially old racing cars, suffer from age and accident damage, often resulting in the replacement of major components. Provided a car has a proven continuous history from new, then even if frame and body have been replaced with original-specification components, then it is accepted practice within the classic car trade and the enthusiast

movement that such a car will continue to carry its original identity.

Individual copies can be purchased from [www.jaguarbooksite.com](http://www.jaguarbooksite.com) for \$80 including shipping, however, a special Club Price is being offered at \$65 each, including shipping, when purchasing 10 copies and shipping them to one address. Contact Steve Kennedy to order, [skennedy@ecentral.com](mailto:skennedy@ecentral.com), 303-489-3955.

## JAGUAR C-type, D-type & Lightweight E-type Register

By Terry Larson, Penny Woodley, Den Carlow, and Paul Skilleter  
Edited by Anders Ditlev Clausager



Publisher: Anglo Danish Publications ApS

## Fed up businessman's last straw: Indian owner of £53,000 Jaguar turns to donkey power after it keeps breaking down

- **Businessman Rahul Thackreym, 38, bought new Jaguar XJ for £53,000**
- **Car 'has so many problems I can't list them', such as bumper falling off**
- **Now uses donkeys to pull vehicle around, saying they are 'more reliable'**

*Daily Mail* 11 June 2014  
By Chris Pleasance

An Indian Jaguar owner has taken to driving round town in his new car with it being pulled by donkeys because he says it is the only way to make it move.

Businessman Rahul Thackreym, 38, who lives in India's western Ahmedabad city came up with the idea after the brand new £53,000 car repeatedly broke down.

He claims he went back to the dealership to get the Jaguar XJ model fixed on several occasions, but as soon as one problem was fixed, another cropped up.

Indian businessman Rahul Thackreym, 38, hitched his brand new £53,000 Jaguar XJ up to donkeys and had them pull the car around after complaining that it kept breaking down

He said: 'I was fed up with going back and getting them to put things right only to have something else go wrong.

'In order to make sure I could at least still use it and to let the dealer know what I thought of their cars, I came up with the idea of having it

towed around by donkeys.

Read more: <http://www.dailymail.co.uk/news/article-2655098/Fed-businessmans-straw-Indian-owner-53-000-Jaguar-turns-donkey-power-keeps-breaking-down.html#ixzz3f1ZdARJv>





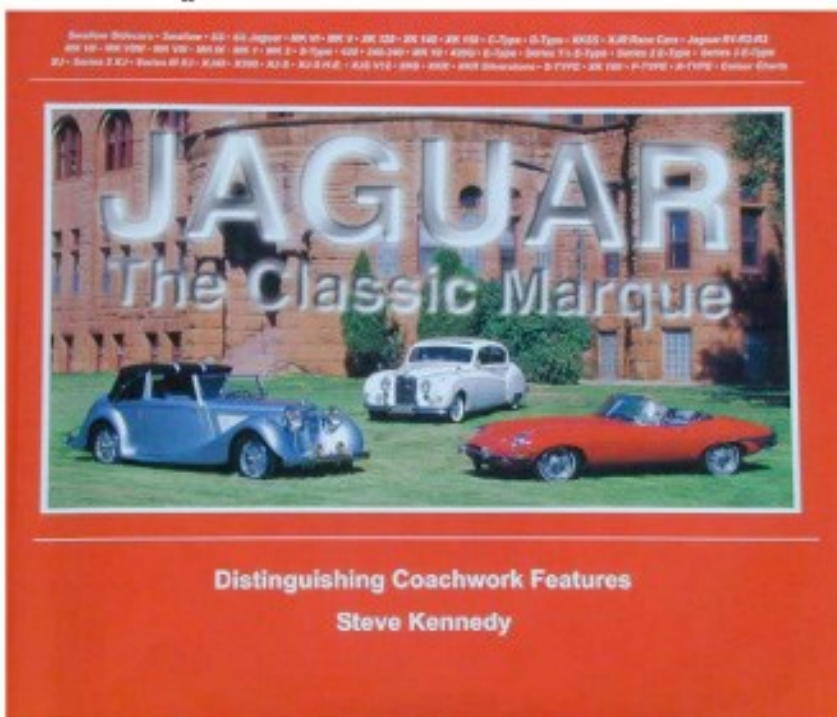
# Jaguar, The Classic Marque, by Steve Kennedy

This magnificent book, with its brilliant colour photographs, is for the Jaguar enthusiast who wants to understand what the distinguishing coachwork features are for every model of Jaguar from 1921 to 2002. The colour photographs, with related text, guide the enthusiast's eye through the distinguishing coachwork features of the 50 pre-war Swallow and SS cars and 80 models of the post-war Jaguar cars. **"This is an extraordinary book and potentially one of the most useful ever written on Jaguars. I heartily commend this impressive yet easily-assimilated book to anyone with the remotest interest in one of Britain's finest cars."** *Paul Skilleter*; **"Your book arrived safely this morning. Two hours later, I had to stop reading it and get on with the day's business."** *Ian Cooling*

For the first time the distinguishing coachwork features of all Jaguar models are presented in one stunning collection of colour photographs. Sir William Lyons' sharp appreciation for detail and remarkable styling is showcased in this comprehensive and beautifully illustrated 12 x 10 inch book. With its 400 plus colour photographs, 90 black and white photos, and 27 drawings this book presents Jaguar in a remarkable new perspective.

From the first 1921 Sidecar to the 2000 XKR Silverstone and 2002 X-TYPE, this 336 page lavish colour book includes:

- Swallow Sidecar drawings and exciting photos of the Swallow and SS cars
- Detailed photos of the post-war Jaguars from the XKs, Race Cars, E-Types, and Saloons right up to the new XK 180, F-TYPE prototype and



## X-TYPE.

- Intriguing appendices including colour schemes (not to be confused with the colour chips themselves) showing paint and interior colour combinations
- A detailed coachwork diagram and extensive English-American Glossary

Individual copies may be purchased from [www.jaguarbooksite.com](http://www.jaguarbooksite.com) for \$60 plus shipping, however, a special **Club Price**, which includes the upgraded slip case and the Complete Book on CD, is being offered at \$50 each, including shipping, when purchasing 6 copies (1 case) and shipping them to one address. Contact Steve Kennedy, [skennedy@ecentral.com](mailto:skennedy@ecentral.com), 303-489-3955



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# Event Calendar

*Saturday, August 8, 2015*

BBQ at Borg Family Cabin, Midway  
Details in August newsletter

*Saturday, August 22, 2015*

Classic Car Show Park City  
See application on [p. 6](#)

*Monday, September 7, 2015*

Miners Day Parade  
Park City, UT

*September 17-20, 2015*

[JCNA Challenge Championship](#)  
Elkhart Lake, WI

*September 2015*

Fall Colour Drive

*October 2015*

Hallowe'en Party

*December 2015*

Christmas Party

*March 31—April 6, 2016*

International Jaguar Club Festival  
(Ex Western States Meet)  
Phoenix, AZ

The Safest Rule  
No Ifs Or Buts  
Just Drive  
Like Every One Else  
Is Nuts!  
—*Burma Shave, 1954*

## 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](mailto:camberley2000@hotmail.com)

