

Under The Bonnet

Newsletter of the

**Wasatch Mountain Jaguar
Register**

May 2015



WMJR Web Site:

www.WMJR.org

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

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

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

Jim and Hermione Klekas were kind enough to organize this event. Most of the group (including six Jaguars) met at the Wal-Mart lot at the

mouth of Parley's Canyon, and were joined by others who motored directly to the Silver Fork.

The weather forecast was threatening all week, but in the end it cleared nicely and we even got some spots of sun on the way up. While we were lunching, however, the forecast was fulfilled by some light slushy snow.



and Tess Cady, Jerry Gill and Denise Cummins, John and Liz Green, J and Kay Jennings, Jim and Hermione Klekas, Marvin and Connie May, Richard (Pat) Patterson, Rolf and Helga Bremer, Joe and Judy Todd, and your Obedient Scribe, Gary Lindstrom.

Attending were:
Duane and
LeAnn (not
Leann) Allred,
Tom Anderson
and Mary Williams,
Ken and
JoAnn (not Jo-
ann) Borg,
Mike, Susan



More Views Of Silver Fork Lodge Run



Next Outing Saturday May 30 Tintic Mining Loop Tour

In the interest of more substantial day trips for the club, I will lead a trip on May 30 that retraces the route of a recent BMCU run that I very much enjoyed.

The rendezvous will be at 9:00am for a 9:15am departure at 11010 South Redwood Road in South Jordan, which recognizable by a large green athletic field.

We'll then head south on Redwood Road (UT 68) to the Chevron Station just north of the junction with US 6.

After picking up any folks joining us there it will be southward bound on UT 68 along the west shore of Utah Lake to the little town of fruit growing town of Elberta. There we will head west on US 6 up the hill to the old mining town of Eureka (locals pronounce it "You-Rick-A"), where we'll pause for input and output, as we say in the computer business.

Continuing west on US 6 we'll fairly quickly come to the junction with UT 36, where we'll head northwest then north through Vernon on to the junction with UT

73 just south of Stockton.

Although UT 73 is the next leg of our tour we'll travel a short dis-

retrace the trip up Redwood Road.

On the way back to Lehi we'll pass an attraction on UT 73 that is highly worth stopping to see: the [Camp Floyd / Stagecoach Inn State Park](#).

History buffs will recognize Camp Floyd as the military base established by Johnson's Army when they came out to protect the overland stage route (and keep an eye on Brigham You-Know-Who) in the late 1850s.

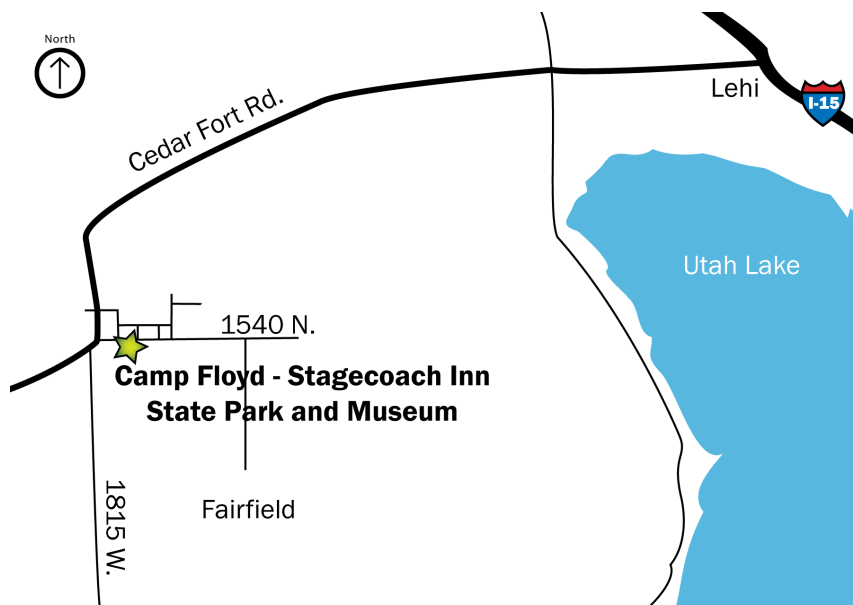
This will be a full but varied and interesting day trip. I calculate the Lehi-to-Lehi loop distance as about 135 miles.

The highways are all in good condition and very lightly traveled on weekends. Indeed, UT 73 is one of my favorite sports car roads in this neck of the country.

I hope we have a nice turn out for what I expect to be a very enjoyable early summer outing.

A full map of the route is given on the next page.

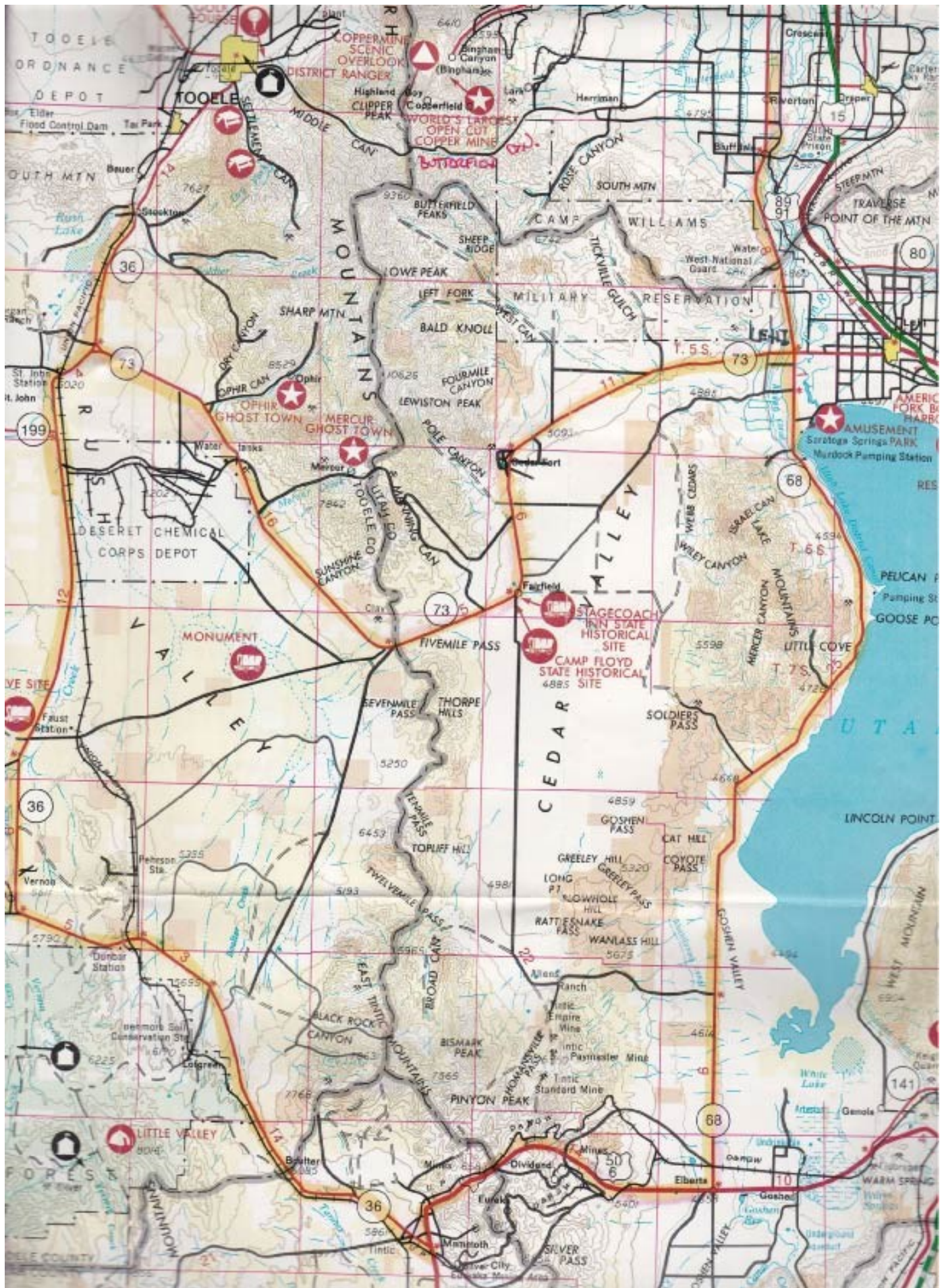
—Gary Lindstrom



*Distance is not to scale

tance past it to lunch at Penny's Diner, 2819 Hwy 36, Stockton, UT, known for its tasty burgers and other treats.

After lunch we'll head back to the aforementioned junction and turn east on UT 73 past the Ophir turnoff to the towns of Fairfield and Cedar Valley, whence back to the junction with UT 68 in Lehi. At that point Salt Lake County (and north) folks are welcome to take the quick route home on I-15, or leisurely



Preparing For A Road Trip

—Gary Lindstrom

I had so much fun on the Silver Fork Lodge run that I've volunteered to lead a longer trip in May, see [p. 3](#).

Our Honourable President Jerry Gill suggested that it might be good to publish an article about preparedness and conduct on such trips. Here is my effort in the first regard. See [p. 6](#) for the second.

This is a kitchen sink list—I've included just about everything I could think of. For many items there is no need for every car to carry them, but then again, what happens if you get separated and have problems?

Prepping your car

- 1) Check fluids: coolant, oil, brake fluid
- 2) Check tire air, including spare
- 3) Check electricals: stop lights, side lights, head lights, horn, turn signals, electric fan if any
- 4) Trickle charge as necessary
- 5) Start and check for leaks
- 6) Rain-X windshield outside and in (anti-fog)
- 7) (Optional) tidy up car: wash, wax, vacuum, polish chrome and/or tires

What to bring: electrical

- 1) Jumper cables
- 2) Jump starter
- 3) Spare bulbs, fuses, flashers, relays, voltage regulator
- 4) Low voltage wire and crimp connectors with tool
- 5) Emergency universal (i.e. polarity independent) fuel pump, hoses and clamps
- 6) Dielectric grease
- 7) Black tape

What to bring: ignition

- 1) Spare spark plugs
- 2) Spare coil
- 3) High voltage (spark plug) wires and connectors
- 4) Extra distributor points, rotor, condenser and cap (esp. if you have electronic ignition!)



What to bring: wheels and tires

- 1) Compact floor jack
- 2) Stud/hub wrench or soft hammer for knock off spinners
- 3) Tire pump manual or electric

What to bring: cooling

- 1) Extra hoses and clamps
- 2) Hose repair tape (self-bonding)
- 3) Water (potable for emergency drinking as well)

What to bring: brakes

Extra fluid (DOT3 or 4, or silicone DOT5 whatever you use)

What to bring: communication

- 1) Cell phone
- 2) Walkie-talkie set to agreed channel

What to bring: tools

- 1) British and American size wrenches and sockets
- 2) Various Screwdrivers
- 3) Various pliers
- 4) Spark plug removal tool
- 5) Trouble light (handheld)
- 6) Probe with 12-volt lamp
- 7) Multi-meter and jumper (alligator clip) leads
- 8) Ignition: point gauge and emery, spark tester, timing light
- 9) Carb: Color Tune, SU tool kit, spare parts
- 10) Magnetic pick up with mirror attachment

What to bring: safety

- 1) Emergency road triangle or flares
- 2) Fire extinguisher

What to bring: misc.

- 1) Starter fluid
- 2) Pipe hanger strap and bolts
- 3) Utility, e.g. bailing, wire
- 4) Cable ties
- 5) 3-in-1 oil and/or WD-40
- 6) For emergency use only: tire seal, coolant seal

What to bring: comfort

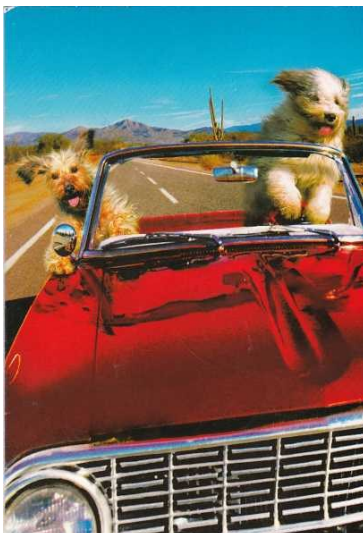
- 1) Layers of clothing: for hot, cold, wet, or snowy conditions
- 2) Folding chair
- 3) Cooler with drinks and snacks
- 4) Daily medicine if any
- 5) Sunglasses, extra eye glasses
- 6) Maps
- 7) GPS (with polarity reversal cord if positive ground)
- 8) Camera
- 9) Cell phone and trip number list
- 10) Towing insurance card, e.g. AAA!

Conduct On A Road Trip —Gary Lindstrom

The British Motor Club of Utah has an established Code of Conduct on road trips, which I believe is worth emulating on our outings.

Here are the main points.

- 1) Have a plan for the entire route, including designated stopping points. Ideally, the leader/organizer should prepare this for hand out at the rendezvous point, with a map.
- 2) Exchange cell phone numbers for every car on the trip.
- 3) At stopping points (and the start) leave together. Stop periodically to regroup.
- 4) There should be a designated sweep vehicle with tools



and parts. This doesn't have to be an American / German / Japanese boat, as long as the car has cargo room and is reliable.











- 5) Each car should carry a cell phone to report problems to the trip leader and/or sweep car, plus ideally a 2-way walkie talkie for short range chit chat, e.g., requests for unplanned pit stops.
- 6) Make sure the trip leader is informed if you are leaving the group or are having problems.
- 7) On more heavily trafficked roads do not follow the car in front too closely.

Meaning: leave openings for faster vehicles to pass one of our cars at a time if necessary. **Very important** for safety and good relations with the locals!



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British Field Day Saturday June 20 Liberty Park Salt Lake City

British Field Day 2015 at Liberty Park, Saturday, June 20, 9 AM – 3 PM

British Field Day (BFD) 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 area British car/bike owners and clubs are invited to participate. Call your friends and fellow club members to get them coming 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 Salt Lake Arts Academy, a public charter school with emphasis on the arts, will be providing volunteers to assist with the event so the organizers can have more time for some fun, too! Publicity for BFD and the run-

ning of the event that day with BFD oversight will be handled by the Liberty Wells Community Council. Liberty Park is part of their neighborhood community.

Volunteers with the Liberty Wells Community Council will be serving the full English breakfast and Fish



won't want to miss out on this culinary treat – yummmie!

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. Enter 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 the Salt Lake Arts Academy and Liberty Wells Community Council by bringing your cars and bikes out to join in the fun.

& Chips for lunch again this year! All cooked on site and fresh as can be. To ensure that you can partake of the English delicacies, we are asking folks to RSVP for either or both meals to BFDU-TAH@gmail.com so we will know how many meals to prepare. There will be a little extra food but not much, so you

Registration starts at 8 AM. We hope to have most bikes and cars in place by 9 AM. 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. The maximum registration fee is \$20 per registrant regardless of the number of cars or bikes they bring. A \$5 donation is requested per adult admission. Kids 12 and under are free.

To register, print out the [registration form](#) and bring it along with you on the 20th of June.

For more information, please contact us at BFDUTAH@gmail.com.

24th Annual British Field Day

June 20, 2015
9 a.m. - 3 p.m.

Kids
12 and under
FREE

Liberty Park

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Show
in the
State!**

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VINTAGE BRITISH - CARS, MOTORCYCLES, TRACTORS

Western States Is Dead Long Live The International Jaguar Club Festival!

I just spoke with Robert Bronstein, the President of the Jaguar Club of Central Arizona. Robert indicated that the Scottsdale Plaza Resort is taking reservations for the 2016 International Jaguar Club Festival which will be from March 31st thru April 6th. I am telling you this because the first 50 reservations will be automatically upgraded to a Villa Suite for the regular room price of \$164.00 per night. Also there is a \$22/night resort

fee that has been waived, so this is a really great deal.

Robert and Dennis have done a superb job with this, even making arrangements for the wives to go shopping (this is Scottsdale and Fashion Square is really wonderful), take in a spa, and have some fun themselves. Therefore if you are thinking of attending, I recommend you forward this to your membership

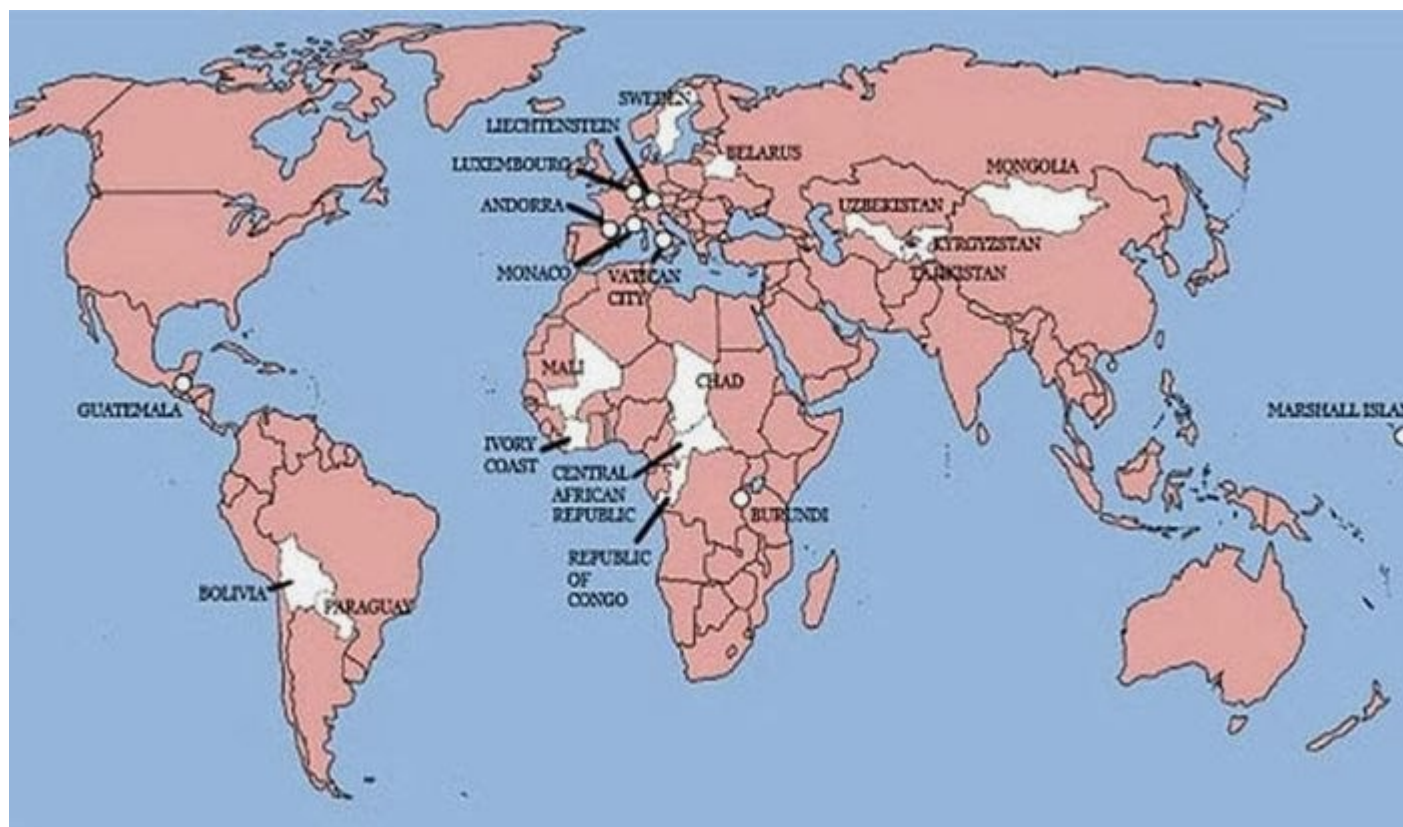
so they can make reservations now.

I know this area and it is beautiful. Also I can recommend some really great side trips if you and your members want to stay a little longer in Arizona.

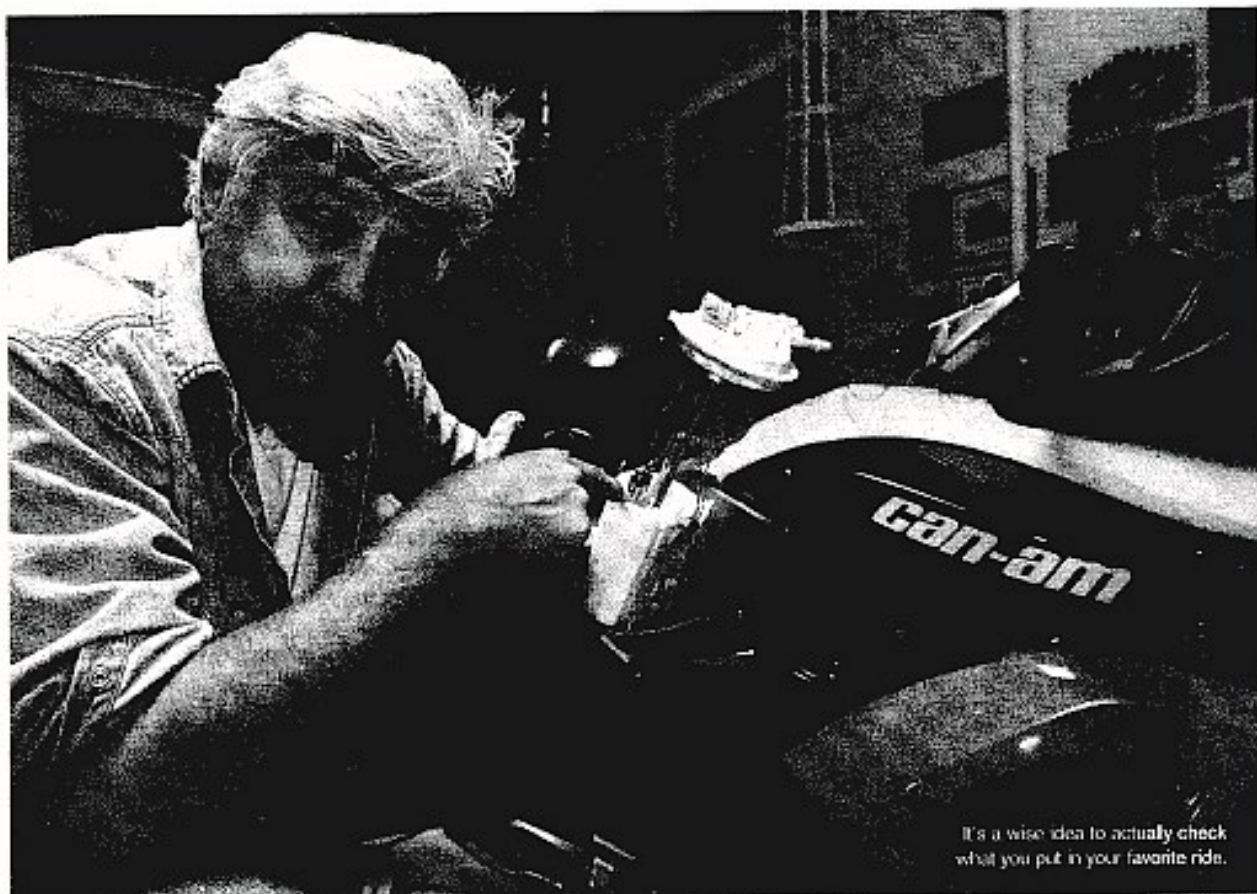
—Doug

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JCNA Membership Co-Chair
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Countries England Has Never Invaded In White



TALKING ABOUT CARS... > By Jay Leno



It's a wise idea to actually check what you put in your favorite ride.

CAN'T WE JUST GET RID OF ETHANOL?

There have been a lot of old-car fires lately. I went through the '70s, the '80s and most of the '90s without ever having read much about car fires. Suddenly, they are happening all over the place. Here's one reason: The ethanol in modern gasoline—about 10 percent in many states—is so corrosive, it eats through either the fuel-pump diaphragm, old rubber fuel lines or a pot metal part, then leaks out on a hot engine ... and ka-bloooooie!!!

As someone who collects old cars, and keeps them up religiously, I am now replacing fuel-pressure regulators every 12 to 18 months. New cars are equipped with fuel lines that are resistant to ethanol damage, but with older cars, the worst can happen—you're going down the road, and suddenly your

car is on fire.

There's more. I find that gasoline, which used to last about a year and a half or two years, is pretty much done after a month or so these days. If I run a car from the teens or '20s and fill it up with modern fuel, then it sits for more than two months, I often

can't get it to start.

Ethanol will absorb water from ambient air. In a modern vehicle, with a sealed fuel system, ethanol fuel has a harder time picking up water from the air. But in a vintage car, the water content of fuel can rise, causing corrosion and inhibiting combustion.

It gets worse. Ethanol is a solvent that can loosen the sludge, varnish and dirt that accumulate in a fuel tank. That mixture can clog fuel lines and block carburetor jets.

Blame the Renewable Fuel Standard. This government-mandated rule requires certain amounts of ethanol and other bio-fuels be blended with gasoline and diesel fuel. But when Congress first passed RFS as part of the Energy Policy Act in 2005, our demand for energy was increasing. Today, it's the opposite. Total demand for fuel has decreased thanks to more-efficient vehicles, more hybrids and increased environmental awareness. The EPA is set to release the 2015 standard in

June. Meanwhile, some legislators are pushing to reform or eliminate the Renewable Fuel Standard entirely.

I just don't see the need for ethanol. I understand the theory—these giant agri-business companies can process corn, add the resulting blend to gasoline and we'll be using and importing less gasoline. But they say this diversion of the corn supply is negatively affecting food prices, and the ethanol-spiked gas we're forced to buy is really awful.

The big growers of corn have sold us a bill of goods. Some people are making a lot of money because of ethanol. But as they divert production from food to fuel, food prices inevitably will rise. Now, if you don't mind paying \$10 for a tortilla ...

Last week, I went to start up one of my Duesenbergs. When I pulled out of the spot where it had been parked for about a month, I saw a huge pool of gas. I looked at it while it was running and saw gas just pouring out. "OK, I've got to buy another fuel regulator." I pulled it out and opened it up. The fiber diaphragm was eaten right through. Should manufacturers make diaphragms for old cars out of modern materials like Viton or Teflon? Yes, they should, but not all of them do. Consequently, your chances of a fire remain.

Here's another problem: When you have vehicles with fuel cells in their gas tanks, ethanol tends to eat the coating out of the fuel cell. If you have an old motorcycle and redo the fuel tank, the first thing you do is seal the tank with some sealant. It's generally a cream or a gray color, and it looks like you painted the inside of the tank. On a lot of my bikes now, I'll open the gas tank

and I'll go in with a long set of tweezers. I'm pulling out sheets of this coating. Really, it comes out in 6-inch strips.

The ethanol is just eating it up and clogging the fuel pump because it'll move around as a sheet of material and block the opening. With cars like my McLaren F1, if I buy a 55-gallon drum of VP racing gas, the fuel cell will last twice as long.

It's time for us as automobile enthusiasts to dig in our heels and start writing to our congressmen and senators about the Renewable Fuel Standard, or we'll be forced to use even more ethanol. Most

people assume, "Oh, that'll never happen. They'll never do that." Remember prohibition? In 1920, all the saloons were closed. It took until 1933 before legal liquor came back.

Most people don't really look at what goes into their car. Obviously, the days of high-octane gas like Sunoco 260 are long gone. Those of us with older vehicles are the ones who end up paying the price. The car manufacturers don't care. They don't mind if your vintage car burns up or breaks down. They want to sell you a new one. It's hard for enthusiasts. We really

"Ethanol will absorb water from ambient air. In a modern vehicle, with a sealed fuel system, ethanol fuel has a harder time picking up water from the air. But in a vintage car, the water content of fuel can rise, causing corrosion and inhibiting combustion. ... I just don't see the need for ethanol."

have nowhere to go.

So write those letters, but I also suggest you drain and clean your old car's fuel tank, use a quality fuel-tank sealer that's impervious to ethanol, replace fuel filters, keep all the screens clear and use a fuel stabilizer (added to a full fuel tank), if your car is to be stored for the winter season.

Oh, and keep a fire extinguisher handy. ☘

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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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Event Calendar

Saturday, May 30, 2015
Tintic Mining Loop Tour
See article on [p 3](#)

Saturday, June 20, 2015
British Field Day
See article on [p. 7](#)

Thursday, July 2, 2015
Eaglewood Festival of Speed

August 2015
BBQ at Borg Family Cabin, Midway

Saturday, August 15, 2015
Classic Car Show Park City
Bonneville Austin Healey Club

September 17-20, 2015
JCNA Challenge Championship
Elkhart Lake, WI

September 2015
Drive

October 2015
Hallowe'en Party

December 2015
Christmas Party

March 31—April 6, 2016
International Jaguar Club Festival
Phoenix
[See article on p. 9](#)

Golfers!
If Fewer Strokes
Are What You Crave
You're Out
Of The Rough
With Burma-Shave!
—*Burma Shave, 1931*

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.

Postscript to Leno article on pp. 10-11: Ethanol-free 88 octane gasoline is available 24/7 at Craig's Service Center, 904 S. 1300 E. in Salt Lake City.

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

