

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

May 2016



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## The Ghosts of Browns Lane *Sports Car Digest* April 5, 2016

Jaguar Classic will hand build a total of nine new XKSS continuation models to the exact specification as they appeared in 1957, replacing the cars lost due to the famous Browns Lane factory fire.

Tim Han-nig, Director Jaguar

Land Rover Classic, said, "The XKSS occupies a unique place in Jaguar's history and is a car coveted by collectors the world over for its exclusivity and unmistakable

design. Jaguar Classic's highly skilled team of engi-

neers and technicians will draw on decades of knowledge to ensure each of the nine cars is completely authentic and crafted to the

highest quality. Our continuation XKSS reaffirms our commitment to nurture the passion and enthusiasm for Jaguar's illustrious past by offering exceptional cars, services, parts and experiences."

The original cars were earmarked for export to the USA, however, just 16 were complet-

ed before disaster struck. Now 59 years later, Jaguar is going to build the nine 'lost' XKSS sports cars.



Ghost of Browns Lane — *cont'd from [p. 1](#)*

The expertise gained during the construction of the Lightweight E-type project will be transferred to the construction of the nine continuations. Each one will be hand-built at Jaguar's new 'Experimental Shop' in Warwick.

Every car will be constructed to the same specifications as those first 16 made

in 1957 — every aspect fully certified by Jaguar. The price will be in excess of £1 million.

The story of the XKSS began following Jaguar's three successive Le Mans victories in 1955, 1956 and 1957 with the all-conquering D-type. After the hat-trick of wins, Sir Williams Lyons took the decision on 14 January

1957 to convert the remaining 25 D-types into road-going versions with several external modifications. These modifications included the addition of a new higher windscreen, an extra door on the passenger side, taking away the divider between driver and passenger and the removal of the famous fin behind the driver's seat.

The first deliveries of the new continuation Jaguar XKSS will commence in early 2017.

The advertisement features a dark background with a central image of a Jaguar XKSS car. To the left, a welder is shown working on a metal part, with bright sparks flying. To the right, there is a close-up of various mechanical components, including bolts and nuts. The SNG BARRATT GROUP logo is prominently displayed in the center, with social media icons for Facebook, Twitter, Google+, and Pinterest below it. The text 'PARTS & ACCESSORIES FOR CLASSIC & MODERN JAGUARS' is written in large, white, sans-serif font. Below this, the website 'www.sngbarratt.com' is listed. At the bottom, there are five national flags (UK, USA, France, Netherlands, Germany) and their corresponding phone numbers: +44 (0) 1746 765432, +1 800 452 4787, +33 385 201420, +31 13 521 1552, and 018 01 833 833 (GERMANY ONLY).

## Gear Heads: Got Any Spare Change? Via Floyd Inman, April 26

A car-obsessed UK dentist who has amassed Britain's biggest private car collection is selling the whole lot for £100 million.

James Hull, 53, who founded the James Hull Associates chain of dentists, owns more than 450 rare and classic cars, ranging from multi-million pound rare Jaguars to Winston Churchill's Austin, and a Bentley once owned by Elton John.

With no room to park them all near his home in Kensington, west London, he garages them in vast warehouses in Herefordshire, but has now decided to sell up because of health reasons.

All yours... if you've got deep pockets: Dr Hull's 457-strong car collection is currently kept in warehouses in Herefordshire

Dr Hull's collection includes this classic racing car, right, driven in this picture by Stirling Moss.

Planes (no trains) and automobiles: Dr Hull has collected Bentleys, Rolls Royces and Jaguars, as well as some aircraft from the First and Second World Wars. None of the cars is cheap, but a buyer with particularly deep pockets is needed, because Dr Hull says he is determined to sell the 457-strong

collection as a whole.

He is hoping a buyer will come



in with a £100 million-plus offer, making it the highest value car sale in Britain.

With cars represented from eve-



ry decade since the 1930s, the collection includes a Jaguar D-Type, worth in excess of £4 million, a similarly valuable Jaguar C-Type, and Lord Mountbatten's Mini Traveller, as well as a super-rare 1950s Jaguar KXSS.

Dr Hull, who made his fortune pioneering cosmetic dentistry in the UK, has battled cancer three times in the past four years, earning him the nickname Lazarus to friends. He travelled around the world to track down some of the rarer models in his collection, shipping them back to Britain and then having them stripped down before rebuilding them.

This classic Bentley is among Dr Hull's collection - he travelled the world finding rare cars before shipping them back to Britain and having them restored

As well as full-size cars, the collection includes more than 300 miniature pedal cars, seen at the back

A bottle green Morris Minor forms part of the collection, which boasts cars from every decade since the 1930s

He said: 'It's the culmination of a life-long hobby. Each car has its own story and all have played a part in the history of British motoring. It's part of our heritage.

'I'm merely a passionate custodian of this hugely significant part of British history and, with luck, I will succeed in finding a home that can not only be enjoyed and treasured by the British public but

—cont'd on [p. 4](#)

## Ghosts of Browns Lane — *cont'd from p 3*

also be admired by visitors from across the world.'

A number of Dr Hull's cars have appeared at motor shows around the world, competed in the Mille Miglia Italian road-race, and even been used for the Queen's 80th birthday parade.

There are also dozens of cars which have won concours awards, and a collection of British campervans from the 1940s, 50s and 60s, as well as early Land Rovers, classic Range Rovers, and a Sinclair C5 from the 1980s.

The collection, which is being sold privately, has already had a 'huge amount of interest' from private buyers and consortia, from overseas as well as nearer to home, but Dr

but he hasn't picked one yet.



Hull

'Most of his cars are very original or restored to original specification with great attention to

Graham Searle, from the Jaguar Enthusiasts' Club, said: 'Dr Hull is a well known Jaguar Enthusiasts' Club member with an immense passion for Jaguar cars'.

Mint condition: This shining red Mini Traveller was once owned by Lord Mountbatten, and is now for sale as part of a job lot going for at least £100 million.



Dr Hull made his fortune by pioneering cosmetic dentistry in Britain with his James Hull Associates chain - he then spent it on these classic motor cars

detail, and over the years he must have won more concours awards than any other Jaguar collector.

'He does immense service to the

classic car movement in keeping these cars in top condition, and the sale of the collection will attract enormous interest from around the world.

'We of course hope that whoever buys them allows them to be seen and enjoyed by enthusiasts for years to come.'

James Hull made his money after founding James Hull Associates in 1987, becoming the market leader in cosmetic dentistry, specialising in teeth whitening, veneers and implants.

He was devastated in 2006 when vandals broke into one of his warehouses, before hotwiring the Jaguars and crashing dozens of them. Police later said they had 'treated the cars like dodgems'.

Over the past decade, prices for classic cars have shot up, outperforming every other investment and sending the value of the collection soaring.

If he finds a suitable buyer, Dr Hull will need a new hobby, but he's not yet sure what it will be.

He said: 'I'm a collector, so who knows what will turn up next. My wife hopes it will be something smaller like

stamps.'

Stamp-collecting next? Once he has sold his cars, including this classic Jaguar XK, Dr Hull says he will need a new hobby!

## Self-Driving Cars – End of the Road for Classics?

Posted on February 26, 2016 by [Michael Carnell](#)

[JustBritish.com](#)

I was struck by a thought today as I saw another article on self-driving cars. The article was talking about their inevitability, and hell they would save time money and environmental resources. It went on to talk about how most people these days are increasingly not dependent on their cars or would like not to be.

They use mass transit, services such as Uber, or rental cars such as zip car and others like it. When we get to the point where there are easily available service to take us personally where ever we want to go, then most people will not want to have the time expense and hassle of a new car. They want to get somewhere, they don't care about the car. I, on the other hand, especially being a British car fan, don't care about getting anywhere all. I just want to have a car that I love.



But let's keep that line of reasoning going. If more and more cars become self-driving, and so the fertility rates an accident rate goes down because of that, the



best thing to happen for yourself driving cars is for all of the other cars to be so also. Or at least digitally detectable, with an information feed going back-and-

forth between them. This will require new cars, not old cars. I cannot imagine trying to retrofit self-driving system or information system to a 1966 MG.

So, as more and more of the cars on the road become intelligent, they will benefit from, and therefore the entire system will benefit from, all the other cars on the road being intelligent. This means the government insurance companies the police and everyone else will want the dumb cars off the road. By dumb cars I mean the cars that you and I like. This is very similar to the situation with cars versus horses in the last century. As cars and other motorized transport became more and more prevalent, the horses

—cont'd on [p. 6](#)

## Self Driving Cars — *cont'd from p. 5*

who were a first just a nuisance eventually became a hazard. And like horses, our cars may be first relegated to secondary roads, then country lanes and exhibition runs, and finally museums and the odd parade.

And just as the cars are legislated out of existence due to the safety factors and perhaps environmental factors, they will cease to be able to find places to refuel. As the electric and other alternative-powered cars become more prevalent, gas stations that we know and you will start to fade out in the same way that fuel containing lead was legislated out of existence and then ethanol began to creep in. I don't know about your car, but my 50-year-old A-Series engine hates Ethanol. Combined fuel sourcing issues with legislation for safety and inter-vehicle communication, and it paints a very dark picture.

The final nail in the coffin will probably be the repair industry not just the actual labor to do the repairs, but the parts and availability. As cars become more finely tuned, digitized, and aware of each other through networks, security is an increasing risk. With increasing regularity the parts industry will start to be locked to the casual mechanic barring the hobbyist from it.

Some automotive manufacturers are already looking to prohibit non-licensed technicians from working on their cars. Just take a look at the emission systems regulations and you will get a hint of what is to come. When you have to have a degree or certificate to work on a car, and



when parts suppliers have a harder time stocking parts because of the technical components and legislation around them, it becomes harder and harder for us to keep our own cars on the road for general use.

Our cars are becoming horses. They will be relegated entirely to hobby and exhibition. Just as horses are, for the most part, a rich man's hobby today. So will our older cars become a rich

man's hobby tomorrow, out-of-reach for all but the very lucky few.

How can we stop, or at least delay, all of this? I am not sure we can. I think you will see most of this HVA - Historic Vehicle Association within the next 30 years.

But, if we can do anything, it is through the lobbying (how I hate that word!) and education of groups like The Historic Vehicle Association and SEMA. Yes, SEMA – the home of racing machines and street modders.

Recently SEMA has been taking the EPA to task for proposed regulations that certified motor vehicles and engines and their emission control devices must remain in their certified configuration even if they are used solely for competition. That regulation would mean no more “track cars”. No more carb switching. No more tampering with any bit of the system.

So stay alert folks, read the rules, and look to the future. That same Digital Millennium Copyright Act (DMCA) that you thought was supposed to protect songwriters from getting ripped off or kids from pirating movies may actually be used to keep you from getting into your cars systems or modifying your exhaust.

Classic Car Show, Park City, Utah  
August 27<sup>th</sup>, 2016

Sponsored by the WMJR Wasatch Mountain Jaguar Register

To apply to enter a car in the Park City Classic Car Show Send this application form and check payable to WMJR to: Jim Revel, 2040 Mahre Drive, Park City, UT 84098 Call or email 435-640-3347, jimrevel@gmail.com with any questions

This application is extended only to the WMJR members to apply to enter their Classic Cars in the **Park City Classic Car Show** on August 27, 2016 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 but no muscle cars or hotrods, also newer British and European exotic "supercars" are welcome. We reserve the right to accept or reject applications consistent with 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 8:00 & 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 parallel park by 3pm or risk being ticketed or towed as enforced by Park City

**.Invited clubs are: WMJR, Wasatch Mountain Jaguar Register, BAHC, Bonneville Austin Healey Club ,BMCU, British Motor Club of Utah, Mountainland 356 Club, IRPCA, Intermountain Region Porsche Club of America, Utah Ferrari Owners Club & 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 \$20 per car with a separate application for each by 6/1/16. Other members of clubs and individuals that are accepted will have to pay \$25 to as the WMJR is sponsoring the event. As all of last year's participants will be invited now to apply as well as other classic car owners, the sooner you register the better as space is limited to the first 75 cars that are accepted. Any cars not accepted will be notified soon after they apply.**

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 email \_\_\_\_\_

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

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

Signature \_\_\_\_\_ Date \_\_\_\_\_ Printed Name \_\_\_\_\_

**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.**



# WELSH

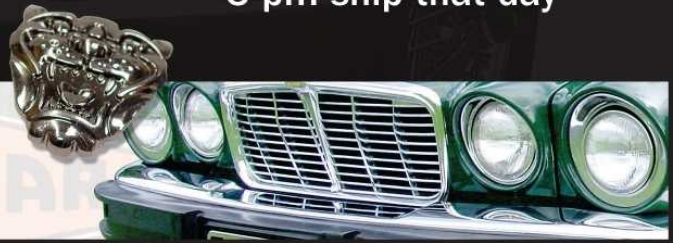
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### **The Adult's Jaguar XK120 Mini Roadster.**

This is the 1:5 scale gas-powered version of the iconic Jaguar XK120 that unleashes adults to careen and cruise as if driving the real thing. Faithful to the same details of the original that was first revealed at the London Motor Show in 1948—sweeping rounded fenders, long hood, and tapered grille—this version seats its driver within a padded leather aircraft-style cockpit. Made with an aerodynamic aluminum “bullet” hull supported by a powder-coated steel box chassis, the roadster is powered by a 110cc four-stroke air-cooled engine that provides a top speed of 38 mph. Its three-speed automatic transmission, double (front) and single (rear) wishbone suspension, and gas shocks yield smooth cruising on its four 10" aluminum wheels and rubber tires. Twin front and a single rear hydraulic Brembo disc brakes enable quick, smooth stops. The interior includes a wood-rimmed aluminum steering wheel and dashboard. Special conditions and guarantee limitations apply.

Please call 1-800-227-3528 for details. 98" L x 40½" W x 30" H. (215 lbs.)  
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# Event Calendar

*Saturday, May 14*

BMCU Chalk Creek Run

Rob Foye, [robfoye@gmail.com](mailto:robfoye@gmail.com), 801-583-3608

*Saturday, June 18, 2016*

[British Field Day](#), Liberty Park

Jon Hermance, [jhermance@earthfax.com](mailto:jhermance@earthfax.com), 801-583-5846

*Friday, July 1, 2016*

[Eaglewood Festival of Speed](#), North Salt Lake, UT

Bruce Oblad, [bruce.oblad@gmail.com](mailto:bruce.oblad@gmail.com)

*Saturday, July 16*

Trappers Loop Tour

*Saturday, August 27, 2016*

Classic Sports Car Show, Main Street Park City, UT

Jim Revel, [jimrevel@gmail.com](mailto:jimrevel@gmail.com), 435-940-0930

See application on [p. 7](#)

*Friday, September 9*

40th Anniversary BBQ at Borg Cabin, Midway

Ken and JoAnn Borg, [Burghley@msn.com](mailto:Burghley@msn.com), 801-277-3313

*Saturday, September 17*

BMCU Alpine Loop Run

Drew Frink, [Andrew@drooartz.com](mailto:Andrew@drooartz.com)

*Saturday, October 1*

BMCU Fall Colour Tour

Roger Davis, [rogerdavis87@msn.com](mailto:rogerdavis87@msn.com)

*Friday, October 28*

Hallowe'en Party

Jim and Hermione Klekas, [jklekas@aol.com](mailto:jklekas@aol.com), 801-9971-6060

*December*

Christmas Party

Duane and LuAnn Allred, 801-856-2251

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# Club Officers

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*Past President*

Duane Allred  
801-943-9253

*Secretary / Treasurer*

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The Monkey Took  
One Look At Jim  
And Threw The Peanuts  
Back At Him  
He Needed ...  
—*Burma Shave, 1958*

