

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

November 2016



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Halloween Party Friday October 28 At Klekas' Home

Another Spook-tacular Halloween was enjoyed by WMJR members on the Friday before, this year at the spacious and gracious home of Jim and Hermione Klekas.

As in past years frightening head gear was de rigeur, which this year included a tribute to The D*n*ld.

Jim with the aid of Tim Reganis, friend, neighbor and chicken grill-er extraordinaire, cooked up a terrific Greek entrée with rice, rounded out by pot luck appetizers and salads contributed by participants.

Hermione provided some spectacular desserts and goodie bags with toddies of both liberal and conservative persuasions.

A bonus enjoyed by some at-



tendees was an open bar with all the most popular ingredients and nary a Zion Curtain to be seen.

All in all it was a terrific evening with great food, libations, and commraderie.

Attendees in addition to the hosts and Tim included Hondo John and Cathy Espil, nephew Stan Fitch with Cathy Espil, Jerry Gill and Denise Cummins, Ken and Joanne Borg, Duane and LeAnn Allred, daughter Alisha and husband Joey Rogers.

Also Barry Hanover and Allison Richards, Jim and Kathy Hulse, Bud and Betty Merritt, Lee and Judy Taylor, Tony and Marla Gault, John and Liz Green, Marvin and Connie May, Steve and Debbi Thomas, and Your Obedient Scribe. Gary Lindstrom.

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

Scenes From the Halloween Party — *cont'd from [p. 1](#)*



Christmas Party Set December 8 At The Old Spaghetti Factory

Duane and LeAnn Allred have arranged this year's WMJR Christmas party at the Old Spaghetti Factory in Trolley Square, 500-600 South and 600-700 East in Salt Lake City.

The party will start at 7pm in a reserved private room. Ordering will be off the standard menu.

As in past years attendees are invited to bring a wrapped gift valued at \$10

on the twelfth day of christmas



my true love gave to me...

or so to exchange on a raffle basis. These can be

marked Guy, Gal, or ???.

The restaurant has asked for an accurate advance count, so please RSVP to Duane or LeAnn at 801-943-9253.

Be there or expect lumps of carbon in your holiday stocking.

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How To Resurrect A Car—Part 3

—Gary Lindstrom

In Part 1 of this epistle we talked about the why and how of going about getting a “ran when parked” car back on the road. Part 2 discussed how to get started.

We now pick up the narrative after the engine is functional in a stationary manner.

Stage 2: Get it ambulatory near home

Now that the engine is running the next goal is to be able to drive the car short distances, e.g. around the block. This focuses on bringing the supporting systems up to rudimentary snuff.

Start by seeing if the battery will take and hold a charge, and replacing or at least substituting if not. Cranking power should be strong enough for reliable starts away from your home base.

Reconnect the fuel pumps if bypassed and check for adequate flow and absence of leaks. Clean or replace the fuel filters. Don't forget the ones in the carburetor inputs, which are thimble top on SU's.

Clean or replace air filters. If absolutely necessary you can make short runs with no air cleaners but this is Asking For Trouble by ingesting dirt, rocks, or small wildlife.

Make sure the brakes function - not locked or grabbing, with enough stopping power. Reliance on the hand brake is not enough!

Drain the coolant from the radiator, and engine block if possible. Replace with distilled water. Important note: catch the old coolant and recycle -- typically any shop which takes

used oil will take antifreeze as well. Don't just drain it on the ground - this is environmentally disgusting and downright poisonous to animals, who love it for its sweet taste (remember the Austrian white wine adulteration scandal of 1985?).

Check electricals for minimal safety compliance, including horn, lights including side/tail, stop, and head-



light high and low. Restock your supply of correct fuses.

Drain the fuel tank completely -- typically there is a drain plug at the lowest point. Today's fuel has a remarkably short shelf life, especially ethanol-laden. When you are done add a gallon or so of new fuel, slosh it around, and drain the tank again. Dispose of properly.

If there is an in-tank filter on the fuel pick up be sure to clean or replace it.

Add new fuel, ideally ethanol-free, and reconnect fuel line if disconnected.

Lube the carb throttle shafts and choke linkages. This is often overlooked and can result in wear causing air leaks around the throttle shafts that can obstruct proper

idling. Leaks can be located by idling the engine and squirting starting fluid on the throttle shafts where they emerge from the carb body. If the engine speeds up you have an air leak, which will require new throttle shafts and/or bushings reamed to fit.

Top up the brake fluid reservoir and bleed the system. Even better is to drain, flush and refill the entire system, but this is a major undertaking.

If you want to convert to silicone brake fluid (DOT-5) now is the time to do it, otherwise use DOT-4. The proper choice here is subject to endless debate: DOT-5 has the advantages of being moisture adverse and benign to paint; for DOT-4 the advantages are less

cost, few problems with leaks, and no need to drain and flush the system (unless the car already is using DOT-5).

Check for brake pedal back pressure and leaks.

Top up tire pressure, including spare.

If the turn signals aren't working you can rely on hand signals, but remember you need to!

Stage 3: Make it drivable e.g. for club outings

Now that your Lazarus Car has taken up its pallet and is walking, it's time to make it sufficiently reliable (hah!) for ventures outside your neighborhood.

—cont'd on [p. 5](#)

How To Resurrect A Car, Part 3 — *cont'd from p. 4*

Start by making sure the generator (dynamo, alternator) and control box (a.k.a. voltage regulator) are charging the battery properly.

If there are brake leaks -- reservoir, lines, connectors, wheel cylinders or master cylinder, rebuild or replace as necessary.

Replace any old or suspicious hoses. Clean the cooling system by use of a cleaning agent and back flushing, done as follows.

Start by adding cooling system cleaner and following its directions, which typically involve several runs followed by draining (if you still have antifreeze rather than simply distilled water in the system, take note of the antifreeze capture and disposal precautions described in Stage 2).

Back flushing involves connecting a garden hose to a T-fitting on the engine heater outlet and running water under pressure in reverse through the block, i.e. out the radiator filler cap. Kits to do this are available at any auto parts store. It's simple to do and can yield the most amazing crud, typically from the rear of the engine block where the water pump is least effective in promoting circulation.

Refill the system with a 50/50 anti-freeze/water mix. Don't be tempted to use 100% antifreeze -- there are lots of reasons why not to do this, starting with poorer cooling. You

can use less than 50% A/F, which does improve cooling, but don't go below 20% or you'll risk engine freezing (more is needed in really cold climates).

If overheating shows up address it by making sure you have the correct air flow past the radiator (is a funneling baffle missing?), checking ignition timing (too much advance can build up heat), proper mixture (not too lean), and radiator, hoses and water pump are all OK.

If overheating persists consider use of a surfactant like Water Wetter, or a modern high performance coolant such as Evans Waterless Coolant.

Add a fuel system cleaner to the gas tank, and make a note to use a winter storage agent seasonally, such as marine grade Stabil.

Check fan belt(s) and replace as necessary.

Fix the remaining electricals gremlins - dash lights, heater fan, gauges, wipers, turn signals and other electricals (it's up to you whether the clock is important).

Check wheel play, especially rear. Any backlash or looseness should be dealt with before any highway travel. This is particularly important with wire wheels. It's quite disconcerting to see one of your wheels pass you in the fast lane.

Check carefully for exhaust leaks -- this is a safety issue more than a performance issue, though a Boy Racer roar will probably garner the attention of John Law.

Do a tune up, rudimentary at least, the correct order for which is:

- a) Timed road test up a hill,
- b) Visual inspection,
- c) Lubrication,
- d) Compression test,
- e) Valve adjustment,
- f) Point cleaning / replacement / adjustment,
- g) Timing,
- h) Replacement or cleaning, and setting, spark plugs
- i) Checking carb float bowl level
- j) Synchronizing carb throttles
- k) Setting carb mixture
- l) Repeating the timed road test - can you do it any faster?

Top up fluids in the clutch, gearbox, overdrive and rear end.

Make sure the front end is reasonably close to proper alignment. The old trick of using doubled up yard sticks will be close enough at this stage for toe in/out.

Lube the chassis and drive train, following the chart in your car's workshop manual (what, you don't have one?)

Assemble a rudimentary road tool and spare kit and always carry it. Make progressively longer runs, fixing issues as they arise. This is an exercise in confidence raising, and one hopes, smile widening.

[End of Part 3]

2017 Dues Are, Well, Due

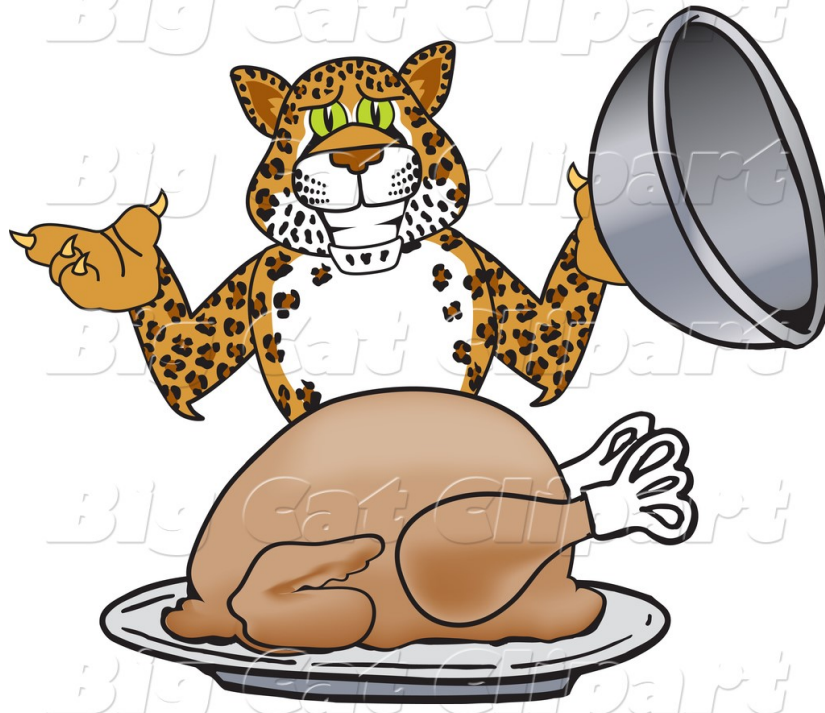
Yes, it's that time again to vote with your cheque book for another great year of JCNA and WMJR member-

ship.

Our Treasurer John Green urges members to remit

\$50 to him payable to WMJR to P.O. Box 648, Farmington, UT 84025.

Have A Jaguar Thanksgiving!



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Event Calendar

7pm, Thursday, December 8

Christmas Party

[Old Spaghetti Factory](#), Trolley Square

Duane and LeAnn Allred, 801-856-2251

See article on [p. 3](#)



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