

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

May 2017



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Tech Session On Brakes By J Jennings Saturday April 15

Long time WMJR and BMCU member J Jennings gave a very informative tech session on brakes for both clubs at J and Kay's home in Murray on April 15.



Brake design history, operation, maintenance and trouble shooting were all covered.

The most time was spent on selection of brake fluids, being DOT3 or DOT4 conventional or DOT5 sil-

icone. J's position is that DOT5's advantages far outweigh it's disadvantages, and should be preferred, especially for older British cars.

A bonus discussion at the end concerned coolants and virtues of older vs. newer formulations (J likes older).

The crowd was small but very appreciative, including Jerry Gill, Jim "Pugs"

Pivirotto, Rob Foye, Rich Weyland, Jim Klekas, Duane Allred, Ken Borg, Doug Jensen, Roger Davis, hosts J and Kay Jennings, and Your Obedient Scribe Gary Lindstrom.

Grand Opening Preview Jaguar Downtown Salt Lake Dealership Thursday April 27

In celebration of their new Jaguar Downtown Salt Lake sales and service facility, Ken Garff and staff hosted an invitation only open house 27-29.

In addition to speeches by Jaguar potentates, live music, hors d'oeuvres, libations and desserts, a display of vintage Jaguars graced their spacious service bays.



Cars on display included:

- David and Diane Christensen, 1974 E-type OTS,
- Bob and Brenda Fellingner, 1962 Mk 2 3.8,
- Jerry Gill & Denise Cummins: 1965 3.8 S-type saloon,
- Ken & JoAnn Borg: XK140 DHC and 1995 XJS coupe,



- Barry & Allison Hanover: XK120 OTS,
- Gary Lindstrom: 1956 XK140 DHC,
- Art and Martha Pasker, 1950 Mark V DHC,
- Dave Hobson: XJ12,



- Jim and Herminie Klekas, 1968 E-type OTS,

- Craig & Janine Call: 1960 Mark 2,

- Lee and Judy Taylor: Mk I.

Marvin and Connie May strove mightily to have their XJ-S ready but in the end sent regrets.

Also attending showing support were Bud and Betty Merritt.



May Event Brunch At Brighton's [Silver Fork Lodge](#) 10am Saturday May 20

It was April 2015 when we last gathered at this soulful place for a cozy and tasty meal.

That year we had snow on descent, so this year we're scheduling it a tad later—not that that will necessarily change anything.

As of this writing we're not planning any convoying up the canyon, but that may still be proposed—watch your email and/or Facebook group to stay in tune.

Breakfast / brunch is served 8am to noon on Saturdays—here is the [menu](#).



HMS Jaguar's

Have you ever wondered if the Royal Navy ever used Jaguar as a ship name?

Well, you can try asking your Siri / Cortana / whatever, but I'm old fashioned and consulted Wikipedia, who as usual was quite informative on the subject.

In fact there have been two HMS Jaguar's. The first HMS Jaguar (F34), a J Class destroyer was launched in 1938 and sunk in the Mediterranean by a German U-Boat in 1942.

This the second HMS Jaguar, a Leopard Class frigate was launched in 1957 and sold to the Bangladeshi Navy in 1978. Here is a bit more on each.



The eight ships of the J-class including HMS Jaguar (F34) were ordered on 25 March 1937, and Jaguar was laid down at the Dumbarton shipyard of Denny on 25 November 1937. She was launched on 22 November 1938

and commissioned on 12 September 1939.

Jaguar was 339 feet 6 inches (103.48 m) long between perpendiculars and 356 feet 6 inches (108.66 m) overall, with a beam of 35 feet 8 inches (10.87 m) and a draught of 9 feet (2.7 m). Displacement was 1,690 long tons (1,720 t) standard and 2,330 long tons (2,370 t) deep load. Two Admiralty three-drum boilers fed steam at 300 pounds per square inch (2,100 kPa) and 620 °F (327 °C) to Parsons to two sets of Parsons single-reduction geared-steam turbines, rated at 40,000 shaft horsepower (30,000 kW). This gave a design speed of

—cont'd on [p. 6](#)

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36 knots (67 km/h; 41 mph) at trials displacement and 32 knots (59 km/h; 37 mph) at full load.

As completed, *Jaguar* had a main gun armament of six 4.7 in (120 mm) QF Mark XII guns in three twin mountings, two forward and one aft. These guns could only elevate to an angle of 40 degrees, and so were of limited use in the anti-aircraft role, while the aft mount was arranged so that it could fire forwards over the ship's superstructure to maximize the forward firing firepower, but was therefore incapable of firing directly aft. A short range anti-aircraft armament of a four-barreled 2 pounder "pom-pom" anti-aircraft mount and eight .50 in machine guns in two quadruple mounts was fitted, while torpedo armament consisted of ten 21 inches (533 mm) torpedo tubes in two quintuple mounts.

On commissioning, *Jaguar* joined the 7th Destroyer Flotilla based at Grimsby, operating off Britain's east coast. On 11 October, the ship ran aground in the Firth of Forth and was under repair until November. In May 1940, during Operation Dynamo, *Jaguar* and other destroyers rescued survivors from the sinking of SS *Abukir*.

In February 1941 she took part in Operation Abstention, where she engaged the Italian destroyer *Crispi* off Kastelorizo, disengaging after *Crispi* scored a 40mm hit on her searchlight; that March she took part in the Battle of Cape Matapan. *Jaguar* was struck by two torpedoes fired by the German submarine U-652 and sank off Sidi Barrani Egypt 31°53'N 26°18'E on 26 March 1942

with the loss of 3 Officers and 190 of her crew. 8 Officers and 45 crewmen were rescued by Naval Whaler *HMS Klo*.

HMS Jaguar (F37) was a Leopard-class Type 41 anti aircraft frigate of the British Royal Navy, named after the jaguar. The *Jaguar* was the last frigate built by William Denny and Brothers for the Royal Navy. Unlike the rest of her class,



the *Jaguar* was fitted with controllable pitch propellers.

Under Royal Navy service, her main armament originally consisted of twin Bofors 40 mm guns on a STAAG mounting, which was replaced by a single 40 mm gun early in life.

She was refitted in the mid-1960s, replacing the Type 960 long-range air warning radar with Type 965. The lattice mainmast was replaced by a plated structure to support the heavier AKE1 aerial used by the Type 965. The Type 293Q target designation radar on the foremast was replaced by Type 993. New ESM and SCCM equipment was installed on the foremast. It was intended that Seacat missile would replace the 40 mm gun, but this was not done to save money.

HMS Jaguar (F37) thereafter was refitted with Type 965 radar

The *Jaguar* sailed from Chatham UK in January 1969 and undertook a world cruise calling at Gibraltar, South Africa, Mombasa, Singapore, Hong Kong, New Zealand, Australia, Tasmania, Fiji, Tonga, Raratonga, Tahiti, Pitcairn, Panama and Florida. During this cruise she provided medical aid at Astove, in the Seychelles. She arrived back in UK December 1969. She was deployed to Icelandic waters for the Second Cod War in 1973. On 10 September 1973, she collided with the Icelandic gunboat *Thor* (Þór), and had her bows damaged. She spent the rest of the month on dry dock for repairs at Chatham. She was then assigned to the standby squadron, but was recommissioned in 1976 for service in Ice-

landic waters again for the Third Cod War. To protect her bows and stern from damage from collisions with Icelandic gunboats, she was fitted with heavy wooden sheathing.

Bangladesh Navy Service

After a spell in reserve, she was sold on 6 July 1978 to the Bangladesh Navy for £2 million, and commissioned in 1978 as *BNS Ali Haider (F17)*. *Ali Haider* served as a training ship.

She was decommissioned during a ceremony held in her homeport Chittagong on 22 January 2014. Name and number were taken by one of the two former Chinese JIANGHU III class frigates which reportedly had already begun their transfer voyage.



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Event Calendar

Saturday, May 6, 2017

BMCU Coalville / Taggarts Run
Rob & Mary Foye,
robbofoye@gmail.com

10am Saturday, May 20, 2017

Silver Fork Brunch, Brighton
See article on [p. 4](#)

Saturday, June 17, 2017

British Field Day
www.britishfieldday.com

Saturday, July 1, 2017

Eaglewood Festival of Speed
www.eaglewoodfestivalofspeed.com

Saturday, August 19, 2017

BMCU Trapper's Loop Run
Pat & Donna Rich

Saturday, August 26, 2017

Park City Classic Car Show

Saturday, September 30, 2017

BMCU Fall Colour Tour

September 2017

BBQ at Borgs' Cabin,
Midway UT

Friday, October 27, 2017

Halloween Party

November 2017

2018 Planning Meeting

December 2017

Christmas Party

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—*Burma Shave, 1930*

