

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

July 2018



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British Field Day

Saturday June 16, Liberty Park, Salt Lake City

I've been to countless British Field Days over the years but I must say this year's was one of the best. Great weather, turnout (cars and folks), and general ambience as always.

And as always WMJR set up a corral populated by several Leaping Cats and a few interlopers, described later.

Jaguar owner participants included Barry Hanover (XK120), Robert Horsey (F-Type), Marvin May (XJ-S), Jim Hulse (E-Type), S. Johnson (XJ6), John Evans (XKR), Jim Klekas (E-Type), Aaron & Family (E-Type), Art Pasker (Mark V), Mike

Allred (XJ6), Steve Thomas (XK8), Craig & Janine Call

And oh yes, Your Obedient Scribe was lurking with his

Aston Martin DB Mark III and Alvis DHC. Of course neither of these are Jaguars, but many folks thought they are, so same difference as they say



(Mark II), Dil Strasser (XJS), Tim & Beth Furner (XKR), Lee & Judy Taylor (Mark I), J and Kay Jennings (XJS), Duane & Kim Watkins (SV8), and Jim Revel (XK8).

Apologies as usual to those I missed or whose name or car is garbled above.

in Utah.

More photos can be seen at <https://garylindstrom.smugmug.com/WMJR/2018/Jags-at-British-Field-Day/>

—Gary Lindstrom

Scenes From British Field Day 2018



Jaguars Spotted at the Eaglewood Festival of Speed Monday, July 2



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Jaguar Clubs of North America

presents

International Jaguar Festival 2018

October 31-November 4, 2018, Santa Barbara California

Jaguar Owners Club Inc., Los Angeles, California, www.lajagclub.com

The Jaguar Clubs of North America (JCNA) has selected the Jaguar Owners Club, Inc. Los Angeles to host the 2018 International Jaguar Festival. The event location is the Hilton Santa Barbara Beachfront Resort (Fess Parker Hotel) on the beach in Santa Barbara California. The event will include a national competition in Concours d'Elegance- Champion and Driven Divisions, JCNA Rally, and JCNA Slalom. Also, displays of current and new Jaguar Land Rover Products, Ride and Drive campaign, scenic tours of the Santa Barbara, Santa Maria, and Santa Ynez Wine Country. The PETERSEN AUTOMOTIVE MUSEUM, "The Vault Tour" and Dinner at DRAGO Restaurant, kicks off the IJF Event. A Saturday Night "MONTE CARLO NIGHT" benefit for Veterans for the JLR "JOIN THE REGIMENT" program, training VETS to become technicians and management in JLR Dealerships.

Santa Barbara has been known as the Riviera of the Western United States, with its Mediterranean Climate, pristine beaches, outstanding eateries, high fashion shopping, historic districts, and panoramic views. The Hilton Santa Barbara Beachfront Resort is full service hotel and resort spa on the beach and centrally located to Downtown, the "Funk Zone", Sterns Wharf, marina, and is serviced by shuttles to and from "State Street" and the historic areas. Santa Barbara is serviced by AMTRAK, UNITED AIRLINES, and is 90 minutes from LAX.

Points of Interest:

Cabrillo Avenue, Sterns Wharf, State Street, Urban Wine Trail, The Funk Zone, Santa Barbara Shellfish Company, Brophy Bros. Seafood, Sailing charters, Montecito, Old Mission Santa Barbara, Riviera neighborhood, surfing, kayak tours, paddle boards, Art Museum, Santa Ynez Wine Country, and a lot more...

JOCLA IJF WEBSITE Information: www.ijfsantabarbara.com

Hotel Reservations: <http://aws.passkey.com/e/49537591>

Hotel Information: (877) 893-0892, mention "International Jaguar Festival"

Concours Registration: SDJagClubWebmaster@outlook.com

Petersen Automotive Museum Dinner/Tour (limited 100) sign-up: markmayuga@att.net

IJF Information: M. Mark Mayuga IJF Chair. markmayuga@verizon.net

In the Car Museum Race, Some Drop Out

By Steve Friess, *New York Times*, May 10, 2018

LAS VEGAS — On the final day of move-out for the Auto Collections at the Linq Hotel & Casino, Rob Williams sat at a lonely wooden desk on one end of 125,000 square feet of emptiness. The only trace of the hundreds of cars that have passed through here over nearly 40 years were the oil stains on the carpet and walls adorned with the painted logos of the manufacturers whose wares were once among this tourist city's most popular daytime attractions.

“This is not what we built right here,” Mr. Williams said. “I can't wait to close the door and walk away. I don't want to remember this place like this.”

The Vegas collection shut down to the public on New Year's Eve, the same day another car display, Hostetler's

Hudson Auto Museum in Shipshewana, Ind., also closed its doors. A year earlier, in December 2016, the Walter P. Chrysler Museum



on the corporate campus of Fiat Chrysler outside Detroit was eliminated and its building converted to office space. A few months before that, the Riverside International Automotive Museum — the last remaining piece of a once-celebrated, long-gone California raceway — also closed.

The news has been so bleak for so many auto museums that Kurt Ernst, editor of the classic-car news site Hem-

ings Daily included in his five predictions for 2018: “Expect to see more museums close and more collections head to auction.” He added this warning: “If you have a favorite museum, 2018 will be a good year to pay it a visit, or better yet, make a cash donation.”

Auto museums, like some other cultural institutions, rarely turn a profit from ticket

sales. And collections that were opened to the public by wealthy owners as vanity projects or tax strategies are closing as their benefactors get bored, tire of losing money or die.

In Las Vegas, Mr. Williams's father, Don, 72, decided that it was time for him to downsize his once-vast car collection, which he also displayed in California and Shanghai. There were typically 150 to 200 cars on

Car Museum Race, *cont'd*

display here at any given moment, with another 100 in storage.

In 1999, the Williams family took over the space — actually the fifth floor of the hotel-casino's parking garage — at what was then the Imperial Palace. In return for the rent-free space, the resort pocketed all the ticket and merchandising revenue and the family used the prime spot to sell their classic cars. (Before that, the space for two decades boasted the personal collection of the Imperial Palace's owner, Ralph Englestad.) The Auto Collections once drew more than 3,500 visitors a day, Mr. Williams said; by the end, the average was fewer than 1,000.

By the time Mr. Williams was moving the cars out in February, there were 40 that had not been sold. They have been moved to the family's main classic car dealership,

Blackhawk Collection, in Danville, Calif.

“Perhaps there's a limit to how many auto museums there can be,” said Matt Anderson, a curator at the Henry Ford Museum of American Innovation in Dearborn, Mich., and the president of the National Association of Automobile Museums. His members worry about declining attendance. “They're struggling with this realization that younger folks aren't into cars the way their parents and grandparents were.”

Changes in how Americans view car culture are taking a toll, said Mr. Ernst, the Hemmings editor.

“The need to go to museums isn't what it once was,” he said. “Rather than traveling cross-country to see a car, if you want information on that car, it's instantly availa-

ble. You can find out more information on the internet about a particular Hudson, for example, than you'd even be able to learn inside of a museum.”

In Shippshewana, a tourist town nestled in northern Indiana's Amish country, the museum housing a \$4 million collection of about 50 Hudsons was expected to be liquidated at auction this summer, said Bob Shanahan, the city manager. The museum was named for Eldon Hostetler, known as J.R., who donated his cars, land and an endowment to the city in 2005. But the endowment was hardly enough to cover costs, so taxpayers have been on the hook for the difference. Mr. Shanahan said the attraction had been expected to lose \$1.2 million over the coming five years; ticket revenue last year came to a paltry \$17,000 on attendance of fewer than 4,000 visitors.

“It wasn't that there was a lack of people who come to



Car Museum Race, *finale*

the town; it just wasn't the draw that I think people envisioned it being," Mr. Shanahan said.

There have been success stories, however. Some museums have thrived by offering unusual experiences and a different mix of wares.

The Volo Auto Museum outside of Chicago shifted away from displaying production cars about a decade ago and focused on vehicles from movies and television, said Brian Grams, the museum's director.

The Petersen Automotive Museum, on Museum Mile in downtown Los Angeles, reopened in 2015 after a \$125 million makeover as a sparkling, sleek venue with an exhibit dedicated to the Pixar "Cars" movies, Xbox racing simulators, a motor sports gallery and virtual tours for the iPhone or iPad.

At the Gilmore Car Museum in Hickory Corners, Mich., visitors who book ahead can take lessons on driving a vintage Ford Model T, and the Simeone Foundation Automotive Museum in Philadelphia hosts twice monthly "demonstration days."

"People hear 'museum' and they think quiet, they think of some cars lined up, probably dusty and dirty," said Mr. Grams, the Volo director. "We've got music, it's very happy.

We've got this dome where you walk next to displays and video plays playing on the wall, so you can view a clip of 'The Dukes of Hazard' when you're standing next to the General Lee."

Still, the Volo, much like the Vegas collection, survives not on gate receipts but as a classic car dealership. Others, like the Simeone, the Petersen and the Henry Ford, subsist on grants, fund-raisers and endowments. But the museums that display a particular person's passion — like Bruce Weiner's now-closed Microcar Museum — face the greatest challenges.

"I would say every year I spent hundreds of thousands of dollars," said Mr. Weiner, a candy magnate who operated a museum in Madison, Ga., for 14 years before closing in 2013. "To keep your museum relevant and current and ac-

tive, you've got to always be changing what you've got and that's very difficult to do. Only a few museums can afford to do that."

Some, like Kevin Biebel, the chairman of the Saratoga Auto Museum, are less disheartened by the loss of car museums and the liquidation of their collections. New owners mean the potential for new hobbyists, he said.

"While museum closings might be a bad thing for that town, it's not a total disaster for the hobby because they're not going to the crusher. They're not getting turned into soda cans," Mr. Biebel said.

That means he does not see the closings as a demise.

"They might not be that tourist attraction," Mr. Biebel said, "but they might very well be the next makings of another car collection."

My Other Car Is A Rolls Royce Silver Spirit —David C. Hobson

The Rolls Royce Silver Spirit and the longer wheel base Silver Spur were produced from 1980-1999. The model was preceded by the Silver Shadow, which was the best selling RR in the history of the company. The Spirit was built on more or less the same platform, but with extensive restyling by Austrian Engineer Fritz Feller.

It has been said that anyone can design a water pump for a Rolls Royce. However, it takes a genius to design one for a Chevrolet.

Largely because of a lack of cost restraints, Rolls Royce tends to over-engineer their cars to a significant extent. I've often thought that the conversations with the engineering staff must be along the lines of "Why use three parts when a dozen will do the job just as well?" The brakes and self-leveling rear suspension work under about 2,500 psi, and are built under license from Citroen.

While RR originally built almost all the components in their own factory, many are now contracted from outside suppliers. (The fuel system is by Bosch. Power steer-

ing components and transmissions have been by GM since their introduction into Rolls Royce motorcars.) Before WW II, Rolls Royce did not build their own bodies. A buyer purchased the chassis from Rolls Royce, then commissioned a suitable body from a coach

As a result of limited production, parts can be prohibitively expensive. However, independent suppliers like Flying Spares and IntroCar in England supply aftermarket parts for 1/3 to 1/2 the cost of those available through authorized dealers. And independent shops familiar with

Rolls Royce can do service work at a much lesser cost than dealerships. While fuel mileage is notoriously low (10 - 12 mpg), Rolls Royce ownership is not outside most people's budgets.

There is a great deal of Rolls Royce lore associated with the marque. Sev-

eral books are available detailing that information for anyone interested. For instance, did you know that a Rolls Royce has never been known to break down? At very worst, one my "fail to proceed." When asked about the Rolls Royce grill and hold conversions available for VW Beetles in the 1960s, the comment by a Rolls Royce spokesman was "The cloak of a giant upon the wizened body of a dwarf."

When air conditioning was finally introduced as standard on the



builder. Post war, almost all bodies have been made by the English firm Pressed Steel, Ltd, then finished and installed at the RR factory.

Post war, there were still custom bodies available if one wished to spend the extra money. With the passing of the frame-on-body Silver Cloud in 1966 and introduction of the unit body Shadow, custom bodies were no longer an option except in a handful of Phantom V and VI models.

My Other Car — *cont'd*

Silver Shadow cars, a reported asked about owners who live in places like the Pacific Northwest, where air conditioning is not normally needed. The official comment? "If one does not wish air conditioning on one's Rolls Royce, one does not turn it on!" There are many similar quotes from company spokesmen over the years on a variety of subjects, many of them humorous. If a Rolls Royce Club gathering states "PMC only, please" it means they prefer that you bring a "Proper Motor Car."

Rolls Royce advertising has typically consisted of a long list of items which make the car unique, and therefore attempt to justify the exorbitant initial cost. However, due to the magic of depreciation, a fairly late model RR can be had for only a fraction of the original purchase price. I purchased both my Spirit and Spur models for well under \$10,000.

Another interesting example of Rolls Royce tradition and history is the radiator ornament properly termed The Spirit of Ecstasy. Lord Montague of Beaulieu was an aristocratic Englishman who was an early motoring enthusiast. Rolls Royce was becoming upset about the poor taste shown by some of the early radiator ornaments fitted to their cars, so they commissioned an official "mascot" created by sculptor Charles Sykes which was introduced in 1911. Montague's mis-

trepreneur, Eleanor Thornton, was the model for Syke's design. Which is the reason it is sometimes referred to among RR owners as "Eleanor in her nightie."

Another interesting bit of histo-



ry: Bentley and Rolls Royce were originally two entirely separate companies. However, in the early 1930s, RR purchased the Bentley company out of receivership, and started building Bentleys as "The Silent Sportscar." By the mid-1960s, Bentley had simply become a re-badged Rolls Royce with a different grill aimed at buyers who didn't want to flaunt their wealth. By the 1980s, RR began to modify the existing RR models into more performance-oriented vehicles. (Bentley Turbo R and Arnage are two examples.)

In the late 1990s, RR Ltd had fallen on difficult economic times due to lack of sales, and the company was put up for sale. The German company BMW expressed interest, only to be out-

-bid by VW, who ultimately bought the company. However, unknown to VW until after the sale, the Rolls Royce name was not included with the purchase. BMW purchased the name from the now-separate Rolls Royce aircraft engine company, and proceeded to build a new factory at an entirely new location. One can only imagine the irritation of the Brits at having their two prestige automobile companies owned by the Germans and Jaguar owned by India, a former colony. Thankfully, all the new owners have allowed the existing companies to maintain a good degree of autonomy.

The best car in the world? In the early days of motoring, Rolls Royce could

make a solid case for that claim. However, by the late 1930s, US car companies had surpassed Rolls Royce in the opinion of many people, and were licensing things like the GM designed front suspension on the Phantom III.

With sales of only a few thousand cars after WW II, Rolls Royce could no longer afford the R & D costs required to match those of larger companies in the US and Germany. However, in terms of beautiful craftsmanship in leather and wood, and a rich heritage, Rolls Royce still stands alone. In terms of the enjoyment of driving, I personally prefer a modern Jaguar or Mercedes Benz S Class. However, there's still something magical about owning and driving a Rolls Royce.

Club Calendar 2018

Saturday, August 18
BMCU Trappers Loop Run

Saturday August 25
Park City Classic Car Show
Main Street Park City

Saturday, September 22
BBQ at Borg Cabin, Midway

Saturday, September 29
Fratelli Ristorante Car Show, 9236 Village Shop Dr., Sandy

Saturday, September 29
BMCU Fall Colour Tour

Saturday, October 27
Halloween Party

December
Christmas Party

Ongoing Events

Third Sunday of Each Month
9am—noonish
Park City Cars and Coffee
Hugo Coffee
1794 Olympic Parkway, Kimball Junction



Remember that XK150 Fixed Head Coupe advertised in the January newsletter? Club member Jim Revel has bought it from Bruce Schilling. Jim is committed to finishing the restoration in a tasteful and correct manner. Way to go, Jim!

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