

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

September 2018



WMJR Web Site:

www.WMJR.org

Follow Group WMJR On Facebook

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

Park City Classic Car Show At Billy Blanco's *Saturday, August 25*

This year's Park City Classic Car Show was at a new venue, Billy Blanco's Restaurant in Quarry Village.

This site, which offered ample parking, music and a pig roast lunch, was generally well received, though some folks were unprepared for the shadeless expanse.

There was also favorable comment about grouping the cars by class to simplify voting.

Goodie bags and a variety of door prizes were distributed to car registrants.

Donors included Moss Motors, XKs Unlimited (now part of Moss), SNG Barratt,



and Victoria British, and Meguiars Car Care Products.

Special thanks go to the donors of two major prizes, Eric Shea of PMB Performance (gift certificate for caliper rebuilds) and Meguiars (buffer and accessory kit).

WMJR members showing

cars included Barry and Allison Hanover, Ken and JoAnn Borg, J and Kay Jennings Bud and Betty Merritt. Mike Cady, Art Pasker, Jim and Susan Revel, Steve Thomas, Jim and Hermione Klekas, John Lay, Jane and Mitri Muna, Tim and Beth Furner, Gary Lindstrom, Robert Killian, Rolf Bremer and Tim and Beth Furner.

WMJR members attending but not showing cars included Duane and LuAnne Allred, John and Liz Green, Jerry Gill, Pat and Janet Patterson and Henry Hancock. As always, apologies to any we missed

Photos from PCCCS 2018



PCCCS 2018 Award Winners

American Classic

Best of Class – Bob Kuster, 1961 Chevrolet Corvette
Class Award - Eric Wheeler, 1961 Chevrolet Corvette

Austin-Healey

Best of Class – Jim Revel, 1956 Austin-Healey 100
Class Award – Scott Mortensen, 1957 Austin-Healey 100/6

Exotic

Best of Class – Jack Gallivan, 1953 Kircher Special
Class Award – Hermione Klekas, 2008 Lamborghini Gallardo

Modern Jaguar

Best of Class – Tim Furner, 2013 Jaguar XKR Coupe
Class Award – J. & Kay Jennings, 1993 Jaguar XK-S

Modern Porsche

Best of Class – Paul Jaroch, 2014 Porsche 911 Turbo C
Class Award – Howard Bornstein, 1987 Porsche Carrera Cabriolet 911

Vintage British

Best of Class – Don Kent, 1961 MG A
Class Award – Gary Lindstrom, 1958 Aston Martin DB Mark III

Vintage European

Best of Class – Ed Fall, 1958 VW Beetle European Ragtop
Class Award – Jonathan Hermance, 1964 Volvo P1800S

Vintage Jaguar

Best of Class – Barry & Allison Hanover, 1951 Jaguar XK120 OTS
Class Award – Ken & Jo Ann Borg, 1955 Jaguar XK140 DHC

Vintage Porsche

Best of Class – Robert Green, 1954 Porsche 356 C
Class Award – Larry Phillips, 1974 Porsche 914

Best of Show

Jack Gallivan, 1953 Kircher Special

People's Choice

Barry & Allison Hanover, 1951 Jaguar XK120 OTS

Annual BBQ At Borg Midway Cabin 6pm Saturday, September 22

Yes, Boys and Girls, it's time once again for the WMJR BBQ at the Borgs' lovely cabin in Midway.

Star Chef Duane Allred will once again be operating the grill making burnt offerings of burgers, brats and perhaps even a few hotdogs, all free as this year's club dividend to its members.

The venue is perfect for this event, offering a terrific view, lots of room including a spacious outside deck, and a pleasant drive to a cooler location.

Please bring a side dish or dessert to share, and any libations you would like other than the provided soft drinks. There will be extra points for driving a Jaguar



or other British car.

And speaking of extra points, these can also be earned by scoring well on the British car quiz being fiendishly devised by J Jennings.





To ensure a level playing field attendees will be requested to check cell phones at the door!

Routing to the event can be obtained by GPS to 259 St. Moritz Rd., Midway, UT 84060, 435-654-BORG (2674) or follow the directions on the next two pages.

—Gary
Lindstrom



Follow I-80 E and US-189/US-40 E to River Rd in Wasatch County

- | | | |
|---|--|------------------|
| | | 30 min (32.1 mi) |
|  | 5. Merge onto I-80 E | |
|  | 6. Take exit 146 for US-40 E toward Heber/Vernal | 18.7 mi |
|  | 7. Keep right to continue toward US-189/US-40 E | 0.3 mi |
|  | 8. Continue onto US-189/US-40 E | 0.4 mi |
| | | 12.8 mi |

Continue on River Rd. Take Interlaken Dr to St Mortiz St

- | | | |
|---|--|-----------------|
| | | 10 min (4.6 mi) |
|  | 9. Turn right onto River Rd | |
|  | 10. At the traffic circle, take the 2nd exit onto 1050 N | 3.0 mi |
|  | 11. Turn right onto Interlaken Dr | 0.3 mi |
|  | 12. Turn right onto St Moritz Rd | 1.1 mi |
|  | 13. Turn right onto St Mortiz St | 476 ft |
| |  Destination will be on the right | |
| | | 0.2 mi |

259 St Moritz Rd

Midway, UT 84049

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Planes And Horsepower Show Heber City Airport August 5

Several WMJR members bestowed photo opportunities on several World War II war birds at the Planes and Horsepower show at Heber City Airport August 5 — or was it the other way around?!?

In any case it was a fun event on a glorious Saturday afternoon.

Our own Art Pasker's perennially favorite 1950 Jaguar Mark V Drop Head Coupe won People's Choice.

Other WMJR member showing cars included Barry and Allison Hanover, Mike, Susan and Tess Cady, and Gary



Lindstrom.

This is a fun event for a great cause, which is the Utah Wing of the Commemorative Air Force.

See you next year!



The 8 Greatest Jaguars That Aren't E-Types

Hagerty Forum

Sir William Lyons founded the Swallow Sidecar Company in 1922, began making his own sports cars in 1931, switched the name on the building to Jaguar in '45, and created a masterpiece in 1961. That year, on March 15, the Jaguar E-Type was unveiled to the world at the Geneva Motor Show. With an independent rear suspension, Jag's already legendary double-overhead-cam inline-six engine, and the shape of all shapes (designed by Malcolm Sayer), it will forever be considered the greatest Jaguar of all-time.

In 1999, Ian Callum became Jaguar's Design Director, a job he had wanted since he was 14 years old, inspired by the sight of a new 1969 Jaguar XJ 6. He sent some sketches to Jaguar Chief Engineer Bill Heynes, who encouraged the young lad from Dumfries, Scotland. Callum's resume now includes the timeless shapes of the Aston Martin DB7, Vanquish, and DB9, as well as Jag's recent design revolution

with cars like the XK, XJ, XF, F-Type, and F-Pace.



When we decided to choose a short list of the greatest Jags that



aren't E-types, we asked Callum for assistance. Many of his selections were unexpected, but

maybe even more shocking were some of his omissions. Maybe we shouldn't have been so surprised. Callum, who's famous for driving around the English countryside in his 1956 Chevy Bel Air street machine and his fenderless 1932 three-window Ford hot rod, has always been a little unpredictable.

1975 Jaguar XJC

Partially inspired by the pillarless hardtops made famous by American manufacturers in the 1950s and '60s, the XJC debuted in 1973, finally reached production in '75, and the final few were sold in 1978. About 6500 were built, most powered by the 4.2-liter inline six, but around 1800 were powered by the 5.3-liter V-12. Oddly, the XJC sales overlapped with the sleeker and more dramatic

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The Eight Greatest Jaguars — *cont'd from p. 8*

XJ-S coupe, which was produced from 1975–96. liter inline six from the XK150

“The XJC was probably one of Lyons’ best looking cars,” Callum says. “It’s a two-door, pillarless coupe with beautiful proportions and takes the basis of the original XJ, which in itself was a very avant-garde car for its time, and makes it even better. It was the last car that he was involved in before he retired, and Lyons said it was his favourite. It’s certainly one of mine.”



Graham Hill, and Stirling Moss.

“The purity of its bodyside is astonishing and its stance is perfect,” Callum says of the Mark II. “It was also a very quick five-seater car. At the time it was seen as the original sports sedan. For me, the modern equivalent would be the new all-electric I-PACE—it’s a genre of its own.”

2010 Jaguar C-X75

A mid-engine supercar concept that never reached production, the Project C-X75 did, however, wow movie goers when

1959 Jaguar Mark II

Callum doesn’t mince words when it comes to the Mark II, calling it “one of the most beautifully proportioned and disciplined saloon cars ever produced.” The Mark II debuted in 1959 and was produced until 1967, with Jag emulating its look for the S-Type



it was driven by the baddies in the 2015 James Bond film Spectre. Originally built to celebrate Jag’s 75th birthday, by 2013 five runners were built with their chassis and bodies constructed entirely of carbon fiber. A twincharged 1.6-liter four-cylinder making 500 hp was combined with two electric motors making an additional 400 hp. Jag says the all-wheel drive

sedan produced from 1999–2008. In the United States, the unit-body four-door was powered by the 3.8-

sports car. With two overhead cams and 220 hp, it was capable

of 120 mph. The Mark II was raced all over the world by men like Lotus-boss Colin Chapman,

—*cont'd on p. 10*

The Eight Greatest Jaguars — *cont'd from p. 9*

supercar could be driven 30 miles on electricity alone and was capable of 0–100 mph in less than six seconds and a top speed of more than 200 mph.

Callum says, “I believe C-X75 is the best looking car that we’ve done at Jaguar, in terms of supercar status, so I had to include it. It’s a mid-engine proportion, which is something that we all enjoy designing, but its purity is as powerful as its overall shape. That was something that we as a team really wanted to do in this car—capture the purity of the original E-Type.”

1931 SS One Coupe

“The SS1 Coupe is a car I love because it captures the essence of a Jaguar—exaggerated form and proportions,” Callum says. “It has a long bonnet, very low roof, and large wheels at each corner. Pure hot rod.”

In 1930, the bread and butter of Lyons’ company was the construction of rebodied Austins, but he had begun to partner with Standard, which produced a larger chassis. Using a modified Standard frame and engines, the long and low SS1 (named for the first initials of each company) debuted at the London Motor Show on October 9, 1931. Under its long hood was a 2.0-liter four-cylinder engine, but a 2.5-liter was available later as well as other body styles, including a convertible called the tourer. These cars competed in rallies throughout Europe with

much success. Production lasted until 1936.

1962 Jaguar Mark X



Imposing with a magnificent presence, the sleek Mark X



(spoken as the Mark 10) was slightly longer and eight inches lower than the Mark IX it replaced. It used the engine, independent rear suspension, and four-wheel disc brakes from the E-Type, as well as unit-body construction lessons learned from the smaller Mark II. The Mark X debuted on October 10, 1961, with production lasting until 1970.

“The Mark X Jaguar was excessive almost beyond belief,” Callum says. “At nearly two meters, it was the widest car ever produced in the UK. It was an attempt to bring Jaguar into the American market; therefore it was somewhat oversized. But that excessiveness is what makes it so exciting. The purity of line that goes from the front lamps straight through to the rear fender is absolutely perfect and undisturbed—evidence that Jaguars don’t have to have haunches.”

1951 Jaguar C-Type

Malcolm Sayer joined Jaguar in 1950 to improve the aerodynamics of the XK120 for competition at Le Mans. His creation was the C-Type or XK120 C (“competition”). Three were entered in the 24-hour race of 1951, with drivers included Stirling Moss, and the C-Type driven by Peter Whitehead and Peter Walker won the race with an average speed of 93.49 mph. Fifty-three C-Types were built over the next three years. Jag C-Types would win races all over the world, including Goodwood and Watkins Glen, and be driven by such legends as Phil Hill and John Fitch before being replaced by the D-Type.

“The proportions and purity of the C-Type Sayer produced was absolutely beautiful,” Callum says. “It’s my favourite classic racing Jaguar because it’s derived from first principles, aerodynamics, and geometry. Sayer had a way of

—*cont'd on p. xxx*

The Eight Greatest Jaguars — *cont'd from p. 10*

making static cars look fast and efficient. It was among the most advanced cars of its day and we've tried to instill a bit of that DNA into all of our cars."

1954 Jaguar D-Type

"The D-Type is voluptuous beyond belief," Callum says. "Created from pure geometry and what was understood to be aerodynamic at the time, its very presence and beauty is something that has to be seen to be believed, especially with the rear fin on it. With the rear fin, the D-Type became so extravagant and indulgent, it was quite stunning. It was clearly the main influence for Project 7."

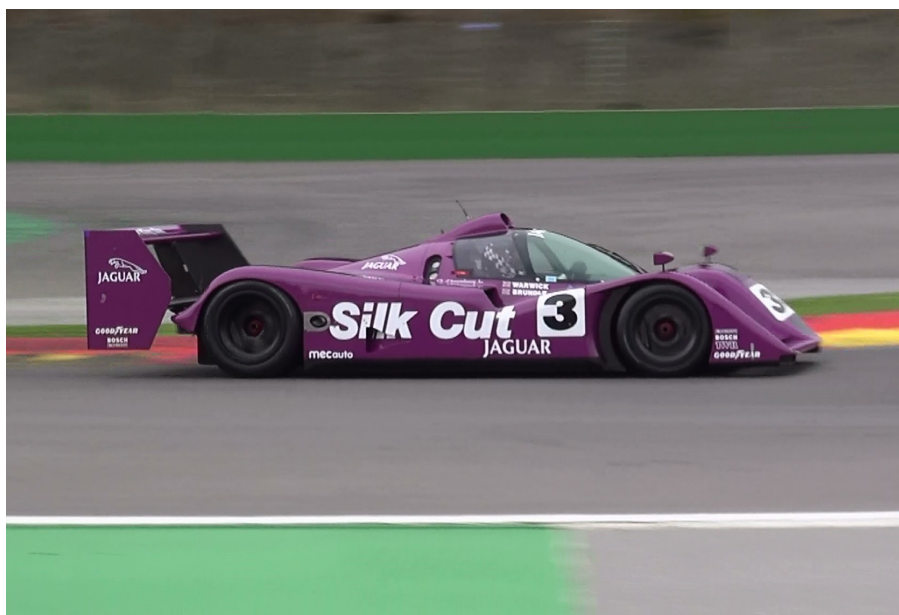
In 1954, the new D-Type, which would go on to be Jag's most historically significant race car, broke the Le Mans lap record held by the more powerful 4.5-liter Ferrari driven by Alberto Ascari.

Three cars were entered that year, with one finishing a close second to a Ferrari. The following year, with body and mechanical modifications, the D-Types returned to

Le Mans and won the race with Ivor Bueb and Mike Hawthorne driving to victory with an aver-



age speed of 107 mph. D-Types would win Le Mans again in 1956 and '57, again with Bueb



driving. On January 21, 1957, the Jaguar XKSS, a road-going version of the D-Type, was introduced with an astronomical sticker price of \$6900. Sixteen

were built, with the most famous XKSS owner being Steve McQueen.

1991 Jaguar XJR14

"The XJR14 was a Group C car created by TWR in the 1990s and I was fortunate to be personally involved with it," Callum says. "It was originally modeled as a clay model, with the correct surfacing that the designer would understand and approve of, even though it was a pure aerodynamic car. The overall shape of it is just hugely dramatic and I think it's the prettiest Group C car ever produced."

Designed and developed by TWR under the supervision of Ross Brawn, the XJR14 was powered by a naturally aspirated 3.5-liter Ford HB V-8 pilfered from a Formula One car.

Tuned to rev to 11,500 rpm and make 650 hp, three were built and they began the season dominating the FIA's World Sportscar Championship against Peugeot and Mercedes. They did not compete at Le Mans, but the following year they went to America and finished third in the IMSA Camel GTP Championship with two victories.

This is a companion discussion topic for the original entry at <https://www.hagerty.com/articles-videos/articles/2018/08/21/the-8-greatest-jaguars-that-arent-e-types>

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Jaguar Clubs of North America

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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



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2018 Pikes Peak Concours d'Elegance



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Registration 9 a.m. • Judging 11 a.m. • Awards & Auction 4:00 p.m.

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at Jaguar Land Rover Colorado Springs
565 Automotive Dr. (on the hill above Motor City)

Club Calendar 2018

Saturday, September 15

[Southwest Idaho All British Field Meet](#)

6pm Saturday, September 22

BBQ at Borg Cabin, Midway

Ken Borg, 801-277-3313, burghley@msn.com

See article on [p. 4](#)

Saturday, September 29

Fratelli Ristorante Car Show, 9236 Village Shop Dr., Sandy

Jim Klekas, 801-971-6060, jklekas@aol.com

Saturday, September 29

BMCU Fall Colour Tour

Saturday, October 27

Halloween Party

November

Cat Dance Film Festival

Barry Hanover, 435-645-4933, bhanover1@msn.com

December

Christmas Party

2019

May 29 — June 11, 2019

Red Rock Rallye

Randy and Debbie Aagaard, rka@aagaards.com

Ongoing Events

Third Sunday of Each Month

9am—noonish

Park City Cars and Coffee

Hugo Coffee

1794 Olympic Parkway, Kimball Junction



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