

# Under The Bonnet

Newsletter of the  
**Wasatch Mountain  
Jaguar Register**

November 2019



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## Halloween Party at Klekas Home Friday October 25

'Twas a spooky time once again on October 25 as WMJR members donned funny / crazy / scary / looney / every-day hats and fedoras to our annual Halloween party at the gracious home of Jim and Hermione Klekas.

And once again Jim with Hermione as Sous Chef prepared the main course, his famous κοτόπουλο και ρύζι (chicken with Greek rice)

A great time was had by all. Attendees included Jim, Hermione, Niko and Vito



Klekas, Kay, James, Susan and Jackson Jennings, Liz Green, Mike and Susan Cady, Arnold and Ann Antell, Bud and Betty Merritt, Simon Mathews and friend Ken, Lee and Judy Taylor, Tim and Nia Reganis, Dil and Dianne

Strasser, and Your Obedient Scribe, Gary Lindstrom.

As always, apologies to those we missed.

# Halloween Party Photos



Save The Date  
WMJR Christmas Party  
6:30pm Wednesday December 4  
Old Spaghetti Factory, Trolley Square

The OSF (gotta use short abbreviations in this thumb composed modern world) has done such a great job in the past for us that we're back there again this year.

One change this year is they've reserved us a spot on the first floor because they've had problems with old folks doing sprint races up the stairs.

There will be three menu choices:



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1. Chicken fettucini \$13.99
2. Spaghetti and meat balls with red sauce \$13.99
3. Lasagna \$14.50.

All entrées come with soup or salad and spumoni ice cream.

Drinks are extra.

For club members we're cost sharing at \$10 each.

Finally, once again we are inviting folks to bring mad cap, nifty, (and closet emptying?) gifts to exchange valued at say \$10-\$20 (7.75£ —15.50£).

ued at say \$10-\$20 (7.75£ —15.50£).

Mark your gift *Him* or *Her* unless it has bi-appeal.

Thanks to Liz Green and Susan Cady for making arrangements.

## Jaguar XK120 Prices May Be Down But the Car's Intrinsic Value Remains Sky-High

by Andrew Newton, [Hagerty.com](http://Hagerty.com), October 9, 2019

The 1948 British International Motor Show, held from late October to early November at Earls Court in London, was a welcome-back party for the UK's postwar car industry. The first London show held since the end of World War II, it saw more than 30 British automakers pack the exhibition center with any cars they had to offer, and many of them were brand new designs. Austin showed off its new A90 Atlantic, Aston Martin brought out the 2-Litre Sports, and Alec Issigonis's Morris Minor burst onto the scene as Britain's next people's car.

What really stole the show, however, was the Jaguar XK120.

The impossibly curvy, almost feline-looking alloy bodywork was fresh and exciting for the public, which hadn't seen a new car in years. Equally exciting was what was under the hood. In fact, the XK120 was originally meant as just an attention-grabbing show car to draw attention to the new XK engine, and it was only after the sensational demand for the car following Earls Court that Jaguar put the car into production.

The 3.4-liter XK straight-six that

debuted in the XK120 and the Jaguar Mark V featured double overhead camshafts driven by chains, hemispherical combustion chambers, a cast iron crankcase, and an aluminum cylinder head. In its initial form, the XK



made 160 horsepower and propelled Jaguar's two-seater to a top speed of over 120 miles per hour, hence the name. It doesn't sound like much today, but that was a blistering pace for the late 1940s. The XK120 was the world's fastest production car when it was launched, and Cadillac's 331 V-8 needed an extra two liters of displacement to make the same amount of power as the Jaguar six.

In various forms, the XK engine went on to win Le Mans five times, powered everything from big saloons to E-Types, and was

used in passenger cars all the way up until 1992. There aren't many engines this side of the small-block Chevy with that kind of resume.

But back to the car itself. After the first 240 cars were built with aluminum body panels over ash wood framing, Jaguar boss William Lyons, who penned the XK120's shape, decided to switch to steel for more large-scale production. A fixed-head coupe joined the lineup in 1951, and a drophead coupe with roll-up windows and a better top than the original roadster arrived

in 1953. Jaguar built a little more than 12,000 XK120s before the revised XK140 arrived in 1954.

The XK120 wasn't just a turning point for Jaguar. It was a turning point in the sports car story on both sides of the Atlantic. It was among the first truly new sports cars to hit Europe, and established Jaguar as one of the key players in international sports car racing. In America, where about 60 percent of XK120s wound up, both the Jag and the T-Series MG introduced many people to sports cars

—cont'd on [p. 5](#)

## XK120 Prices —*cont'd from p. 4*

and road racing for the very first time, and the market for two-seaters grew as a result. The Chevrolet Corvette and Ford Thunderbird owe a lot to the big cat from across the pond.

For all the beauty, performance, and historical significance packed into the XK120, it is a very collectible car, and it has been for a long time. Generally speaking, however, XK prices have softened somewhat this year, and it doesn't help that British buyers are a bit gun-shy at the moment.

Values took a serious dip during the Great Recession, falling more than 18 percent from 2008–10 in some cases, then started rebounding along with most of the rest of the collector car market in the early 2010s. Now, though, most XK120 values are about where they were pre-Recession. For example, the #2 (excellent) value for a 1954 XK120 Roadster in the beginning of 2008 was \$134,000, and today it's \$138,000.

Different versions are naturally more collectible than others, but any XK120 in at least #2 condition is a six-figure car. Alloy Roadsters are worth two-to-three times as much as steel ones, and early Roadsters are worth a few

grand more than later ones. Drophead Coupes are the rarest, with fewer than 1800 built, and Fixed Head Coupes numbered below 2700, but in terms of val-



ue Roadsters are the most collectible. In #2 condition, Roadsters carry an average value of \$139,000, which puts them ahead of Drophead Coupes at \$129,000 and Fixed Head Coupes at \$103,000.

Jaguar sold an SE (“Special Equipment”) model, also called the M in the States, that added an upgraded 180-hp engine, dual exhaust pipes, and wire wheels. It was available in all three body styles and can add up to 10 grand in price over a base car. Expect to pay a small premium for wire wheels over steel ones on a base car.

Technically, the most expensive XK120 sold at auction was

\$2,062,500 in Monterey four years ago, but much of that price was for the Ghia Supersonic coupe bodywork. The most expensive XK120 with a Jaguar body was a 1951 Roadster campaigned by legendary Scottish race team Ecurie Ecosse, which

sold for £707,100 in 2013 (about \$1,156,100 at the time, or \$870,400 today). A 1954 Competition Roadster that won its class at the Alpine Rally also sold for £365,500 at Goodwood in 2015 (about \$566,500 at the time, or \$449,600 today).

More recently, XK120s have had a tougher time selling in 2019 both here and in the UK, and this is true for both stellar examples as well

as rougher cars with needs. An alloy-bodied 120, the first one imported into the United States and therefore a highly significant car, sold for \$385,000 at Gooding & Company's Amelia Island auction in 2011 and for \$451,000 at Pebble Beach in 2013, but brought just \$357,000 at the RM Sotheby's Monterey auction this August despite being in the same fantastic condition. An older restored but still gorgeous 1950 Roadster sold in Amelia Island this year for just \$95,200, which was #3 money for a #2 car. A driver-quality 1951 Roadster also sold in Monterey this year for \$71,500, which was #4 money for a #3 car. On Bring a Trailer, meanwhile, a total

—*cont'd on p. 6*

## XK120 Prices —cont'd from [p. 5](#)

of 16 XK120s have popped up in 2019, but none of them have broken six figures.

Given their age and value, XK120s unsurprisingly appeal mainly to older buyers. Looking at buyer interest, which we measure through insurance quoting activity, 86 percent of quotes for XK120s come from buyers in the Baby Boomer generation or older. Younger buyers just aren't wooed enough by the XK's good looks and her-



itage to overcome the ridiculous steering-wheel-in-the-chest driving position, the drum brakes, or,

most importantly, the massive price tag when there are plenty of vintage sports cars that do everything the Jag does for a fraction of the money. But even though prices seem to be weakening for these seminal sports cars, they will always be drop-dead gorgeous, rare, and rewarding, not to mention one of the most important and influential two-seaters of them all. That historical significance should allow XKs to fare better than other, less-influential cars in this price point.




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# 5 Tips to Prepare Your Vintage Ride for Storage

by Kyle Smith, [Hagerty.com](https://www.hagerty.com), October 29, 2019

It's a sad time of year when those in less temperate climates must tuck their classic cars away from the menaces of salt and bad weather.

Here are five quick storage tips to help you make sure your valuable car is not damaged while in storage; keep these in mind and ensure your car is ready for that first glorious spring drive.

## ***Check your coolant***

Water expands as it freezes, and that expansion packs enough power to split engine blocks. If you run straight water in your cooling system, now is the time to drain it before you end up with an unintentional two-piece engine block. Storing with zero coolant in the system is one option, but that allows the walls of the metal surfaces to corrode and may lessen the efficiency of the cooling system.

Filling with a standard 50/50 mix—that's 50-percent antifreeze and 50-percent water—is a safe way to protect the engine block from freezing, even to temperatures as low at -



45 degrees Fahrenheit. Plus, the coolant also contains additives to prevent corrosion from taking place inside the cooling system. If your system is already full, be sure to check the condition of the coolant with test strips or a hydrometer to ensure it is still in serviceable condition.

## ***Change the oil***

The oil in your engine may look clean on the dipstick, but that lubricating fluid also picks up byproducts of combustion which are less visible

but still damaging to the inside of an engine.

A quick oil change before storage will ensure the life-blood

of your engine is helping the condition of the metal components, not hurting them.

Change the oil and filter, run the engine to temperature to distribute the fresh oil throughout the engine, and boil off any water that was in the crankcase before shutting the ignition off for the season. Come spring, take the

—cont'd on [p. 8](#)

## 5 Tips for Storage — *cont'd from p. 7*

first drive on this oil and then change it again.

### ***Inflate the tires***

Tires are meant for driving; sitting in one place can be tough on them. There are two options for ensuring your treads will be ready come spring—over inflation, or placing the car on jack stands.

Overinflating the tires is my preferred method, as it still allows me to move the vehicle if needed.

Adding 5–10 psi of pressure over the factory-recommended specification will help each tire keep its shape through the season and also help compensate for any temperature-related pressure loss, since tires can lose roughly 1 psi per each 10-degree drop in the thermometer (Fahrenheit).

If you choose to place the vehicle on jack stands, the best practice is to make sure the suspension is not hanging. A car's suspension is designed to be compressed, to some degree or another, under the weight of the vehicle, so putting the vehicle on jack stands puts the suspension under abnormal stress.

### ***Top off the tank***

The air we breathe has a small amount of moisture in it, and if you leave space for air in the metal gas tank of your favorite ride, that moisture can condense and produce rust and corrosion. To keep that process at bay, top up the tank prior to putting the car in storage.

What exactly should you fill that tank with? For anything running gasoline, it's worth the extra effort to find ethanol-free fuel.

With little-to-no ethanol content, the fuel ages significantly better and also does not cause corrosion inside carburetors the way E10 (gasoline with 10-percent ethanol content) fuels do.

### ***Take care of the battery***

Adding some type of storage charger to a battery will make sure that, come spring, your hot rod will crank right to life. I recommend paying a little more up front for a brand-name version—it provides me peace of mind and comforts me that my car won't catch fire in the middle of the night while I am dreaming of curvy roads.

I also know folks who have had good luck with cheaper versions, though.

### ***Make it look nice—then cover it up***

Once all the technical items are taken care of, get out the cleaning products. Wash and wax, vacuum and wipe down.

Don't leave anything on the paint or in the interior that you would not want to become permanent. Once the paint surface is clean and sealed with a fresh coat of wax, add a car cover for extra protection (Hagerty Drivers Club members get a discount on California Car Covers) while moving around the car during the season.

It is sad to say, but always assume you are putting away the car for more than just the season. Prepare for it to be stored for a few years, because you never know what may pop up and prevent you from reviving the car come spring; a new purchase that takes priority, a move to a new house—any number of things can block the path to waking a slumbering classic. If properly stored, your future self will thank current you for making life easy.



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## Club Calendar 2019

*6:30pm Wednesday, December 4*  
Christmas Party, Old Spaghetti Factory  
Trolley Square

Susan Cady, [cadysue1599@msn.com](mailto:cadysue1599@msn.com), 801-731-1599  
See article on [p. 3](#)

### **Ongoing**

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

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# Club Officers

*President*

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Men With Whiskers  
'Neath Their Noses  
Oughta Have To Kiss  
Like Eskimoses  
—*Burma Shave, 1959*

