

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**
February 2020



WMJR Web Site:

www.WMJR.org

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New 2020 Officers and Calendar

Groundhogs and Jaguars are known to emerge from hibernation along about February each year and our new perfect eyesight year 20-20 is no different.

For starters the WMJR Vice-President Barry Hanover has moved up to top spot and indefatigable Jim Klekas has moved to the position he has no doubt long coveted, Past President. The Vice-President position is thereby open, and nominations are solicited.

Liz Green has relinquished the position she and her late husband John fulfilled for decades, Secretary / Membership chair, and

has moved to Activities Chair alongside Susan Cady and Kay Jennings.



JoAnn Borg has agreed to serve as Secretary / Membership chair, in close cooperation with husband Ken, who continues as Treasurer.

Gary Lindstrom is continuing as Newsletter Publisher and Webmaster.

As for the 2020 calendar all the events are listed near the end of this newsletter, as customary.

Don't forget WMJR members are always welcome at events of the British Motor Club of Utah as well. More on these in later issues.

High-Tech Tires, From Pit Lane to Your Garage

The Cyber Tire from Pirelli Can Sense If a Car Is Slipping And Warn the Driver or the Car to Make Adjustments.

By Stephen Williams [New York Times](#), Feb. 13, 2020

Add one more to the list of “smart” things we’ve come to know in recent years: the smart tire.

For the longest time — more than a century — tires were just rubber doughnuts.

In later years, tires got an edge, called a bead, that held it to the wheel’s rim. But conventional tires are not with-

out their flaws. With little if any warning to the driver, tires puncture, rip, skid on water and ice, lose pressure or abruptly go flat in the left lane on the George Washington Bridge. At rush hour. They are anything but smart.

Enter the Pirelli Cyber Tire, a high-tech component stuffed with advanced sensors that can radio information and warnings to an electronic receptor in an automobile’s cockpit. If the car is slipping

in a puddle, the tire knows. If traction is being lost, the tire knows. The information can warn the driver to make corrections, or, in some cas-

“Our system would add the ‘touching’ dimension to the visual in autonomous driving,” said Corrado Rocca, head of research and devel-

opment for Pirelli’s smart tire project. “For example, you can imagine that an auto is receiving information from the road about how to avoid an obstacle or pedestrian, telling it, ‘Slow down.’ It will complement the visual data from cameras — from lidar, sonar, radar. It is the next step.”



es, “tell” the car’s control unit to adjust engine speed, traction control or other settings.

The devices are capable of “talking” to a 5G wireless network, allowing them to communicate with drivers in other receiver-equipped vehicles or, for example, a wireless infrastructure at a racetrack.

And if there’s no driver in the car?

The implanted sensor, as Mr. Rocca describes it, is shaped like a small sombrero, about the size of a quarter, and contains a processor, a radio and communications electronics. Using sophisticated software, it relays data to the car’s engine control unit, also known as an engine control module. Pirelli is planning to offer performance-car owners in the United States an after-market cockpit-mounted de-

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High-Tech Tires — *cont'd from p. 2*

vice that, paired with sensors in the company's high-end Trofeo tires, can communicate information about tire condition, lap timing and track positioning.

"We are also talking with a number of car manufacturers about integrating the systems, but it's a lengthy process, three to five years," Mr. Rocca said. "It's not only adding our technology, but integrating it with all the software" in place in the cars.

Pirelli recently tested an Audi fitted with the Cyber Tires. Mr. Rocca said it was able to transmit information through a 5G network to another car about wet road conditions.

At the moment, plans for the Cyber Tire in racing environments are vague, although it would seem that Formula One cars would be the ideal test bed. For the next three years, Pirelli is the sole supplier of tires for all Formula One teams under a contract with the Fédération Internationale de l'Automobile, Formula One's governing body. Such an arrangement is not unusual: Michelin supplies tires for all teams in the Formula E electric-car racing series, and the company is working with a tire sensor for those cars that monitors air pressure.

"There are stringent rules in Formula One, rules of the game that are outside our scope today," Mr. Rocca said. "We are not focused on that now. But in the future ..." He let the sentence hang.

Pirelli is pursuing other advancements in tire development for mainstream vehicles, including issues of materials, weight and road noise, and thermal behavior. One instance of racing tech migrating to road use is the simple bead that fixes the rubber to the rim.

"There are huge stresses on the rim and the tire in Formula One," said Mario Isola, who heads Pirelli's racing program.

While skeptics argue that the concept of technology transfer is just a marketing ploy, carmakers like Ferrari and Mercedes-Benz have long emphasized the relationship between the pits and the showroom. Some examples include:

Disc brakes. Braking is crucial, and it was Jaguar in the 1950s that "borrowed" an invention from the aircraft industry. If disc brakes, which were less likely to fade or overheat, could stop a landing plane, imagine

what they could do for a speeding car. A Jaguar C-Type with disc brakes won the 24 Hours of Le Mans in 1953. Most series production road cars in 2020 have discs instead of drum brakes, at least in the front.

Antilock brakes. These were also adapted from aviation use and showed up in Formula One cars in the early '60s. They became common in road cars years later.

KERS. The kinetic energy recovery system might be the ultimate example of racing's stop and go. It was introduced for the Formula One 2009 season. With KERS, kinetic energy (that energy used to brake) is stored in a battery and then reused to give a boost of power to an engine. Ferrari has shown the system in a concept road car, but the cost will have to drop significantly before it becomes a mainstream product.

Turbocharging. Turbos took off in racing thanks in part to Renault, which used compressor-driving power in Formula One in the '70s. Turbochargers give smaller engines higher performance, allowing carmakers to reduce engine cylinder size and increase fuel efficiencies.

-cont'd on p. 4

High-Tech Tires — *cont'd from p. 3*

Carbon fiber. The use of this material, now found in mainstream products from BMW, Ferrari and others, was spurred by its adoption in Formula One and aerospace. The substance — first used by Thomas Edison — is much stronger than aluminum, and lighter. Some car-makers, like Cadillac, use it for decorative trim, but its real value is saving weight and adding strength to a vehicle's hood, roof and other exterior bits.

At the end of the day, winning a race is one thing; putting that technology to work in road cars — and selling lots of those cars — is quite another.

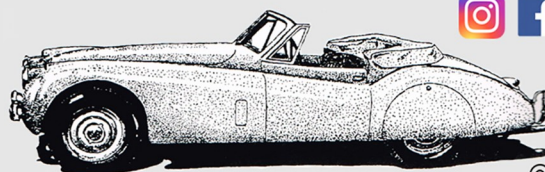
“I can tell you that companies like Mercedes, Renault, they're not in Formula One just because they love the sport,” said Mario Andretti, who stopped to chat while walking the pit lane at the recent Formula One race in Austin, Texas. Mr. An-

dretti won the 1978 Formula One World Championship, as well as four IndyCar titles, including the Indianapolis 500.

“A lot of development goes on here, because of the vigorous testing being done,” Mr. Andretti added. “And there's a sense of urgency to all of this work. Formula One is at the leading edge of technology, that's its DNA, and that's why the manufacturers spend the money that they do to be involved.”



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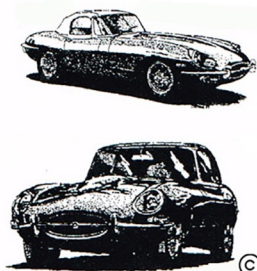
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Host hotel is Quality Inn Sunridge Inn and Conference Center. You must call for reservations, (541) 523-6444 and ask for the IBCC Summer Tour rate of \$109 per night. Reservations cannot be made online at a guaranteed rate. *Make your reservations now. When we were here in 2013, we had rooms in 3 different hotels, as the host hotel sold out.*

Here is a rough itinerary:

Thursday June 25th, check-in and a welcome reception in early evening.

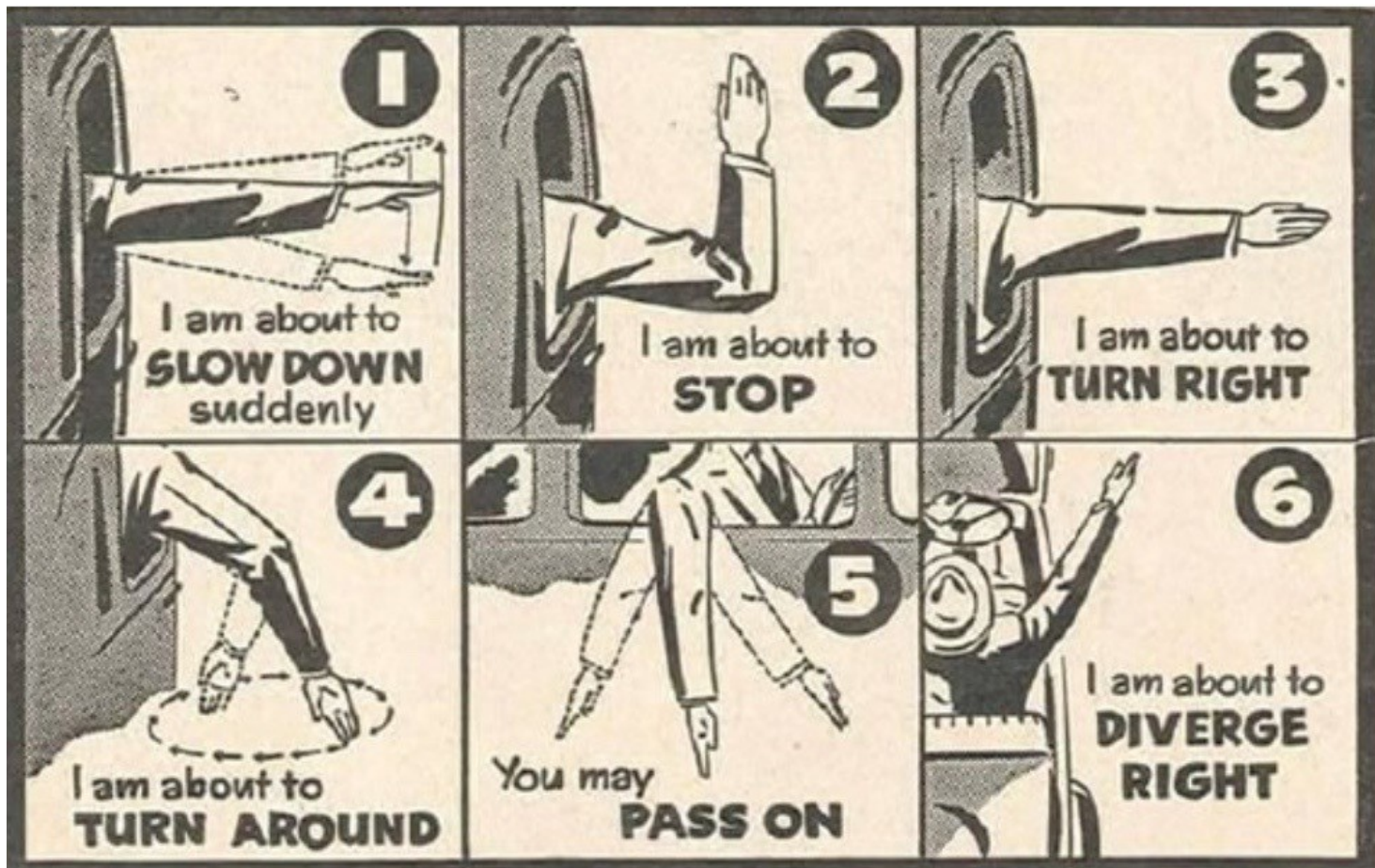
Friday, June 26th, There is a half-hour drive to the McEwen Depot, where we will board the train to Sumpter, about a 45 minute ride. We will have about an hour and a half, then the ride back to McEwen, into the cars and off on a scenic drive, Route TBD, as are all the times.

Saturday, June 27th, car show at Geiser Pollman Park, near downtown Baker City.

Awards Banquet at Baker County Events Center at the Fairgrounds.

Sunday, June 28th, departures.

How Many of These Do You Recognize and Use?



These are the LAW!
SIX hand signals you should always use...

Road users! It is your responsibility — to use these hand signals! Failure to do so in an appropriate case is an offence punishable by fine. Your neglect may also affect your liability in the event of an accident.

Make your intentions clear, early . . . give the **CORRECT HAND SIGNALS** . . . **BEFORE** you act!

Issued by the
QUEENSLAND ROAD SAFETY COUNCIL

*Observe
Road Safety Laws*
FOR YOUR OWN SAFETY
AND FOR OTHERS

How To Interpret Used Car Ads

By Pat Foster, *Hemmings Classic Car*, March 2020

WHAT THE AD SAYS	WHAT IT REALLY MEANS
Stored in same location for 30 years	It was in a field
Needs complete restoration	It's a parts car
Extremely rare	One of only 3,000 with twin cigarette lighters
A genuine survivor	It's in pretty bad shape
Selling due to illness	My wife's sick of it
Has a lovely patina	It's dented and rusty, and the paint is bad
Recent convertible top	It was new 10 years ago
Partially rebuilt engine	I replaced the water pump 12 years ago
90-percent restored	Just needs paint, interior, brakes, and engine work
Divorce sale	My wife left me because of this money pit
Project car	You're never going to finish this
A Classic!	It's a Rambler Classic
An appreciating Classic!	It's 10 years old
Some rust	The floors are gone
Rolls down the road fine	Has no engine or brakes
Shows 45,000 miles	I'll never admit the real mileage
Needs interior love	Has no interior
Completely original	Never maintained
Restoration started	I took a lot of parts off, then lost them
Would make an excellent rat rod	Not enough left to restore
Needs interior restoration	No instrument panel or seats





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Club Calendar 2020

March

Visit to Car Collection

Ken Borg, burghley@msn.com, 801-277-3313
Details in March Newsletter

March 13-15

Salt Lake City Autorama

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

Saturday, March 28

Salt Lake City Classic Car Auction
Mountain America Expo Center, Sandy
www.classiccarauction.us

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

April

Cat Dance Film Festival

Barry Hanover, bhanover1@msn.com 435-649-4933

Saturday, May 16

Drive and Brunch, Silver Fork Lodge, Brighton

Saturday, May 30

Car Show: Utah Proda Willi Syndrome
Jim Klekas, jklekas@aol.com, 801-971-6060

Saturday June 6 or Saurday 13

Detail Session at Ken Garff Jaguar and BBQ
Barry Hanover, bhanover1@msn.com, 435-649-4933

Saturday, June 20

British Field Day

britishfieldday.com

Jon Hermance, jhermance10@gmail.com, 801-583-5846

June 25-28

Idaho British Car Club Summer Tour, Baker City, OR

Idaho British Car Club,

Rod Nichols, ibccsummertour@gmail.com

Thursday, July 2

Eaglewood Festival of Speed, North Salt Lake

www.eaglewoodfestivalofspeed.com

Bruce Oblad

Saturday, July 18

Huntsville Drive and Lunch

Saturday, August 8

Planes and Horsepower

Russ McDonald Field, Heber

James Humpherys, james.a.humpherys@gmail.com

Saturday, August 22

Park City Classic Car Show, Jeremy Ranch

Barry Hanover, bhanover1@msn.com, 435-649-4933

Saturday, September 19

Drive to Midway via Guardsman Pass

BBQ at Borg Cabin, Midway UT

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

October

Ghost Drive and Halloween Party

Mike and Susan Cady, 801-731-1599, cadysue1599@msn.com

December

Christmas Party

WMJR members have a standing invitation to participate in events of the [British Motor Club of Utah](#).

Here is their [calendar](#) of events

Ongoing

Third Sunday of Each Month

9am—noonish

Park City Cars and Coffee

Hugo Coffee

1794 Olympic Parkway, Kimball Junction



Club Officers

Past President

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

President

Barry Hanover, voice or text 801-671-9788
bhanover1@msn.com

Treasurer

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

Secretary / Membership

JoAnn Borg, voice 801-277-3313
burghley@msn.com

Activities Committee

Susan Cady
voice 801-731-1599, text 801-791-9378
cadysue1599@msn.com

Liz Green

carousell2@msn.com, 801-451-5776
Kay Jennings, voice 801-274-2671
jenningscarbarn@gmail.com

Newsletter Publisher / Webmaster

Gary Lindstrom, voice or text 801-554-3823
gary@cs.utah.edu

Slow Down, Pa
Sakes Alive
Ma Missed Signs
Four and Five
—*Burma Shave, 1958*

