

Under The Bonnet

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



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WMJR Rides Again!

Saturday September 19 Drive and BBQ at Borgs' Cabin

Yes Boys and Girls, the Wasatch Mountain Jaguar Register will hit the road again after a twelve month delay.

Can you believe the club's last road event was the drive to the Borg Cabin BBQ on September 21, 2019?

They say time flies when you're having fun, but maybe the reverse holds as well: time drags when you can't have fun. Let's fix this!

In any case this year's event will again feature Chef Duane Allred's winning grilled burgers, brats and hot dogs. The only difference will be a



Covid-19 observance of social distancing in the form of outside-only dining while appropriately spaced on the Borgs' deck and lawn. Masks are required, though they may be lift-

ed as needed for pie hole access.

If I were a betting bloke I'd put money down on gorgeous fall colour and perhaps a beautiful sunset for those who linger long enough.

In case you'd like to travel independently a map and directions to the Borg cabin (259 St. Moritz Road, Midway UT) using I-80 are on [pp. 3-4](#).

But it's hoped as many as possible will join a tour (a.k.a. Rolling Car Show) conducted as follows.

—cont'd on [p. 2](#)

September 19 Drive and Borg Cabin BBQ—*cont'd from [p.1](#)*

Rendezvous at the parking lot at the mouth of Big Cottonwood Canyon (junction of Wasatch Blvd. SR-210 and SR 190 Big Cottonwood Canyon Rd.) lot at 10:30am for an 11:00am departure.

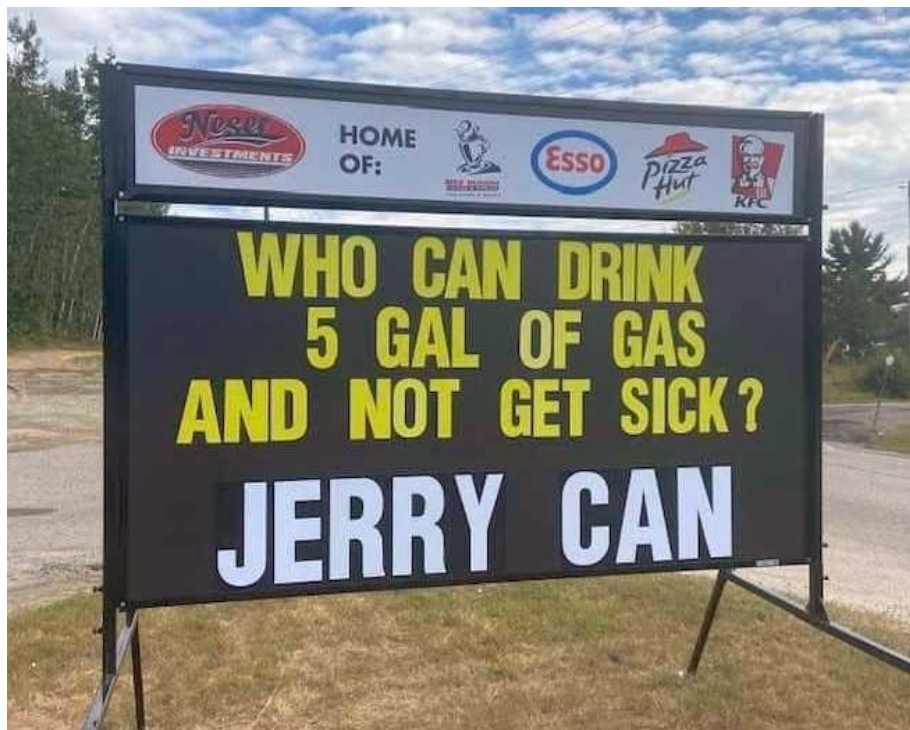


Once again attendees are invited to bring a dish to share (appetizer, side, salad or dessert) and drinks if the club-provided soft drinks and water won't suffice (grilled items are on the house as usual).

Host Ken Borg will lead the parade to Brighton Village whence over Guardsman Pass Rd. to our venue. In case you haven't enjoyed this road lately you'll be delighted that road was paved some years ago and is delightful to drive.

Folks of course can depart anytime they wish but it's expected there will be a convoy home on a route to be agreed upon, the easiest of which would be US-40 to I-80 to homes.

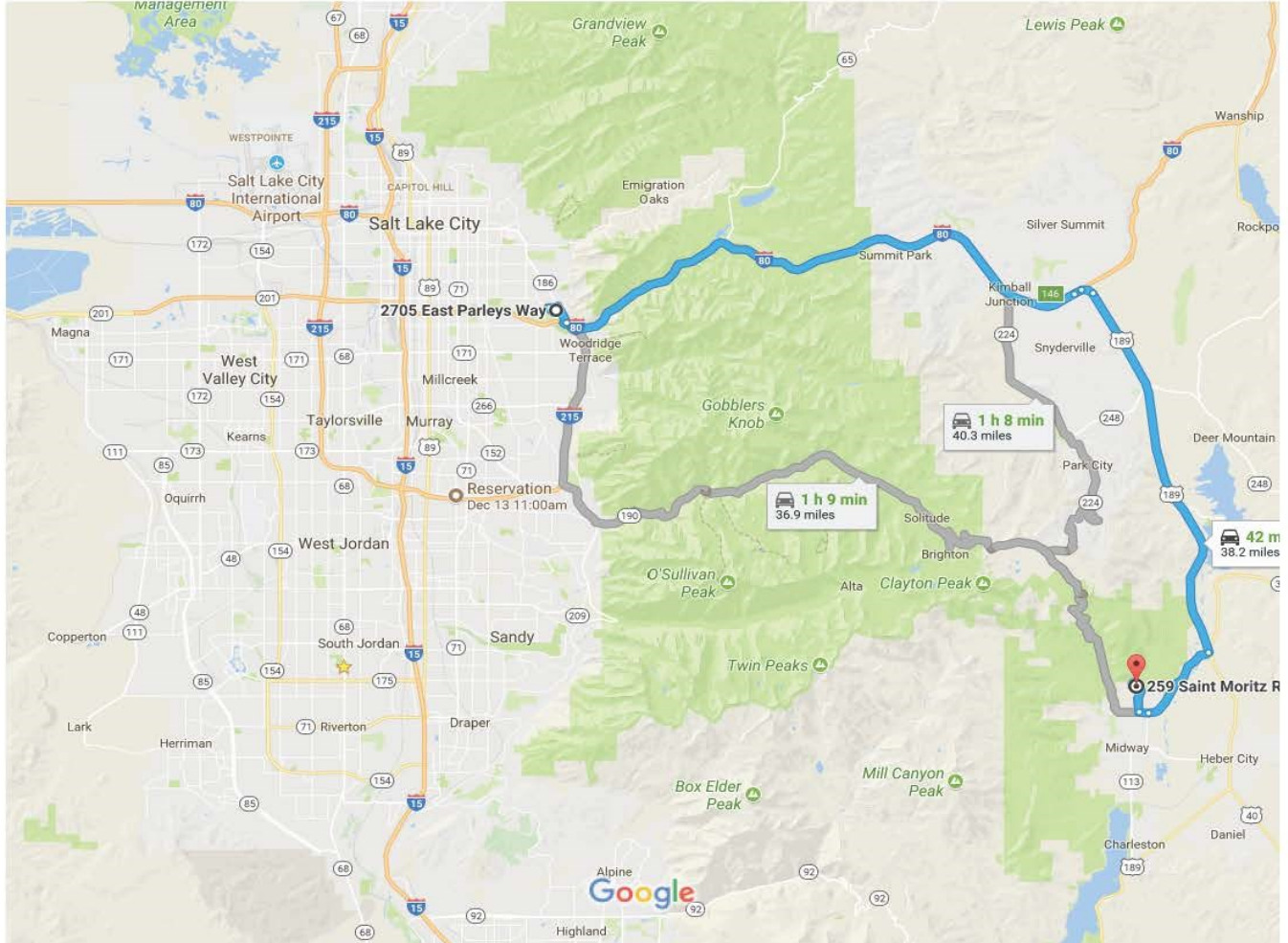
—Gary Lindstrom





2705 E Parleys Way to 259 Saint Moritz Road, Midway, UT

Drive 38.2 miles, 42 min



Map data ©2017 Google United States 2 mi

2705 E Parleys Way

Salt Lake City, UT 84109

Get on I-80 E from Foothill Dr

- ↑ 1. Head northwest on E Parleys Way toward Maywood Dr 4 min (1.4 mi)

- ➡ 2. Turn right onto Stringham Ave S 0.2 mi


- ➡ 3. Turn right onto Foothill Dr 0.3 mi


- ➡ 4. Keep right at the fork, follow signs for I-80 E/Cheyenne and merge onto I-80 E 0.6 mi


- 0.3 mi


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 18.7 mi

-  6. Take exit 146 for US-40 E toward Heber/Vernal 0.3 mi

-  7. Keep right to continue toward US-189/US-40 E 0.4 mi

-  8. Continue onto US-189/US-40 E 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 3.0 mi

-  10. At the traffic circle, take the 2nd exit onto 1050 N 0.3 mi

-  11. Turn right onto Interlaken Dr 1.1 mi

-  12. Turn right onto St Moritz Rd 476 ft

-  13. Turn right onto St Mortiz St 0.2 mi
 Destination will be on the right

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.

How the Zerk Fitting Changed the Automobile Forever

Kyle Smith, Hagerty.com

24 July 2020

The advancement of the automobile has always been a steady stream of small, incremental improvements. Sure, there were revolutionary moments along the way, but the vast majority of what shifted the car from a novelty to this country's primary form of transportation came in the form of steady progress. One such step was how to keep moving parts lubricated easy and clean. You can thank Oscar Zerk and his 1923 patent for a special fitting for that.

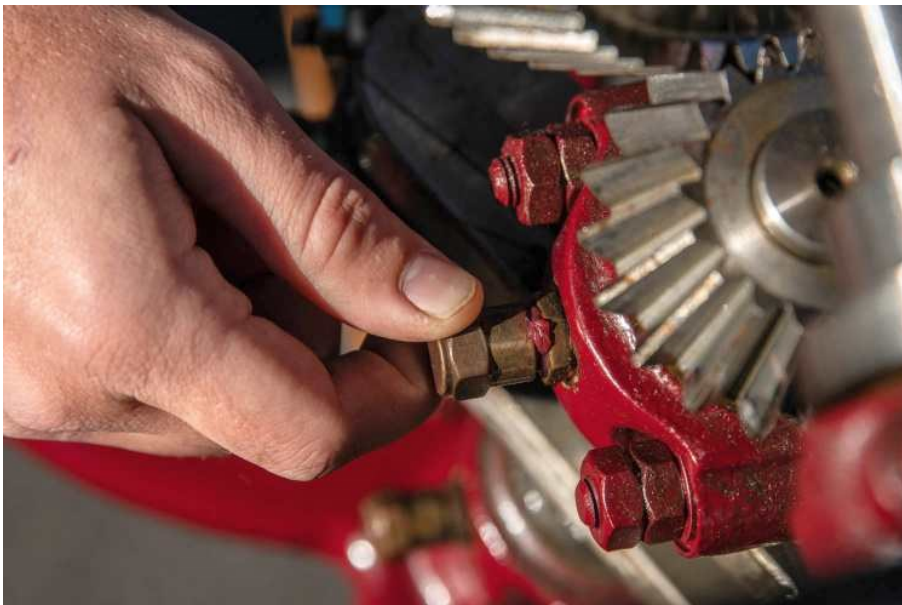
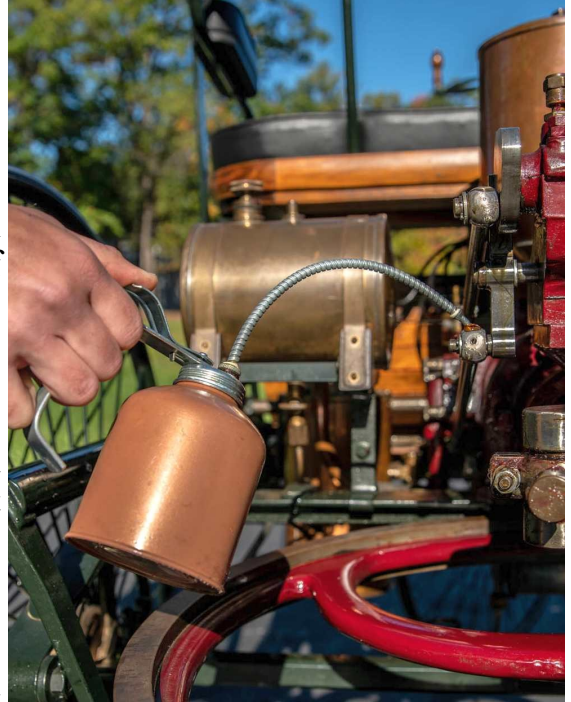
The process for maintaining such lubrication had advanced somewhat, but it was Zerk that created a design that made truly meaningful improvement. Early cars were lubricated like machines, by manually slather-

ing grease where it was needed. Then came drilled-out oiling holes, requiring the operator to regularly circle the machine with an oil can and inject a dollop of oil to avoid the parts self-clearancing themselves into destruction. The next step in the evolution was to add spring-loaded caps that prevented dirt and debris from entering those oil holes.

Then, the grease cap. It was a threaded fitting that had two parts; one threaded into the piece that needed lubrication and had a hole that allowed the second piece to force grease into the part when the sec-

ond piece was tightened down. The end user had to keep grease on hand to keep the cap full. This design made the task of keeping parts lubed much simpler and easier, but it required the large cap be placed on parts, forcing design changes in some cases.

Zerk took this idea to its next logical place. As early as 1919 he was marketing a fitting that allowed grease to be forced into a part using a simple nipple and a grease gun that sealed to the nipple, and the fitting also included a spring-loaded check ball



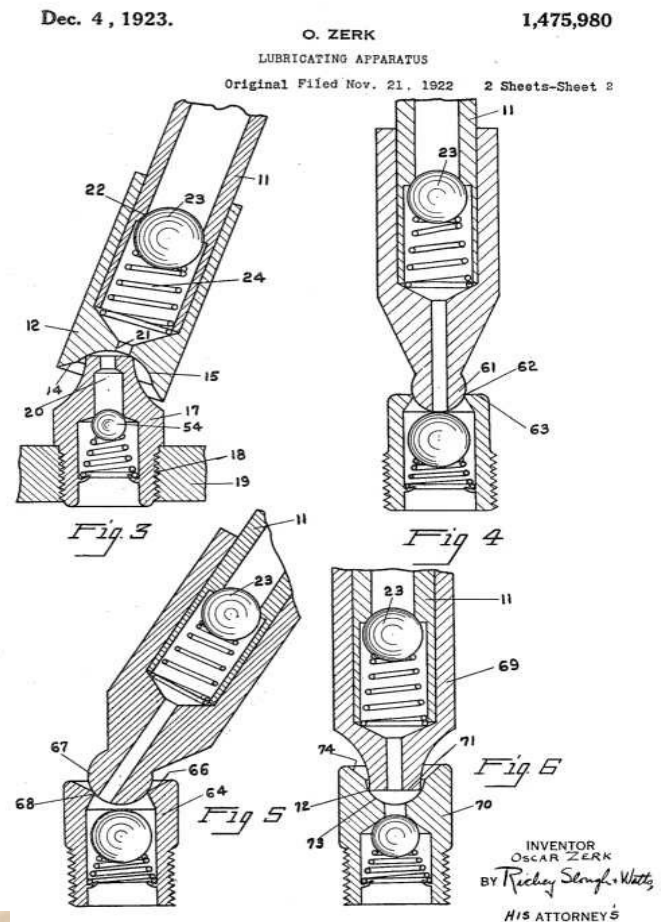
—cont'd on [p. 6](#)

The Zerk Fitting — *cont'd from p. 5*

which then retained the grease inside the part. He marketed and sold these fittings for 10 years before they were adopted by auto manufacturers.

It was a design that caught the eye of a big brand from Dearborn, but only after Zerk sold his Allyn-Zerk Company to Bassick Manufacturing Company. (The owner of the Bassick Manufacturing Company was also partner in the Stewart Company which produced the speedometers for Model T Fords.) Ford took a liking to the fitting and made it standard issue on the 1928 Model A.

The next advancement came in 1934 when an engineer at Stewart-Warner modified Zerk's design to have a slight bulb at the end of the fitting, which allowed a redesigned grease gun to seal to the fitting without requiring the operator



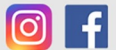
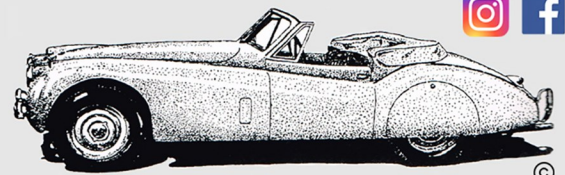
to apply pressure. That change made the design more popular than ever, and it is estimated that 99 percent of vehicles produced in 1934 featured these new Zerk fittings.

Such humble parts, developed over time, are what that have allowed the advancement of the automobile to reach the high level of reliability, efficiency, and performance that we enjoy today. Zerk fittings can still be found in use on new cars, on the u-joints of a driveshaft for instance, with the same essential design of the 1934 piece. It's quite something for a part to soldier on like that for nearly 90 years, so let us salute Oscar Zerk, the man who greased the gears of progress.



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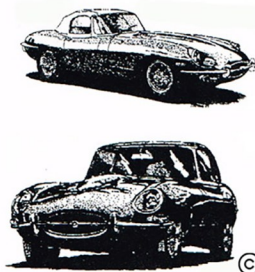
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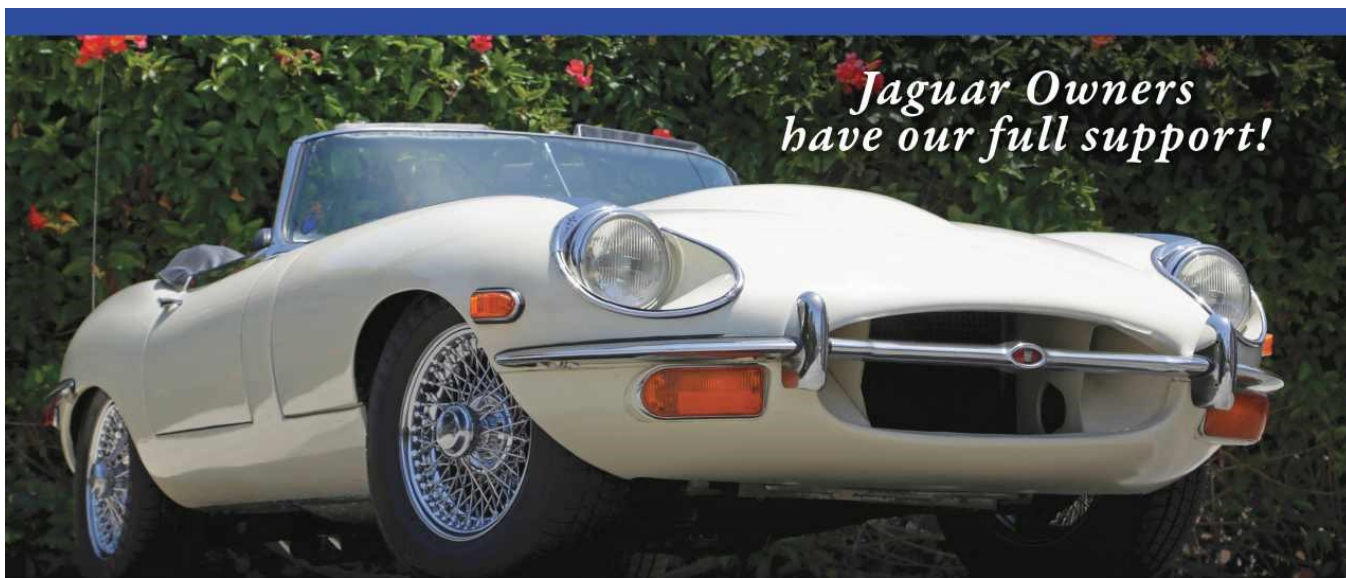
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2020 Club Calendar

Saturday, September 19

Drive to Midway via Guardsman Pass
BBQ at Borg Cabin, Midway UT
Ken and Joann Borg, burghley@msn.com,
home 801-277-3313, cell 801-867-7342
See article on [page 1](#)

Saturday September 26

BMCU Alpine Loop
Drew Frink, Jim Stover, Roger & Jill Davis

October

Ghost Drive and Halloween Party
Mike and Susan Cady, 801-731-1599, cadysue1599@msn.com

Saturday October 10

BMCU Fall Colour Tour
Steen and Arlene Sorensen

December

Christmas Party

Ongoing

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

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

Club Officers

President

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bhanover1@msn.com

Past President

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Treasurer

Ken Borg, voice 801-277-3313
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Secretary / Membership

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You Don't Need To Leave
One Half of Them
For Seed
—*Burma Shave, 1934*

