

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

February 2012



WMJR on the web:

[www.WMJR.org](http://www.WMJR.org)

## Catdance Film Festival Saturday February 11

To fill that awkward gap between the Sundance Festival in January and the Oscar Awards on February 26, WMJR is holding its own *Catdance Film Festival* on Saturday February 11.

Barry and Allison Hanover have graciously offered their lovely home in Jeremy Ranch for the screenings, which will be preceded by a potluck dinner at 6:30pm.

Please bring a dish to share -- either an appetizer, entree, or dessert, plus whatever you'd like to drink.

The screenings will focus on shorts, features, and documentaries in which sports cars play a central role -- Jaguar or otherwise. A vote will be taken as to which to view in what order -- though it is expected that several screens will be running and folks will shift around as interest and curiosity dictate.

So far we have the following possibilities:

1) *C'était un Rendezvous*, a wordless 9 minute short by French director Claude Lelouch featuring an unedited take of a high speed drive through almost empty Paris streets, captured by a camera on the



XK120 drop head coupe in *The Fast and Furious* (1955) race scene

front bumper of a Ferrari.

2) *The Fast and Furious*, the 1955 original black and white film starring John Ireland and Dorothy Malone in which an amateur (SCCA?) sports car race from Los Angeles to Mexico becomes a foil for the escape of a convicted murderer.

3) *Watkins Glen - the Street Years 1948-1952*, a documentary made by the Binghamton NY PBS station featuring lots of period footage of the race on town and county roads before tragedy prompted the construction of the closed Watkins Glen race course.

4) *Seven Wonders of the Automobile*, a Discovery Channel hour long show in their *Seven Wonders* series in which the Wonder of Style turns out to be Jaguar

XK120-140-150 cars, filmed at the 2003 WMJR Concours at the Homestead. Like at the Sundance Film Festival there will be a Q&A afterwards featuring several of the celebrities who appear in the film!

If you have other candidate films, by all means bring them. Either DVD or VHS formats will work. For ideas check [p. 5](#).

Finally there will even be a preview of coming attractions, in the form of a guided tour of the garage area where the Hanovers' 1951 XK120 open two seater restoration project is well underway.

The Hanover home is located in Jeremy Ranch, right over Parley's Summit from Salt Lake City, at 2483 Daybreaker Dr. If you are coming from the Salt Lake Valley take I-80 exit 141 toward Jeremy Ranch, turn left onto Homestead Road, go 0.6 miles, turn right onto Sackett Dr., go 0.6 miles, left onto Trelawney Lane (first left), turn right onto Daybreaker Drive, go 0.3 miles and 2483 Daybreaker is on the right, at the corner of Flint Way.

For questions Barry can be contacted at 435-649-4933 or [bhanover1@msn.com](mailto:bhanover1@msn.com).

## Member Profile: Richard “Pat” and Janet Patterson

### By Liz Green

Pat was born in Waukesha, Wisconsin. His dad was a police officer. He grew up there and graduated from Waukesha High School. Pat then went on to the University of Wisconsin and got a BS Degree in Business Administration in 1960.

From there he worked at the Wisconsin phone company, then the State Highway Commission and then on to sales. He worked as a wholesale distributor with shoes and clothing (Izod). He sold clothing in Oklahoma, Colorado, and then Utah.

He retired from his clothing distribution business and became a security guard for several companies and then moved on to driving limo's. He finally retired for good saying he wanted to play.

Pat's favorite food is a rib eye steak. Pat loves to travel to Alaska and Billings, Montana to see his mother-in-law. He also loves to do nothing

(ha ha).

Janet was born in Oak Park, Illinois. Her dad was a salesman in Illinois but they moved to Montana when Janet was 14. Her dad had a Ford dealership in Fairview, Montana. Janet graduated from Fairview High School.

Her first job was with the utility company then onto a bank and then was in retail sales for men, women, and shoes. She then went on to Hallmark. Fairview, Montana is on the Montana – North Dakota border.



Janet's favorite food is spaghetti. She likes to read, walk and travel. Her mother still lives in Montana in her own apartment and will be 92 in March. They are trying to get her to come and live with them. They haven't talked her into it yet.

Pat was married for 47 years when his first wife died. They had 2 girls. Janet and Pat now have 2 grandsons, and one great-grandson. Pat and Janet have been married since November 11, 2010. They are newlyweds!!!!

They have a black lab mix named Jessie. Pat says about his dog “a stranger is just a friend she hasn't met”.

Pat and Janet have a 2003 black S Type which they bought in 2010. They love their car.

Pat has quite a sense of humor. He had me laughing doing this interview. We are glad to have them in our club and hope you will get to know them better.



## Green Light for Car Manufacturing at Historic Jaguar Site

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CPP has been given the green light to develop the facility, the first phase of a £68m vision to redevelop the historic Browns Lane site.

The company, which purchased the former Jaguar site from regional development agency Advantage West Midlands last year, hopes the new factory could create around 200 jobs.

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The scheme approved by Coventry City Council is for the vehicle assembly plant, associated offices and parking for more than 100 vehicles. The plant covers around 6.8 acres, while the whole of the Browns Lane site, now called Lyons Park in memory of Jaguar's founder, occupies around 23-acres.



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# 10 Facts to Make You a Jaguar Buff

By David Booth, [National Post of Canada](#)

Just when you think you know somebody or something, you go and visit their museum and the once-familiar becomes completely strange. I've been covering and coveting Jaguars for 25 years now, yet after just 20 minutes with Neil McPherson, administrator of the Jaguar Heritage Museum, I have 10 anecdotes that add a whole bunch of personality to what I thought was really a somewhat crusty past for the famed British marque.

\* The company that would later become Jaguar didn't even start out making automobiles. In 1922, William Lyons (later to be Sir William) and William Walmsley formed Swallow Sidecars, building third wheels for the popular motorcycles of the time. Even their first car, a rebodied Austin Sever, bore no hint of the Jaguars to come.

\* It wasn't until 1935 (hence 2010 being celebrated as the 75th anniversary of Jaguar) that Lyons produced his first car, the 2.5 Litre Saloon. Even that is a bit of a misnomer as the frame for the new sedan was farmed out, as was the engine, which was produced by Standard (but to Jaguar specs).

\* Even Lyons' first design might now be the first Jaguar since the original use of the Jaguar name wasn't for the company, but rather the name of a model. The aforementioned 2.5 Litre's full designation was the SS Jaguar 2.5 Litre Saloon. According to McPherson, only after the Second World War and the subsequent unfavourable connotation of the SS initials was the company's name changed to Jaguar.

\* Sir William was said to hate the diminutive "Jag," no matter how lovingly applied. However, McPherson says it was perfectly all right to say that you worked at "The Jag."

\* Jaguar E-type engines once powered a British tank. Some of the company's 4.2-

litre in-line sixes -- detuned from 265 horsepower to 195 -- powered more than 1,200 Scorpion armoured reconnaissance vehicles. Armed with 76-millimetre main gun and 7.62-mm machine guns, the Scorpion featured much use of aluminum and other light-weight



Steve McQueen in his 1956 Jaguar XKSS

alloys in order to make it airplane portable. The result was a top speed of 87 kilometres an hour, and it could accelerate to about 50 kilometres per hour in a fast -- for a tank -- 15 seconds. Scorpions were in service from 1973 to 1994, though some were later retrofitted with Perkins diesel engines.

\* Jaguar's famed in-line six was designed as a "moonlight" project. With war efforts sometime requiring them to service aircraft and other military products, engineers William Heynes, Walter Hassan and Claude Bailey all conspired to simultaneously work the night-time "firewatch" shift so they could design a replacement engine for the ageing Standard engine. The end result was the XK, produced from 1949 to 1992. Earlier iterations of the same engine were labeled XF and XJ, both familiar names to modern Jaguar lovers.

\* Jaguar's greatest contribution to road safety is most assuredly the disc brake. A carryover from aircraft technology, they were first fitted to a C-type raced

by Stirling Moss and Norman Dewis in the 1952 Mille Miglia. According to Jaguar lore, the Italian race scrutineers were so mystified by the new apparatus they demanded a demonstration to prove they were, in fact, brakes.

\* Dewis was Jaguar's chief development engineer for 36 years and 26 distinct Jaguars. He was also something of a hero. When development of its show car ran until well into the wee hours, Dewis drove the then-brand-new E-type through the night to deliver it in time for the 1961 Geneva motor show. Still considered one of the most celebrated auto show introductions, the E-type is recognized by many reputable automotive journals as the most beautiful car of all time.

\* Dewis is also known for crashing the rarest Jaguar of all -- the XJ13 race car. The first Jaguar fitted with a V12 engine, the 13's motor was essentially two XK blocks on a single crankcase. Dubbed XJ, for Experimental Jaguar, it displaced five litres and produced 500 hp, although seven litres and upward of 700 hp was deemed within its ability. It was later mothballed. When pulled out for a promotional campaign to showcase the new V12 Series 3 E-type, one of the XJ13's experimental magnesium wheels disintegrated at a track speed of 200 kilometres an hour. Dewis received minor injuries and the car was severely damaged, but it was subsequently rebuilt.

\* Perhaps the second-most desirable Jaguar almost died an ignominious death. When Jaguar quit racing in 1956, Lyons crafted the dominant Le Mans-winning D-type into a "Super Sorts" road car -- the XKSS. Only 50 were produced, but, in February 1957, Jaguar's Browns Lane factory was razed by fire. All the jigs and tooling for the D-type and XKSS were destroyed. Nine completed cars were destroyed. Only 16 remained. Two were sent to Canada.

# Awards for British Cars in the Movies

By Gary Lindstrom

*Best Performance in a Tear Jerker:* "Two for the Road" (1967). Albert Finney and Audrey Hepburn (hep)burn a British Racing Green MG TD due to a mindless exhaust pipe hanger repair using a T-shirt. Quoth Audrey: "You never should have bought an MG, you should have bought a tractor!"

*Best Tragic Performance in a Comedy:* "Funny Farm" (1988). Chevy Chase drives his green MG TF both into a lake and off a cliff.

*Best Saloon Owner in a Saloon:* "To Catch a King" (1983). Robert Wagner plays a nightclub owner in Lisbon in 1940. He and Teri Garr race an MG SA through the Portuguese countryside.

*Most Eerie Preview Performance:* "To Catch a Thief" (1955). Cary Grant and Grace Kelly drive a first generation Sunbeam Alpine convertible along the same

French Riviera corniche where she tragically was killed in 1982.

*Merit for Low Octane:* "The (New) Shaggy Dog" (1966). Ed Begley, Jr. plays the father of a teenage son Wilbur who has special abilities - like turning into a shaggy dog. Wilbur also has a red MG TD which he powers with grass clippings.

*Lucas Merit Award:* "I.Q." (1995) Tim Robbins plays a very bright but uneducated auto mechanic who is attracted to Einstein's (Walter Mathau) niece (Meg Ryan). Her stuffy British boy friend is the owner of an MG TF which has some (believe it or not) electrical problems.

*Olympic Award:* "Cool Runnings" (1973) Based on the true story of four Jamaicans running a bobsleigh in the Winter Olympics. The team financ-

es this quest by a team member selling his red MG A.

*Second Hand Recommendation Award:* "A Guide for the Married Man" (1967) I have not seen this but I understand it deals with the stresses induced on a marriage by a mistress (MG TF).

*Pumping (British) Iron Award:* "Where the Boys Are" (1960) Yvette Mimieux and Connie Francis drive their Austin Healey Sprite to a bridge being worked on by four hunks. The hunks carry the Sprite over the gap where the bridge was.

*Hark the Herald Award:* "The Paper Tiger" (1974) David Niven, tutor to the son of the Japanese ambassador, survives a political kidnapping while stylishly driving a Triumph Herald.

—cont'd on [p. 6](#)

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British Cars in the Movies — *cont'd from p. 5*

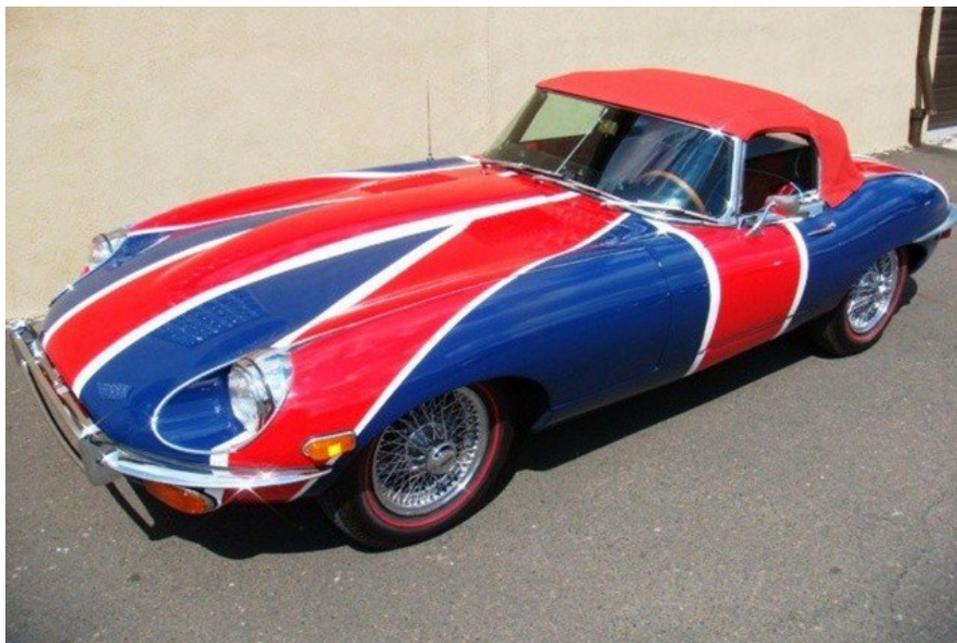
*Many Crooks* (1959), *My Man Godfrey* (1957).

*All's Well in the End Award:*  
"Police Academy (1985) A drill sergeant on a motorcycle hits the side of a Triumph Spitfire, launching him head first into the behind of a horse.

*Best British Car in a Continuing Series:* "Foyle's War" (2002-2010) BBC television series. As World War II rages around the world, a police inspector fights his own war investigating murder, robbery, and espionage on the south coast of England while being chauffeured about in a 1937 Wolseley 14/60 Series III.

And now — Ta Dah!, or should I say Ta Ta! Our special section on Jaguars in the Movies — they all get my award.

Here are a few movies involving models owned by WMJR club members:



The famous Shaguar E-type from the Austin Powers movies.

E-type: *She's Out of Control* (1989), *Straw Dogs* (2011), *Silver Streak* (1976), *Harold and Maude* (1971), *Austin Powers in Goldmember* (2002), *Odessa File* (1974), *Italian Job* (1969).

XK8: *For Richer or Poorer* (1997), *Memento* (2000), *The Glass House* (2001), *Rushmore* (1998),

Lest you think I have an encyclope-

dic knowledge about this subject (or any other), I

must confess that most of this information was gleaned from a terrific website devoted to cars in the movies: [www.imcdb.org](http://www.imcdb.org) — you can search by marque, year, body style, whether the car's role is central or supporting, etc.

Try it — yet another way to waste perfectly good time on the Internet!

Mark IV: *Vertigo* (1958), *39 Steps* (1959), *Loneliness of the Long Distance Runner* (1962).

XK120: *Kiss Me Deadly* (1955), *Angel Face* (1952), *Guilty By Suspicion* 1991, *It Should Happen To You* (1954).

XK140: *Theatre of Blood* (1973), *Too*

**Conversation at OJC Concours:**

Jean Dunlop, registration to Mark Roberts, chief judge:

"Well Mark, he insists he qualifies for the Special Class: Jaguar engine equipped with more than 35 points of non-authenticity."



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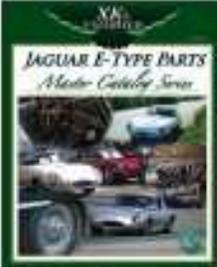
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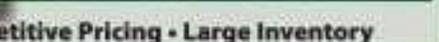
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## Event Calendar

*Saturday, February 11, 2012*

Catdance Film Festival

Barry and Allison Hanover

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See article on [p. 1](#)

*March 6-14, 2012*

[JCNA Annual General Meeting and  
Western States Meet](#)

Phoenix, AZ

*March 24, 2012 (to be confirmed)*

Dinner meeting featuring Randy Aagaard

*May 26-28, 2012*

Weekend drive to Jackson, WY

*Saturday, June 18, 2012*

British Field Day Liberty Park

*July 14, 2012*

Utah Museum of Fine Arts exhibit *Speed:  
The Art of the Performance Automobile*

*July 28, 2012*

Healey Days in Park City with Concours  
Get together at Ken and Joann Borg's cabin

*September 29, 2012*

Hawaiian Luau at Cadys'

*October 26, 2012*

Spook Rally and Hallowe'en Party

*November*

Planning Meeting and selection of New Of-  
ficers

*December*

Christmas Party

## Club Officers

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*Membership*

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