

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

July 2016



WMJR Web Site:

www.WMJR.org

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British Field Day 2016 Liberty Park, Saturday, June 18

Though turn out seemed a bit smaller than in previous years there were ample British cars and motorcycles at this year's British Field Day, including a goodly number of Jaguars.

The WMJR set up a booth and serviced several inquiries and compliments, and harvested one new member,



Attending were Duane and LeAnn Allred, Ken and JoAnn Borg, Rolf Bremer, Mike and Susan Cady and Tess, Jerry Gill, Roland Held, J and Kay Jennings,

James and Susan Jennings, Gary Lindstrom, Bud and Betty Merritt, and Jim Revel.

Malcolm Wilson ('65 E-type).

As in past years additional attractions included food trucks and a vigorously contested autocross course.

As always, apologies to those missed in the crowd.



Trappers Loop Run Saturday July 16

Our destination will be Huntsville Park in the upper Ogden Valley.

People coming from the South should get on Highway 89 and continue to the mouth of Weber Canyon (I-84 East) Continue East up Weber Canyon to rendezvous point at the first rest area on the right by the river (approx. mile 91). Rendezvous time is 10:00 a.m.

We will depart the rest area by 10:15 a.m. And proceed to Mountain Green exit 92 which will take us to our next stop at the Sinclair Station at the base of the Trapper's Loop Road. Here you can have a potty break and get drinks and/or good-

ies.

We will then head North over



Trapper's Loop and on to Huntsville Park. This is where we will have lunch. Choices for lunch

include bringing your own picnic basket, buying your lunch across the street from the park at Huntsville BBQ, or buying your lunch around the corner at the Shooting Star....your choice.

We will then enjoy our lunches together at the park and have a great time swapping car stories. After enjoying a great afternoon together, everyone can choose their own route home. Come and have a great afternoon.

Mike and Susan Cady will be our leaders from the rest area rendezvous point. See you there.

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3 Signs Your Car Is About To Go Up In Flames

www.v12s.com newsletter

In the days of carburetors, we used rubber fuel hoses and had low pressure fuel pumps. Under hood temperatures were lower than in our modern cars, and we used just plain old gasoline (petrol).

The fuel line plumbing was simple and easily replaced. There was no engine wiring other than the distributor, spark plug wires and alternator. Inspection of the fuel system was easy - have a look and have a sniff. Simple.

... At this point I'd like to detour a little to go down memory lane. In the late 1970s, my brother owned a Ferrari 512BB, a magnificent 12 cylinder machine fed by carburetors. The starting procedure was interesting - I was handed a fire extinguisher and instructed to stand at the back of the car, my brother would get in the car and turn the ignition to 'on', start the electric fuel pumps and, after waiting for a second or two but not three, press the start button. With a bit of luck, the engine would start before the continuously running fuel pumps spewed gasoline all over the engine. Lucky for my brother, it always started and I never had to drop the fire extinguisher and run...

Anyway, back to 3 Signs That Your Car Is About To Go Up In Flames, as we all know now, our classic cars don't like ethanol-based gasoline. Fuel injection made things a whole lot more complicated. Certain cars and models have a reputation for going up in flames more than others.

Since most of my customers are owners of British cars, I will use the fuel injected Jaguar V12 as my example.

The Jaguar V12 is so smooth that it'll happily idle on 11 cylinders and most owners will not notice. You may notice a small reduction in rpm at idle or perhaps a little less power than usual.

The reason for a dead cylinder could be spark plug, fuel injector, broken wire,

resistor pack and many more. On my Jaguar it actually had the top of a spark plug broken off by the previous owner, with the broken bit still connected to the spark plug wire and grounding to the oil gallery. Lovely.

None of the above is good.

The fuel injectors are fed from a common fuel rail at around 40+/- psi and if you have a dead spark plug then the



fuel injector will happily pour fuel into the cylinder and then pump it out into your catalytic converter.

This becomes hazardous to your health once your catalytic converter(s) reach operating temperature. **Sign #1** - If you smell a gasoline odor on start up that goes away when your car warms up then don't assume that the problem is gone, the problem has only changed.

Sign #2 - The footwell(s) in your car seem hotter than usual. This is a good indicator that a) it's time to turn off the ignition and exit the vehicle, and b) the catalytic converter underneath your feet has assumed the role of combustion engine to burn up the raw fuel gushing into the exhaust system.

If you are unsure whether there is really a problem then you could use an infra-red thermometer such as a Ray-Tek Minitemp to check temperatures of both catalytic converters. If one cata-

lytic converter is significantly hotter than the other then it is a strong indicator of raw fuel being combusted.

Here's an example of normal temperatures on my Jaguar XJS V12 - Exhaust manifolds 325F-350F, Catalytic converters 358F-393F, Exhaust tips 148F-155F.

OK, so how can you know all the above before it happens, before you look underneath your car, before you start taking your car's temperature?

Install an air-fuel ratio monitor gauge for each catalytic converter. They measure the amounts of air and fuel, in real-time, that leave your engine after the combustion process.

The optimum ratio is 14.7:1 but it may go down as low as 12:1 for enriched performance under normal driving, anything consistently lower than that and especially on just one side of your engine is an indicator of a serious problem.

Sign #3 - You detect a smell of gasoline inside your car or trunk but not outside or at the engine.

This is a good time to kick that smoking habit before you get into the car.

I've always been of the opinion that it's a good idea to have the gas tank(s) and fuel pump(s) outside of the vehicle cabin rather than in the trunk, especially if the battery is also next to the gas tank. Have your technician replace any fuel lines that are inside the car before you detect that smell.

Have your fuel hoses or O rings at the fuel injector replaced by a qualified technician every five years as well.

Click here to read my [Fuel Injection Guide .pdf](#)

Any questions etc. Please feel free to email me.

Thank you,
Wolfgang
www.v12s.com

Hagerty Monthly Index Shows Pre-1960s Cars In Decline

April 20, 2016 *By Larry Edsal*

For the ninth time in the past year, the Hagerty Market Rating fell in April. While still in the range of an expanding market, the 69.34-point rating marks a drop of 0.44 points compared with the March figure.

The market is continuing to level out following five years of dramatic increases, McKeel Hagerty, chief executive of the Hagerty insurance and collector vehicle valuation company, said in a news release. Overall, post-1960s vehicles and higher-end modern classics continue to show steady strength values.

For first-time buyers, many 1950s and earlier vehicles are excellent entry points into the market, he added.

Pre-1960 vehicles have fallen the most in value, the Hagerty news release noted, on average a 10 percent decrease in sales prices in the past 10 months.

Meanwhile, post-1960 vehicles have increased in value by 1 percent during the same period.

Another statistic backing up Hagerty's statement is that owners of pre-60 vehicles aren't offering them as often at auction, their presence at collector car sales decreasing 20 percent in the past year. Meanwhile, the number of post-60 vehicles at auctions is down only 6 percent.

While auction activity increased slightly in the March ratings, it

dropped significantly in April's report, the Hagerty news release noted, both in the number of cars sold and the median sale price.

Private sales also declined.

While it didn't see as large of a month-to-month drop as auction activity, the news release report-

ed, private sales activity decreased and is at an 18-month low.

Also declining, to a 19-month low, was the number of requests for insured value increases among broad-market vehicles. However, requests for insured value increases among high-end vehicles increased. Hagerty reported that in the past year, high-end modern classics have generated a 70 percent increase in the number of value increase requests by their owners.

The news release noted that it was external market forces that accounted for the biggest increase in the Hagerty Market Rating for April as Correlated Instruments rebounded after a significant decrease; the S&P 500 climbing past the 2,000 mark and gold prices falling slightly.

Further, the rating for March was revised from 69.87 to 69.78 when recently released inflation figures were considered.

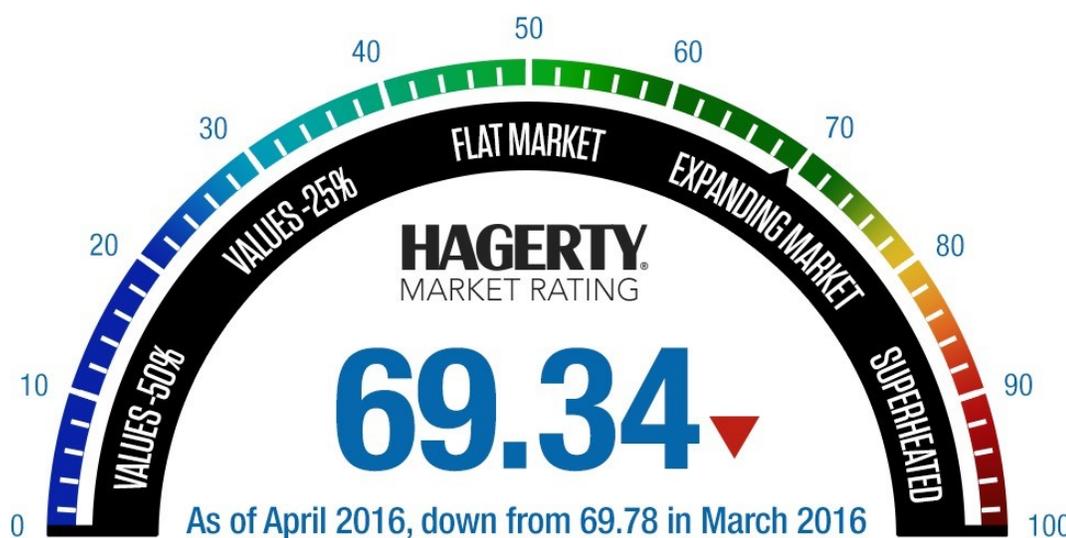
The Hagerty Market Rating is based on a weighted algorithm that considers 15 proprietary data points in eight categories, including public auction and private sales, values of insured

cars, price-guide values, Hagerty's own index system and input from industry experts.

The rating, reported at the middle of each month, is based on a 100-point

scale and is presented in the form of a tachometer-style gauge, complete with a "superheated" red zone, a sort of warning that we're approaching a possible burst of the bubble. Ideally, the market cruises along comfortably in the 60- to 80-point expanding zone.

Although first released in January 2015, Hagerty applied its formulas to the classic car marketplace dating back to January 2007. The rating then was in the low 60s. During the economic recession, it slumped to the high 40s and has been on an upward trend since late 2010.



Jaguars at the [Eaglewood Festival of Speed](#) July 1



Classic Car Show, Park City, Utah
August 27th, 2016

Sponsored by the WMJR Wasatch Mountain Jaguar Register

To apply to enter a car in the Park City Classic Car Show Send this application form and check payable to WMJR to: Jim Revel, 2040 Mahre Drive, Park City, UT 84098 Call or email 435-640-3347, jimrevel@gmail.com with any questions

This application is extended only to the WMJR members to apply to enter their Classic Cars in the **Park City Classic Car Show** on August 27, 2016 from 10am to 3pm. The show will be open to the general public at no cost. The show is primarily focused on Classic and Vintage British and European cars but we also welcome original American examples but no muscle cars or hotrods, also newer British and European exotic "supercars" are welcome. We reserve the right to accept or reject applications consistent with diversity and balance of marques. People's Choice and various Best of Class and Class runner up trophies will be awarded. Cars must be in place between 8:00 & 9:30am on lower Main Street. Awarding of trophies will begin at 2:00pm and all cars will have to vacate the street or pay to parallel park by 3pm or risk being ticketed or towed as enforced by Park City

.Invited clubs are: WMJR, Wasatch Mountain Jaguar Register, BAHC, Bonneville Austin Healey Club ,BMCU, British Motor Club of Utah, Mountainland 356 Club, IRPCA, Intermountain Region Porsche Club of America, Utah Ferrari Owners Club & The Wasatch Classic Corvette Owners Club. **Any member or guest that registers that would be willing to volunteer for 1 or 2 hours of assigned traffic control time will be greatly appreciated to help us meet Park City's requirements. We have up to 32 hours of volunteer time that we need to fill so we will need your help. If you care to apply to enter your car or cars please send \$20 per car with a separate application for each by 6/1/16.** Other members of clubs and individuals that are accepted will have to pay \$25 to as the WMJR is sponsoring the event. As all of last year's participants will be invited now to apply as well as other classic car owners, the sooner you register the better as space is limited to the first 75 cars that are accepted. Any cars not accepted will be notified soon after they apply.

Owner _____ I will volunteer for ___ hours as assigned Yes ___ No ___

Owner's Guest _____ I will volunteer for ___ hours as assigned Yes ___ No ___

Mailing Address _____

Telephone # _____ Email: _____ Guest's email _____

Local Club Affiliation if any _____

Make of car _____ Model _____ Year _____

Signature _____ Date _____ Printed Name _____

By the accepted applicant's signature hereon and the payment of the entry fees, the applicant warrants that he / she carries public liability, public damage & personal injury insurance on the vehicle being displayed, with proof of insurance kept therein during the event and indemnifies Park City Municipal Corporation (the City) and the Wasatch Mountain Jaguar Register(WMJR) from liability occurring at the event, except for any claim arising out of the sole negligence or intentional torts of the WMJR, the City or its employees.



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Note: There is a fee for print catalogs



Event Calendar

Saturday, July 16
Trappers Loop Run
See article on [p. 2](#)

Saturday, August 27, 2016
Classic Sports Car Show, Main Street Park City, UT
Jim Revel, jimrevel@gmail.com, 435-940-0930
See application on [p. 6](#)

Friday, September 9
40th Anniversary BBQ at Borg Cabin, Midway
Ken and JoAnn Borg, Burghley@msn.com, 801-277-3313

Saturday, September 17
BMCU Alpine Loop Run
Drew Frink, Andrew@drooartz.com

Saturday, October 1
BMCU Fall Colour Tour
Roger Davis, rogerdavis87@msn.com

Friday, October 28
Hallowe'en Party
Jim and Hermione Klekas, jklekas@aol.com, 801-9971-6060

December
Christmas Party
Duane and LeAnn Allred, 801-856-2251

Club Officers

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Keep Well
To The Right
Of The Oncoming Car
Get Your Close Shaves
From the Half-Pound Jar
—*Burma Shave, 1935*

