

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

September 2012



WMJR on the web:

www.WMJR.org

Speed: The Art of the Performance Automobile

Utah Museum of Fine Arts
WMJR Visit Saturday August 18



A small but enthusiastic delegation of WMJR members viewed the Utah Museum of Fine Arts exhibit *Speed: The Art of the Performance Automobile* on Saturday August 18.

A total of 19 cars were on display, all rare and beautiful. These included a blower Bentley, the late Steve McQueen's Jaguar XK-SS, a Bugatti racer, and several spectacular brass era show pieces.

The exhibit's signature car was the famous Mormon Meteor III, which our president Duane

"Salt Monster" Allred could not resist sitting in (see above).



After the show a nice lunch was had at the Corner Bakery on Foothill Blvd. near Research Park.

All in all a great time was had by all.

Attending were Duane and LeAnn Allred, Joe and Judy Taylor and your obedient scribe, Gary Lindstrom.

Luau At The Cady's September 29

It has been a long hot summer, so we felt it was time to have and end of summer get together.

On Saturday, September 29, 2012 we are bringing a bit of the tropics to the Cady's house for a "Hawaiian Luau". There will be lots of good food, Hawaiian music, and fun games galore. So get your hips moving and be prepared for a fun time.

Party starts at 4:00 p.m. at the Cady's home in Roy. The address is 4155 So. 2175 West. Since most of you come from the South, go North on I-15 to the Roy Exit (338). At the end of exit



West and drive North to 4000 South. IOMEGA will be on the corner.

At the light at 4000 South make a left turn and go West to 2175 West. At 2175 West turn left and go South for a block to the Cady's home. There house is on the corner with the white picket fence (4155 S. 2175 W.) For the luau, the main course (ribs and pulled pork) will be provided as well as hors d'oevurs and drinks.

Request everyone bring a pot luck item of your choice to complete the meal. Look forward to seeing you all there. "ALOHA"

ramp at the light, turn left and go West to the main road 1900 West. Make a right turn on 1900



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Intermountain Concours d'Elegance On September 22 It's Not Too Late To Enter Your Jaguar!



High Profile Cars of Excellence To Compete In Utah's 2012 Intermountain Concours d'Elegance Event September 22

Event Honors Carroll Shelby and Benefits Charities that Support America's Military in Time of Need

SALT LAKE CITY, Utah (July 19, 2012) - Utah's Intermountain Concours d'Elegance will honor automotive legend

Carroll Shelby and the cars he influenced on Saturday, September 22 in The Gardens of Thanksgiving Point in Lehi, Utah. "The world has lost an influential genius with the passing of Carroll Shelby and we plan to educate event spectators about his great accomplishments by showcasing several of the historically significant cars tied to his legendary career as both a racecar driver and automotive designer", said Chris Purdum, concours chairman and partner

of Salt Lake City-based restoration shop Customs and Classics.

"Each August, tens of thousands of car collectors and dedicated enthusiasts travel from around the globe to attend the prestigious Pebble Beach Concours d'Elegance in Northern California. While we could never expect to match the magnitude and prestige of the event,

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The advertisement for Welsh Enterprises, Inc. is set against a dark background. At the top left, a red Jaguar XK150 is shown. To its right are several medals, including one for the "JAGUAR CARS CLUB" and another for "JAGUAR". Below the car and medals, the company name "WELSH" is written in large, bold, white letters with a green outline, followed by "ENTERPRISES, INC." in smaller white text. To the right of the company name is a list of services: "- New Parts", "- Used Parts", "- Rebuilt Parts", "- 100,000 sq ft facility", and "- Orders placed before 3 pm ship that day". Below the company name and list, the phone number "1-800-875-5247" and website "www.welshent.com" are provided. At the bottom left, it says "The largest independent retailer of new, used & rebuilt Jaguar spares since 1965". At the bottom right, there is a close-up image of a green Jaguar's front grille and headlights, with a silver hood ornament. The text "Proud supporter of the JCNA" is at the bottom left of the advertisement area.

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Proud supporter of the JCNA

Intermountain Concours d'Elegance September 22

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we are working hard year after year to give this part of the United States an elegant yet friendly concours event to call their own", explained Purdum. "In my profession, I speak to car owners and collectors longing for an event of this nature where their finely restored and original rolling works of art can be proudly displayed and admired by peers with similar models, as well as by the general public. This is not a hot rod show. There are strict judging criteria in place for those who hope to earn a Best in Class or Best of Show award. Cars must be entered by application and the concours board then accepts qualified entries that meet event standards."

Expect to see 100 examples from along the automotive timeline including Prewar and Postwar classics, American and European Sports Cars, Exotics and more. "We are thrilled with early entries and count several cars with values in the millions. These are stunning vehicles one

has to see in person to appreciate", commented Purdum. Additionally, an exhibit of restored military vehicles will be on display and numerous vendors will be on hand offering everything from the latest in high tech car audio equipment to fine jewelry.

The Intermountain Concours d'Elegance believes in giving back to the community. A portion of the 2012 event proceeds will be donated to local charities that support America's Military in time of need and an announcement naming this year's organization of choice will be forthcoming.

Partners include Miller Motorsports Park, AutoCom, Customs & Classics, MyCarQuest.com, VeloceToday.com, TheMotoringJournal.com, RideStory.com, CAR PR USA, PreWarCar.com/PostWarCar.com and GarageStyleMagazine.com.

Concours tickets are \$17.00 for adults at the gate and include on-site parking, admission to the concours and a souvenir program (while supplies last). Tickets can be purchased in advance at the event website until September 14 for \$12.00 and will be held at will call. Children 12 and under and active Military in full dress with valid ID will be admitted free. Onsite parking is free.

VIP tickets are \$48.00 in advance at the website and include admission to the concours, souvenir event book, preferred parking, admission to the VIP tent, lunch and admission to the Saturday evening "Afterglow" celebration event. To enter a car, purchase tickets or to learn more about this event visit www.intermountainconcours.com.

Editor's note: Chris Purdum tells me the cut off date for entry applications is Monday September 17.

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They Called It Utah

The 2.4 litre Jaguar was an epochal saloon in the company's history.

James Taylor examines its origins with the help of JHDT records

Jaguar World vol. 8 no. 4 March / April 1996

It is very unlikely that Jaguar started work on the 2.4-litre saloon before they moved to Browns Lane from the overcrowded factory at Foleshill. While William Lyons might have had earlier thoughts about a third range to sell alongside the Mk VII and XK 120, it would have been pointless to develop these because the company could not have found the space for a third assembly line. However, once the dust had settled after the Browns Lane move, he could begin to look more seriously at the options. That, at least, is a logical deduction - and, sure enough, the earliest surviving trace of the car which became the 2.4-litre is dated August 1952, by which date the move was complete.

One of the reasons why Lyons decided to build a medium-sized saloon as his third range of cars must have been that such a car would sell in numbers which neither the Mk VII or XK 120 could possibly attain. Yet he did not envisage a family car, rather a sporting saloon priced between the better family saloons and the cheaper luxury models. This was the territory then occupied by Armstrong-Siddeley, Rover and Riley, and of these Riley offered a blend of luxury and sporting qualities similar to that associated with Jaguars. As Riley gradually lost their grip on the market after 1950, Lyons must have realised that Jaguar would face very little competition indeed for their new saloon. Perhaps his belief that the opposition would

collapse explains why the project was coded Utah, the name of one of the D-Day invasion beaches in 1944.

The 2.4-litre engine

The average engine size in the market sector Utah was aimed at was a little under 2.5 litres, so the existing 3.4-litre XK engine was clearly not going to be suitable. Because Jagu-

to further thoughts; clearly what Browns Lane called the '2-1/5-litre six-cylinder engine' was not yet satisfactory. So two further engines went of test over the summer of 1953, one of them being a refinement of the original 2.5-litre design and the other being a four-cylinder engine of just under 2 litres of capacity which was a distant relative of the engine planned for the XK 100 in 1948.



ar had no other engines in production and the XK was then relatively new, the obvious way forward was to develop a smaller-capacity derivative.

The simplest and cheapest option was the design a short-stroke version of the existing engine and, so get as close to 2.5 litres (in fact, 2.499.69cc), engine number X102 was built with a 77mm stroke and the existing 83mm bore size. It first ran on the test bed at Browns Lane on August 25, 1952 and ended its test cycle some 16 months later on December 11, 1953.

The first try-out seems to have led

The four-cylinder engine, numbered EXP 1 - 1, actually went on test first. Records show that it was first tested on July 14, but that the test programme was relatively short. The last entry in the engine's test log is dated November 10 1953 and the idea of a four-cylinder Jaguar engine does not appear to have resurfaced af-

ter that. EXP 1 - 1 had the familiar 83mm bore size and twin overhead camshaft design of the XK engine but it had a 91mm stroke to give 1,970cc. Running a high 12:1 compression ratio, it initially breathed through two SU HS6 carburettors which were later changed in the test programme to twin Webers. An output of 100bhp or more should have been possible but work on the engine ceased when the revised short-stroke six began to look promising.

This new engine had gone on test some six weeks after the four-cylinder, and its first test entry was

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They Called It Utah

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logged on August 26 1953. Numbered EXP 2, it had a slightly shorter stroke than the earlier 2-1/2-litre experimental engine to give a swept volume of 2,483cc. Whether it still had a 3.4-litre block or the lower block eventually adopted for the production engines is not clear; however, it seems quite likely that the new block had been specified along with the shorter stroke.

At this stage, the original 2,499cc engine, X102, was also still on test; but the new engine appears to have proved its worth early on. On October 14, after less than two months on the test bench, it was joined by a second 2,483cc engine, this one numbered EXP 3. Less than a month later tests on the four-cylinder engine stopped and, just over a month after that, tests on the long-stroke 2-1/2-litre engine came to an end. The 2,483cc engine had clearly won the day and by the end of 1953 Jaguar had no doubt settled on this version of the XK engine as the power unit for their new compact saloon.

Body and Styling

Lyons and his chief engineer Bill Heynes must have decided at a very early stage that Utah would have monocoque construction. Body-on-chassis construction was already on the way out by the early 1950s and no doubt Pressed Steel (who were already building bodies for the existing Jaguars), had outlined the advantages of the latest monocoques.

Structural engineering and styling probably went ahead very much in parallel, with Jaguar's chief body engineer Bill Thornton and his assistant Cyril Crouch doing their best Lyons' styling ideas into metal realities. As

usual, Lyons worked on a full-size model and several pictures of this survive. Infuriatingly, they are undated, so that it is impossible to be certain of the stages of the mock-up's evolution. However, 1953 must have been the key year for the styling and structural design of Utah.

From the start, Lyons appears to have been clear that he wanted something different from the sweeping wing-lines that characterised the Mk VII and the XK 120. Pictures of the mock-up suggest he drew inspiration from the sleek 'pontoon' styling of cars like the 1949 Jensen Interceptor, the 1950 Aston Martin DB2, and the 1953 Riley Pathfinder. Of these, the DB2 in particular seems to have had quite a strong influence on the new small Jaguar.

On what see[m]s to be the earliest versions of the styling mock-up there are no panel-lines but one series of photographs shows panel-lines for a forward-hinged front-wing and bonnet assembly like that on the Aston. That Aston feature had already been borrowed for the Jaguar's 1951 'C' type sports racers but was probably ruled out for the new saloon because of fears about rigidity at the front of the monocoque.

With the basic shape of the new saloon perhaps conceived as an elongated DB2 with Jaguar styling cues appended, Lyons no doubt began to tinker. As he tinkered, so the styling model became more and more Jaguar and less and less Aston. The bonnet gained and then lost a raised centre-section; the heavy Mk VII-style bumpers were changed for a much neater and slimmer pattern painted in the body colour, though

this was sadly rejected; and the grille and sidelights went through a number of permutations before Lyons was satisfied.

Production drawings for the bodysell were probably prepared in the early months of 1954, and in May that year Pressed Steel used them to make a 3/8-scale model of the shell in transparent plastic. This was used, said their report, as an aid in 'assessing design and production problems as a preliminary to quantity production.' Surviving pictures of the plastic shell suggest that nothing major was changed before full-scale production went ahead.

Prototypes

All the indications are that there were just two prototypes of the 2.4-litre car, both of them running by September 1954. According to the engine test records, one was painted grey and the other black. The pictures which exist of the very early cars, one incomplete and the other on test at MIRA, may well be these two prototypes. Both differ in detail from the production cars and the colours (as far as monochrome pictures reveal) seem about right. The grey car may have become PVC 302, which Heynes took to France before the public launch.

These prototypes cannot have revealed any major flaws in the basic design because Jaguar went ahead with production very quickly. The first production car - probably an 'off-tools' prototype despite its production chassis number - was completed on January 7 1955. No doubt a few details continued to evolve between then and the car's press launch on September 28, but the 2.4-litre was as good as ready. It had taken Jaguar just under three years to turn Utah from an initial concept into reality.

Event Calendar

Saturday September 22, 2012
Intermountain Concours d'Elegance
At Thanksgiving Point
See article on [p. 3](#)

Saturday September 29, 2012
Hawaiian Luau at Cadys'
See article on [p. 2](#)

Friday October 26, 2012
Spook Rally and Hallowe'en Party

November
Planning Meeting and
Selection of New Officers

December
Christmas Party

Notable 2013 JCNA Events

- JCNA Annual General Meeting March 21-23, Dallas TX (moved from Mexico City)
- JCNA Challenge Championship June 12-16, 2013, Richmond, VA

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burghley@msn.com

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carousell2@msn.com

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carousell2@msn.com

Activities Committee

Susan Cady, 801-731-1599
cadysue1599@msn.com
Liz Green
carousell2@msn.com
Kay Jennings
jenningscarbarn@gmail.com

Newsletter Publisher / Webmaster

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

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