

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

October 2013



WMJR on the web:

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

## British Tourers Welcomed At The Bayou

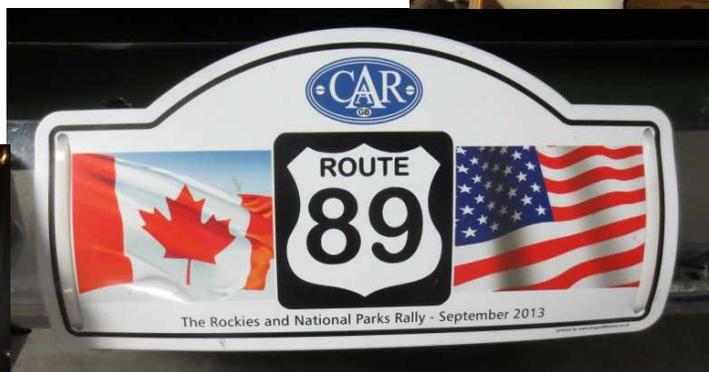
—*Gary Lindstrom*

Along about last March our Vice President Ken Borg received an email from a British chap asking for a recommendation for a British car repair shop in the Salt Lake area.

Upon inquiry Ken learned that a group of British (mostly, one was a Swede) classic car fans were planning to ship their cars to the US west coast and make a north to south tour on US 89. Ken knew he and Joann were going to be in the UK then so

he passed the inquiry to me for follow up.

One thing led to another and on Wednesday, September 18 eight cars and sixteen people all rolled into Salt Lake, having picked up their cars in Tacoma, driven north to Vancouver,



impressed by the great food, wide variety of drinks (100 beers!), and warm reception by WMJR and BMCU members, totaling about 25 in all. Afterwards we all were invited to the Grand Ameri-

east to Calgary through Jasper AB, down through Glacier NP, Yellowstone NP, and Grand Teton NP.

That evening fourteen of the tourers (two stayed at hotel) were welcomed at the Bayou bar and restaurant, where they were

ca garage, where a fine variety of Jaguars, Alfa Romeos, and even a Bentley were patiently waiting.

Attendees included Duane and Leann Allred, Dan Schweikert, Gary Lindstrom, J and Kay Jennings, Jim and Hermione Klekas, Bud and Betty Merritt, David Hobson, and Kevin Cowan.

# Hallowe'en Party Traditions Continues

## 6pm Saturday, October 26 at Jennings' Spooky Car Barn

Once again this year the Jennings have kindly offered to host the WMJR Hallowe'en Party and Pot Luck at their famed Car Barn.

The arrangements are much like last year, except there is no Quiz Rallye this year, since we nearly had to send out Search and Rescue to find some poor souls locked inside the Mount Olivet Cemetery.

Once again non-alcoholic drinks will be provided, though folks are welcome to bring potables of their own favorite persuasion to supple-

ment these.



A pot luck dish to share is also suggested, and here again we rely on the Greek Goddess Ser-

endipity to ensure that there is, as Martha Stewart would say, the *perfect* variety of offerings.

Costumes are required above the eyes — meaning, bring the most zany, outlandish, scary hat you can find. While there won't be a rallye, you can count on J to provide amusement, entertainment, and frustration with one of his famous British Car Teaser Quizzes.

All in all it should be a great time — be there or be spooky.



Fantastic 1958 Mulliner bodied Bentley S1 Continental driven on the US 89 tour

## Jaguar SUV Plans

—Jim Morton, Chicago

Shamelessly Filched from *The Litter Box*, Newsletter of the Carolina Jaguar Club, Inc., September 2013

This week at the Frankfort Automobile Show Jaguar opened the door on a lot of forward plans. Ostensibly to present the C-X17 SUV/Crossover concept, officials presented much insight into forward business plans.

*SUV follows new small Jaguar:* A Crossover is a vehicle regarded by regulations as a truck, marketed as an SUV, but actually based on a car underbody. To be introduced about 2016 Jaguar's crossover will be on the smaller side, and it will follow a small car entry, perhaps like the BMW 3-series. Concept crossover length of 185.7" compares with BMW X5 192", BMW X3 183" and Ford Escape 178". BMW offers 4 crossovers, and premium models account for 49% of BMW SUV



—cont'd on [p. 4](#)



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Jaguar SUV — cont'd from p. 3

sales in the US. While Jaguar's X-Type was pretty much a market failure Jaguar badly needs the volume base of lower-priced entries. BMW outsells Jaguar about 20:1 globally.

*Vehicle architecture:* The C-X17 is based on Jaguar's all new advanced XS aluminum underbody (platform). The US fuel economy law for 2016, requiring an improvement of 40% vs. 2011, assumes that all cars will have lightweight aluminum construction. Jaguar has taken the approach one step further by including flexibility to change the vehicle size, an adjustable size underbody. This is extremely important to a manufacturer. The final assembly line is not the only operation for a vehicle. There are assembly lines for the heater/AC box, steering column, pedal assembly, air bags, and a whole host of other components. A manufacturer

must be able to use those common components across multiple car lines to maximize return on the investments. And about 50% of the engineering in a



vehicle is for items hung on the fire-wall, the steel bulkhead between passenger and engine compartments. Jaguar does not admit to any component sharing with the new aluminum Land Rover Evoque, but your writer cannot imagine there not being some. Under-

stand, that is good, not bad.

Jaguar's first product from the new architecture will be a new premium (think BMW 3 series) C/D segment sedan. Production will begin in 2015, and in North America in 2016, and it will be the first aluminum unibody product in the segment. Assembly will be at the Land-Rover Solihull plant.

*Total Investment:* Jaguar said it will invest \$2.4 billion in the aluminum technology and related models. Obviously they are planning for future growth and committed over the long term to their investment in Jaguar/Land Rover. One of the major investments, about \$750 million, is in a new engine plant for gas and diesel units at Wolverton, England. JLR has been buying engines from Ford of Europe, an arrangement that made good sense when Ford owned them, but is very expensive after Ford sold them in 2008.

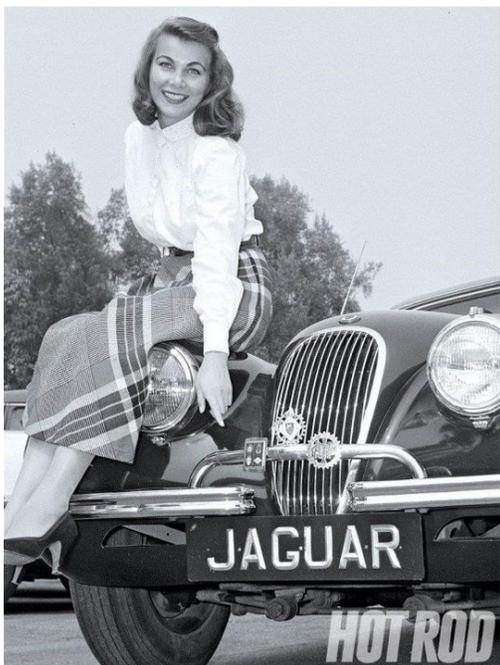
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What Had Ben Hur

—Burma Shave, 1950

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## Event Calendar

*Saturday, October 26, 2013*

Hallowe'en Party at

Jennings' Car Barn

6046 Fontaine Bleu Drive

Murray, UT

801-274-2671

[jenningscarbarn@gmail.com](mailto:jenningscarbarn@gmail.com)

See article on [p. 2](#)

*November 2013*

Planning Party

*December 2013*

Christmas Party

## Club Officers

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*Vice President*

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### Personal Thanks

Heart felt thanks go out to the WMJR and its members for their kindness upon the passing of my wife Sandy.

Sandy and I shared many good times together at WMJR and JCNA events up until the Hallowe'en Party of three years ago, when her illness overcame her.

One of her dearest possessions was her 1956 XK140 DHC, which was front and center at her wake.

Sandy's obituary and a photo tribute are available at [www.starksfuneral.com](http://www.starksfuneral.com)

—Gary Lindstrom



### Classified Ads

For sale: Jaguar wheels and tires

1) 4 XK120/140 54 spoke wire wheels with original "Made in England" stamping in internal valleys mounted with Dunlop bias ply tires. Painted grey/green, no rust, one missing one spoke. \$200 for the set.

2) 4 15 inch steel wheels suitable for Mark I sedan with snow tires and hubcaps. \$100.

3) 5 chrome Dayton 15 in wire wheels suitable for XJ6 with tires, plus 6th wheel for parts. \$500.

Roland Held, 801-745-1188.

