

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

May 2014



WMJR on the web:

www.WMJR.org

Tour Of [International Armoring Corporation](#) Thursday April 10

WMJR members had an unusual treat Thursday April 10 when we were given a tour of International Armoring Corporation hosted by employee Frank Ruiz.

The IAC facility in Centerville, one of four operated throughout the world, is dedicated to armoring conventional cars and limousines to withstand assaults ranging from handguns to machine guns and improvised explosive devices.

IAC can raise the level of protection to armor piecing rounds, but they don't get much call for that given its cost and the tight controls worldwide on distribution of such weapons (a good thing!).

Our host was amazingly open and informative in describing and showing their techniques in "hardening" vehicles, though no pictures were permitted on the shop floor.

Ken Borg, who arranged this terrific outing, opened the presentation while standing



next to a piece of armored car window glass which had withstood several rounds of varying power. He then introduced Frank, a long time IAC employee.

Frank gave us a short history of IAC and its market, and showed us a "run flat" wheel insert used in almost all their cars, enabling clients to exit sticky situations without the benefit of functioning tires. These are made of hard plastic and bolt to wheel centers before tires are mounted. Speed and ride are obviously compromised in such situations but I suspect this is a welcome trade-off.



We then entered the production facility where about a dozen vehicles were in various stages of armoring, from showroom delivered to bagged and ready to ship. This enabled us to see the many stages of conversion, from interior removal, door and side panel armoring,

—cont'd on [p. 2](#)

Tour Of [International Armoring Corporation](#), *cont'd from p. 1*

armored glass installation, and hardening of various “soft spots” such as door pillars and sun roofs.

IAC can armor just about any vehicle for a price, but the most popular models are Lexus SUV’s, Range Rovers, Jeep Grand Cherokees, and various Mercedes.

And yes, they have done and will do Jaguar saloons, but these are not their favorites due to the tight space constraints and their increasing use of aluminum, which cannot be joined to ballistic steel by welding.

There were many questions about places and customers around the world who they sell to, the responses to which were mostly off the record. Paraphrasing Frank, any country with very rich people, inadequate law enforcement, corruptible officials, and a high

crime rate generates demand for their services.

Interesting enough they have essentially no domestic sales in the US, where most of the above conditions do not apply severely enough, and the largest buyer—the US government—retains an exclusive supplier.

The cost? That varies according to the protection level desired, but for example a fairly thorough hardening of a Lexus SUV less than doubles the cost.

And do their vehicles need to be upgraded in power or suspension to compensate for the additional weight?

Interestingly enough, the answer generally is No—modern luxury vehicles are typically designed with enough spare capacity in

these respects.

However, Frank noted that Range Rover does offer an “armor ready” model—the only manufacturer to do so.

All in all it was an event we won’t soon forget.. Attending were Ken & JoAnn Borg, Mike & Susan Cady, Duane & LeAnn Allred, Jim Revel, John and Liz Green, Matt Rodgers, Jim & Hermione Klekas Jim Hulse and wife, J & Kay Jennings, James & Susan Jennings, Bud & Betty Merritt, Dave, Noah & Joseph Bean, Marshall Wright, Dave Hobson, Roland and Sandy Held, Roger & Paul Campbell and friend, and your obedient scribe Gary Lindstrom.

As always, apologies go out to those we may have missed.

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Park City Classic Car Show *Saturday July 26*

Any classic sports car built before 1989 may enter. Entrants will receive a dash plaque, two ballots, and two raffle tickets.

Automotive clubs are encouraged to promote their respective marque.

Judging for trophies will be performed by the entrants. People's Choice award will be chosen by both entrants and the general public.

Class awards are based only on make of vehicle, i.e. Jaguar, MG, Austin Healey, etc.

The number of class awards will be determined by the number of entrants by June 15, 2014.

A First in Class award will be given if there are five entries of the same manufacture. A class award will be given for each additional three entries, with a maximum of three awards per class.

A raffle will be held during the show time. Donations for the raffle are greatly appreciated. Raffle tickets will be available for purchase during the show.

Ballots and awards will only reflect the entries received before June 16th. All entries are eligible for awards.

The reserved area will allow only 60 entries.

Clubs may elect to hold their own style of judging in conjunction with the show (concours, etc.) and will be allowed time at the conclusion to present their own results.

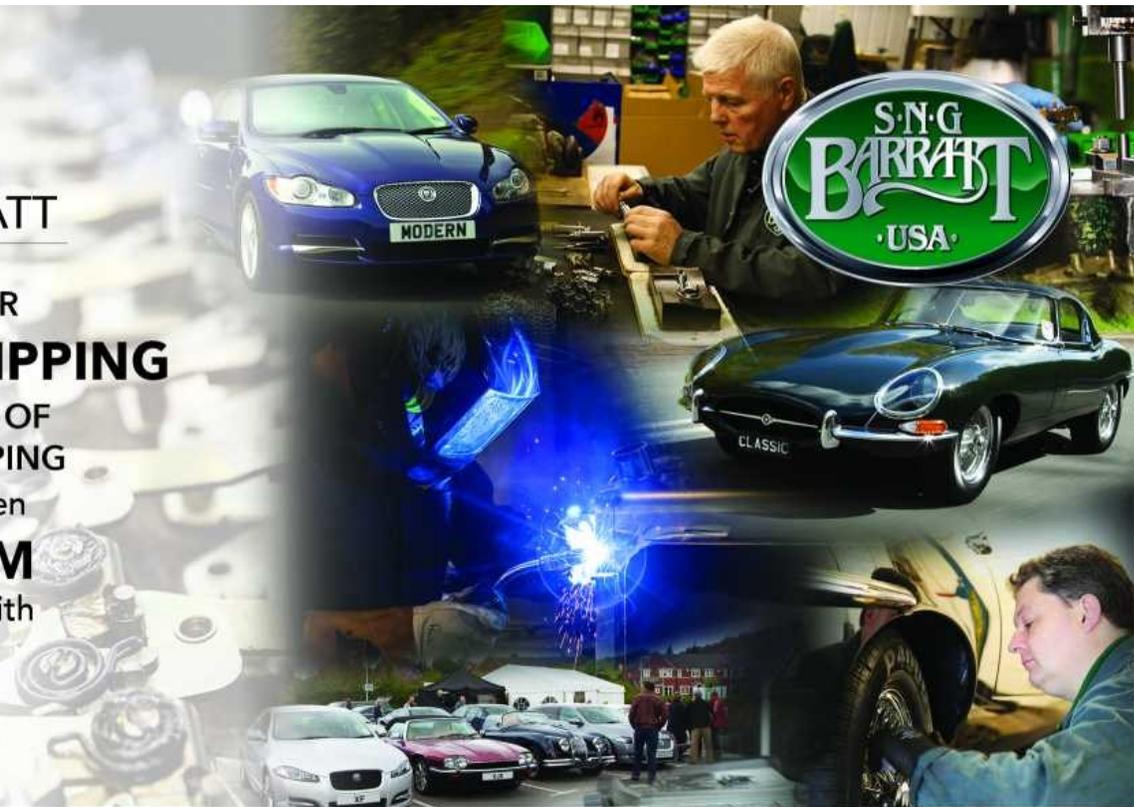
Cars must be in place by 10am. Display vehicles will be parked diagonally on both sides of Main Street facing downhill. They will be spaced 5 feet apart, and there will be a 20 foot clear section in the middle for safety reasons.

The street must be cleared and open for traffic by 2:30pm. You can park in a designated parking stall and pay the parking fee after that time.

Each entry is \$15.00.

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PARK CITY CLASSIC SPORTS CAR SHOW

July 26, 2014 10:00A.M. to 2:00 P.M

Sponsored by Bonneville Austin Healey Club

The Details:

Sports cars must be at least 25 years old. (1989 or older).

Entrants will judge cars by means of ballots. 2 ballots per entry. Each entry will receive 2 raffle tickets.

Classes by car manufacture, Number of class trophies will be determined by number of entrants with a particular marque. The show area has room for 60 cars. Class Awards will be determined by entries received before June 16, 2014.

There will be a people's choice determined by ballots from spectators, and a best of show determined by entrants.

Show field will open at 8:00 A. M. Cars must be removed or parked in the metered zone at 2:30 P.M.

Entry Fee \$15.00

For more information contact: Dave or Sandy Maxwell: 801-943-4803

Fill out the entry form and mail along with the entry fee to:

Bonneville Austin Healey Club
1752 E Paulista Way
Sandy, UT 84093

Make and Model _____

Year _____ Club affiliation _____

Owner _____



September 2-6, 2014 Schedule of Events
(With a lot more planned!)

Tuesday	September 2	Registration at the Cheyenne Mountain Resort Hospitality Suite and Welcome Reception
Wednesday	September 3	Tour and Rally to Cripple Creek Gambling, Shopping, Group Dinner
Thursday	September 4 Theme Night	Slalom in Cheyenne Mountain State Park "WWII Returns" Gala, Dinner, Music, Tour and More Location: The National WWII Aviation Museum
Friday	September 5	Western States 2014 Concours d' Elegance Location: Cheyenne Mountain Resort Awards Dinner at CMR
Saturday	September 6	Pikes Peak Concours d' Elegance - #2 Jaguar Club of Southern Colorado Location: Cheyenne Mountain Resort Awards Dinner at CMR
Sunday	September 7	Departure

Contact Information: JCSC Club Co-Host - Jaguar Club of Southern Colorado
RMJC Club Co-Host - Rocky Mountain Jaguar Club

Jack Humphrey (JCSC) 719.930.4801 jaqluver2@cs.com

Cyndi Mumm (RMJC) 303.805.1644
303.883.4568 cyndi.mumm@comcast.net

Driving In France

—Contributed By Bud And Betty Merritt

This happened to an Englishman in France who was totally drunk. The French policeman stops his car and asks the gentleman if he has been drinking.



With great difficulty, the Englishman admits that he has been drinking all day, that his daughter got married in the morning to a French man, and that he drank champagne and a few bottles of wine at

the reception and a quite few glasses of single malt thereafter.

Quite upset, the policeman proceeds to alcohol test (breath test) him and asks the Englishman if he knows under French Law why he has just been arrested.

The Englishman answers with humour: "No! Do you know that this is a British car and that my wife is the driver... on the other side ?

Jaguar Foundation Formed

—from *Jaguar Tales*, the Newsletter of the Jaguar Owner's Club
March/April 2014

Even though JCNA (and our own JOC) are non-profit organizations, they and we cannot accept charitable contributions and issue the necessary documents to make your contributions tax deductible.

So what do you do if you have a small fortune in Jag tools or manuals, or even a car, that you would like to pass along?

The answer is the new Jaguar Foundation, as fully accredited 501c3. The Foundation's



goals are lofty and range from preserving Jaguar heritage in North America and supporting education programs that teach restoration skills to a vision of someday having a national Jaguar museum.

You can read all about it at

www.jaguarfoundation.org.

Yes, now you can clean out your garage AND get a tax deduction too!

Texas Time Machine

From xks.com

Text by Paul McNabb, California photography by Colin Kagel

Last January an unrestored and original Mercedes 300SL Gullwing sold for just under \$1.9 million at the Gooding and Company auction in Scottsdale, Arizona. At the same event a fully restored model, in the same color combination, sold for \$1.4 million. Original, unrestored cars have simply exploded in the collector car market, setting the stage for my latest story.

Word spread of an interesting Jaguar in Los Angeles so I made a one hour drive south with my photographer extraordinaire, Colin Kagel, to investigate. What we found was an XK150S OTS, chassis T831393DN, body F16395, engine VS1422-9 and gearbox JLS41974CR. The classic Jag had been discovered in a garage near White Rock Lake in Dallas, Texas. Earl Van Johnson, Sr., had purchased the car new in 1958 from Overseas Motors in Fort Worth for about \$5200 as an early graduation present for his son, Earl, Jr. His son must have been quite the man about town while driving the car as a senior in high school and later to and from university at North Texas State in Denton. During his ownership Junior replaced the original top with an after-market fiberglass unit and later with a white vinyl model, which remained on the car. Service records from the sixties indicated the brake pads had been replaced only once along

with rear shocks or possibly all four. The engine had performed flawlessly and was therefore never opened for any kind of servicing. With the Jag in near-perfect working order it was inexplicably garaged in 1971, never to be driven again by the original owner! The speedometer was removed for a period of time and now was back in the car with total mileage on the car estimated around 44,000.

In 2013 the car was discov-



ered by an agent, still at the original

Just before removal from garage after 42 years



Interior just after removal from garage

ered by an agent, still at the original location and yes, still owned by Earl, Jr. When we saw the car it had made the trip to California and had only been cleaned for viewing, save a small area near the right front fender for effect and then subjected to the most basic servicing. The brakes had been rebuilt for safety and, of course, the fuel tank had been drained and cleaned

gine compartment the diaphragms at the base of the carbs had been replaced along with a thorough cleaning of the radiator. One radiator hose was replaced but retained the original fasteners. The original pumpkin colored paint remained on the engine head along with brittle but still functioning spark plug lines. Colin and I observed the car as it was driven into the open for our photo session. Starting effortlessly, the classic Jag idled quietly with the oil pressure gauge immediately registering 60 PSI. Now shod

in Pirelli tires, each showed a deep crease as a result of sitting flat for so many years but otherwise worked fine for the demonstration. The boot revealed the original Dunlop Road Speed RS 4 spare along with a tool kit that looked as though it had never been opened. The body number, written in crayon, still showed clearly underneath the Hardura boot mat. Say what you want about Lucas electronics but all the lights, still with original bulbs, worked perfectly including brakes and turn signals; this without any servicing. The interior of the car had simply been cleaned, the glove box still containing personal items like



Front view of the Jag after cleaning

—cont'd on [p. 10](#)

Texas Time Machine — *cont'd from p. 9*

match books from local Texas bars in the sixties.

The original wire wheels required about an hour and a half of cleaning each but looked as new when finished. The paint remained original and in very fine condition; the car fortunately never having been involved in an accident. The

chrome and bumpers were very nice considering their age. The one pitfall was an after-market luggage rack installed on the boot cover.

Colin shot well over 100 photographs of the car in our one hour session and we will post many of these on

www.xkdata.com, which may serve as a reference for this model. Readers may search by the chassis number 831393 to view additional pictures.

This superb example would be a good candidate for the major Pebble Beach auctions in my humble opinion so readers may see more of this outstanding classic in the near future.



Rear quarter view after cleaning



Personal items from the sixties still in the glove box



Engine compartment untouched



A small bit of garage dirt was left for effect



Original Dunlop spare and boot kit still in boot



Body number written on the bottom of Hardura mat in boot

Event Calendar

Saturday, June 21

[British Field Day](#)

Liberty Park, Salt Lake City

Wednesday, July 2

Eaglewood Festival of Speed

Bruce Oblad, bruce.oblad@gmail.com

Saturday, July 26

Park City Concours with Bonneville

Austin-Healey Club

Dave Maxwell, 801-943-4803

See article on [p. 5](#)

Application form on [p. 6](#)

Saturday, August 9

Tour and Pot Luck

Borgs' Cabin, Midway

Ken and JoAnn Borg

burghley@msn.com,

801-277-3313

September 2-6

JCNA Western States Meet

Colorado Springs, CO

Jack Humphrey, jagluver2@cs.com,

719-930-4801

See [p. 7](#)

Saturday, September 13

Luau at Cadys'

Susan Cady, 801-731-1599

Friday, October 24

Hallowe'en Party

J and Kay Jennings

801-274-2671

Saturday, November 1

Jaguar Photo Shoot

December

Christmas Party



I proposed to Ida
Ida refused
Ida won my Ida
If Ida used Burma-Shave

—*Burma Shave, 1939*