

Under The Bonnet

Newsletter of the
**Wasatch Mountain
Jaguar Register**

March 2019



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Full WMJR Calendar For 2019

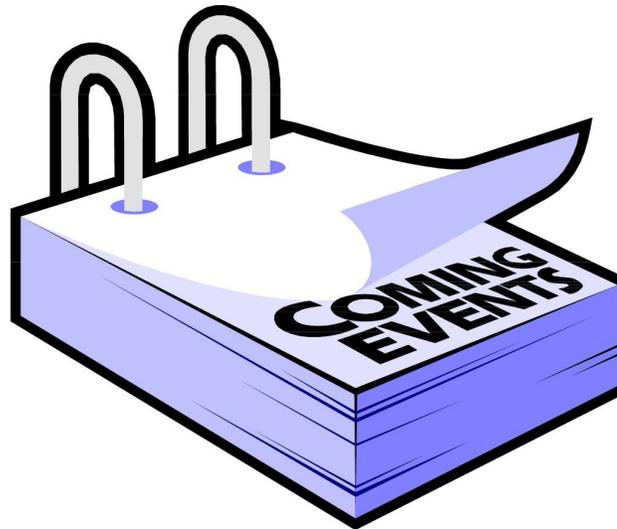
Your officers have met and devised a full and we hope interesting slate of events for 2019.

The first has already transpired — see the article on [p. 3](#) of our visit to Mat's Rods & Restorations, courtesy of Jim Revel.

New events include

- * the Salt Lake City Autorama on March 22-24,
- * the Salt Lake City Classic Car Auction on March 30,
- * A Tune Up Tech Session on July 13, and
- * the Planes and Horsepower show at the

Heber City Airport on August 3.



Old favorites include

- * the Cat Dance Film Festival on April 27,
- * brunch at the Silver Fork Café on May 11,
- * British Field Day on

June 15,

- * Festival of Speed on July 2,
- * the Park City Classic Car Show tentatively on August 24,
- * a Weber Canyon / Taggarts tour on September 7, and
- * seasonal parties October 25 (Halloween) and December 4 (Christmas).

The calendar is rounded out by many BMCU driving events at which the WMJR has a standing invitation.

For a full listing see [pp. 12-14](#) of this issue.

Cars Needed For Autorama March 22-24

Many of you have shown cars, attended, or at least are aware of this annual event at the Mountain American Expo Center in Sandy.

It's the biggest winter car show in Utah and always attracts an interesting and eclectic mix of cars. This year the Bonneville Austin Healey Club has wrangled 8 spaces and has invited the WMJR to share the wealth.

The catch is given the short time till the event we need commitments toot de sweet as the French say. If you'd like to sign up or get more information contact the BAHC President, Darin Graber, at 801-455-4982 or dkgraber85@yahoo.com

Salt Lake Classic Car Auction Saturday March 30

Car auctions are always fun for both car and people watching. This one should be no exception. 150 cars are promised for this event, at the Mountain America Expo Center in Sandy.

If you'd like to attend just for fun or even roll the dice on an acquisition and would like some buddies to urge or restrain you, contact our President, Jim Klekas — see contact info on [p. 15](#).

Cat Dance Film Festival

Yes, Virginia, there will be another edition of this popular event this year (sorry we missed last year).

Once again the venue will be the spacious and congenial home of Barry and Allison Hanover in Jeremy Ranch. Full details will be given in the April newsletter, which will appear a bit later than customary — see below.

Meantime, start thinking about candidate movies, shorts or cartoons!

Publisher's Notice

Due to travel publication of our April newsletter will be a bit late.

Specifically, the April newsletter will appear on or about April 20. The May newsletter will appear on schedule, viz. about April 30.

The club website will remain active as always, and the calendar thereon will as always contain the latest schedule information.

Mat's Rods & Restorations March 2

WMJR stalwart Jim Revel kindly offered a treat for the club by arranging a visit to Mat's Rods & Restorations on Saturday March 2.

Mat's is one of the premier car restoration and customization shops in the area and is currently working its magic on Jim's XK150 FHC (ex Bruce Schilling).

The scale and tidiness of Mat's operation is quite impressive.

He likes to have about 50 cars in progress but currently has 55, so the seams are bursting at his shop.

His mode of doing business is interesting. It starts with a detailed discussion with the customer to learn his desires, tastes and resources. A budget is then drawn up and a contract is signed.

Thereafter the rate of progress is determined by the customer, not Mat. Each

month the customer tells Mat how much he's willing to pay that month, and work proceeds accordingly. All work is logged on old

(BAHC) clubs as well.

Attending from WMJR were Mitri and Jane Muna, Mike Cady, Craig Call, Bud & Betty Merritt, Jim Klekas, Tim Reganis, J and Kay Jennings, host Jim Revel, Ken Borg, and Barry Hanover.

From BAHC were Darin Graber and Paul Evans.

From BMCU were Rich Weyland,

Don Kent, Jonathan Hermance, Denny & Barry Blackett, Arnold Antell and Roger Davis.

As always, apologies to those we missed or garbled their names.

—Your Obedient Scribe
Gary Lindstrom
(WMJR and BMCU).



style punch in / punch out time cards, one per vehicle, not employee.

Mat's facility (3624 S. Main St., South Salt Lake) is large—I believe I heard 35,000 square feet. It previously served as production facility for the *Touched By An Angel* TV series.

All in all it was an entertaining and informative visit, with attendees from the BMCU and Healey

More Photos from Our Tour of Mat's Rods & Restorations



Drive, Don't Putt(er), at This Country Club

By Paul Stenquist, New York Times, March 1, 2019

Some people like to hit the links; others would rather do laps. For those affluent people who feel that a great drive involves a Porsche instead of a tee time, a different breed of country club is eager to cater to their hobby.

In a 2017 piece for Automotive News, Robert A. Lutz, the outspoken retired auto executive, lamented the inevitability of driverless cars. "Automotive sport — using the cars for fun — will survive, just not on public highways," he said. "It will survive in country clubs such as Monticello in New York and Autobahn in Joliet, Ill. It will be the well-to-do, to the amazement of all their friends, who still know how to drive and who will teach their kids how to drive."

The precision of this forecast will take time to establish, but well-to-do collectors do in fact have some deluxe clubs where they can store and drive their cars.

Monticello Motor Club in Sullivan County, N.Y., is indeed a country club. Founded in 2008, it has more than 470 members who paid an initiation fee from \$60,000 to \$95,000, with annual dues of \$5,900 to \$13,900. Family and corporate memberships for five are \$135,000 with dues of \$20,700. It's not for the light of pocketbook.

Membership buys access to Monticello's 4.1-mile racetrack, a karting track and off-road trails. A professional racing instructor — like a country club's golf pro — is on hand to sharpen skills. The membership includes many families, and children as young as 13 can learn to drive mildly tuned racecars. The club's website says this makes them better licensed drivers.

Gold members get more track time and other perks, including garage rental priority. A service center provides repair and tuning of members' automobiles. Club activity centers on amateur competition on the race-track. A five-event racing series concludes with one member being named champion.

A clubhouse at trackside offers dining, bar service, locker rooms and



more. A helipad is provided for those who like to drop in after a hard day in the corporate boardroom.

Lisa and Greg Coakley and their children, Brooke and Brent, are Monticello members and racers. Mr. Coakley is a Porsche Club of America national champion, and he and his wife teamed up to win the Monticello 90-minute enduro last year in their twin Porsche Caymans.

That would be quite an achievement for any couple, but for the Coakleys it's remarkable. Mr. Coakley was born with cystic fibrosis — a condition that is often fatal — and received a double lung transplant in 2013.

"Greg's medical challenges and the gift of life we experienced changed

our perspective," Mrs. Coakley said. "We now live without limits."

She added: "Like the transplant procedure, racing requires a devoted team. In both instances, we've been supported by the best of the best."

The children get track time as well. Brooke, 15, drove a Spec Miata for three years and will race a Mazda in Global MX-5 Cup competition this year. Brent has been driving karts but is now 13 and will get behind the wheel of a Spec Miata.

The Coakleys travel to the club from the Jersey Shore, but for those who wish to visit with minimal travel, nearby Motor Club Estates offers lavish homes with attached garages that store up to 20 cars. The developer, Michael Watkins, said that many were equipped with lifts and that one had a

paint booth and machine shop.

A private road takes residents to Monticello. Mr. Watkins, a member, races a Spec Miata and was 2018 club champion.

"Monticello is a spectacular place with a country club atmosphere," he said. The owners, Ari Straus and Paul Queally, he added, "are terrific people who love motorsports and race with us."

While Monticello is among the most expensive of this new breed of automotive country clubs, others are positioned to attract those of slightly more modest means. Just outside Detroit is M1 Concourse, an 87-acre playground for car lovers.

—cont'd on [p. 6](#)

Drive, Don't Putt(er) — *cont'd from p. 5*

Private garages, from 507 to 4,800 square feet, are the main attraction. Sold as deeded condominiums, they're well insulated, protected with sprinkler systems and wired for cable television and high-speed internet.

This 12,000-square-foot structure on one of the lots that surround the Autobahn Country Club in Joliet, Ill., is what the chief executive calls a "garage mahal."

Private garages, from 507 to 4,800 square feet, are the main attraction. Sold as deeded condominiums, they're well insulated, protected with sprinkler systems and wired for cable television and high-speed internet.

The garage condos are delivered in basic form, but most owners elaborately finish and equip them. Many include a loft above the garage space with a lounge and a kitchen. Most offer a view of M1's private racetrack. To gain access to the track, garage condominium owners must join the Motorsports Club. The initiation fee is \$20,000, and annual dues are \$4,000.

Bill Golling owns one of the larger garage condos, and it's equipped to serve as a home away from home, with storage for 10 of his 25 automobiles, a kitchen, an entertaining area and more. Mr. Golling owns several Fiat Chrysler dealerships, so his cars are largely from that automotive group. Among those garaged at M1 are Vipers, an Alfa Romeo and an 840-horsepower Dodge Demon.

Although he has plenty of power on

tap and is a Motorsports Club member, Mr. Golling doesn't drive on the track. He's more into socializing.

"It's a car community," he said. "I know my M1 neighbors, and we get together socially. At Halloween, we did 'trunk or treat' at the garages for the kids.

"I've loved cars all my life, so it's great to be part of a motorsports



community, a place where I can play with my hobby and visit friends," he added. "I have a great view of the track from my garage and can watch all that is going on."

The 1.5-mile racetrack winds its way past the garages and around the site. While it lacks the width and runoffs necessary for wheel-to-wheel racing, M1 stages a race-the-clock event every year.

Brad Oleshansky, a co-owner and founder of M1 Concourse, said: "My mission was to have my own garage, something that could be used as a man cave in a community of like-minded enthusiasts. Driving clubs are a trend, and they'll continue to grow."

Automotive country clubs are at least a mini trend, and they've sprung up in other areas where there's a strong automotive community as well as the right space. In Dawsonville, Ga., the Atlanta Motorsports Park says it is a "motorsports club and motorsports playground where family, friends and businesses come together to share and celebrate their passion for driving."

And drive they do. The facility includes a 16-turn, two-mile road course by Hermann Tilke, a race-track designer who has built Formula One tracks. The circuit here includes an F1 caution light system and steep elevation changes. Driver training is offered to prepare members for competition. Eight club races for Spec Miatas, BMW E30s and Radical sports cars were held in 2018.

A karting circuit provides tamer fun with events open to anyone over 5 years old. Off-road trails provide additional motorized entertainment.

Like M1 Concourse and Monticello, the Atlanta park offers luxury garages in various sizes and configurations. They can be purchased finished, or members can design their unit. A variety of membership packages are offered. Initiation fees range from \$10,000 to \$47,500. Access fees and monthly dues apply at some levels.

Mark Basso, the founder and chief executive of the Autobahn Country Club in Illinois, said: "My parents belonged to a golf club. As a young car guy, I wondered why there was

—*cont'd on p. 7*

Drive, Don't Putt(er) — *cont'd from p. 6*

nothing like that for people like me.”

In the 1990s Mr. Basso decided to do something about it and developed a business plan for what would become the nation's first purpose-built motorsports country club. After years of searching for a site and a community that would welcome the venture, he opened Autobahn in 2005. About 45 miles southwest of downtown Chicago and with commercial neighbors, it has prospered.

Autobahn's main attraction is a 3.56-mile track that can be subdivided into 2.1-mile and 1.5-mile circuits. A va-

riety of racing series provide wheel-to-wheel fun. Also available are off-road trails and a roughly half-mile kart track. Instructors provide driving lessons, and a service center offers racecar maintenance, repair, tuning and more.

Vehicle storage is available in garage condominiums that store six cars on a 1,250-square-foot first floor. A second floor features bedrooms and a party room.

Private lots of one-third of an acre surround the site. There, members have built what Mr. Basso calls gar-

age mahals — elaborate structures that combine living quarters and garages. One is owned by Bobby Rahal, the former race car driver.

Like other automotive country clubs, Autobahn offers a range of social activities. Membership comes at a price, although it is more modest than at some other clubs. The initiation fee is \$40,000, and annual dues are \$5,250. Social memberships that don't include full access to track activities are offered for \$4,200 a year with no initiation fee.



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The Rolls-Royce and the Yugo

A Yugo driver pulls alongside a huge Phantom at a stop light. The Yugo driver calls across to the driver of the Phantom and says "Hey, Buddy. You got a phone in that thing? I got one."

The Phantom driver replies politely "Yes, I have a phone." "Cool" shouts the Yugo driver. "How about a fridge? You got one of them like mine?"

The Phantom driver replies "Yes there is a refrigerator in this motorcar." "How cool is that?" replies the Yugo driver. "You got a TV too? I got one in the back seat."

As this is getting somewhat tiring the Phantom driver sighs "Oh yes, this Rolls-Royce is the most luxurious car in the world and of course it has every convenience known to man!" "AHAH!" taunts the Yugo driver "I betcha don't have one like mine!" But by now the light has changed and the Yugo pulls away in a cloud of blue smoke accompanied by a vicious piston slap, turns the corner, and vanishes.

The Phantom driver is by now furious as he knows he has no bed in the back of his fine mo-



torcar. But he stops at Frank Dale and Stepsons Ltd and immediately requests that a bed be

but has no luck whatsoever. The following day early in the morning he continues his search and finally encounters the Yugo parked at this rubbish dump. As the Phantom glides to a stop he notices that the windows of the Yugo are steamed up from the

inside and the entire car is dripping wet. He gets out of the Phantom and approaches the Yugo.



installed in the back seat. The next morning the driver of the Rolls picks up the car and the bed looks superb with silk sheets and gold plated bedposts. This is clearly a bed fit for a Rolls-Royce.

So the Phantom driver begins his search for that cheeky Yugo,

He knocks on the window but there is no reply. He knocks louder with similar result. Finally he pounds on the window shaking the car on its wheels.

Finally the Yugo owner rolls down a window and sticks his head out. "WHAT" he asks. "I wish to inform you that my Phantom does indeed have a bed and it is magnificent!" says the irritated owner. "Ah Gee Man," the Yugo owner replies, "You got me out of the shower to tell me THAT? Gimme a break!"

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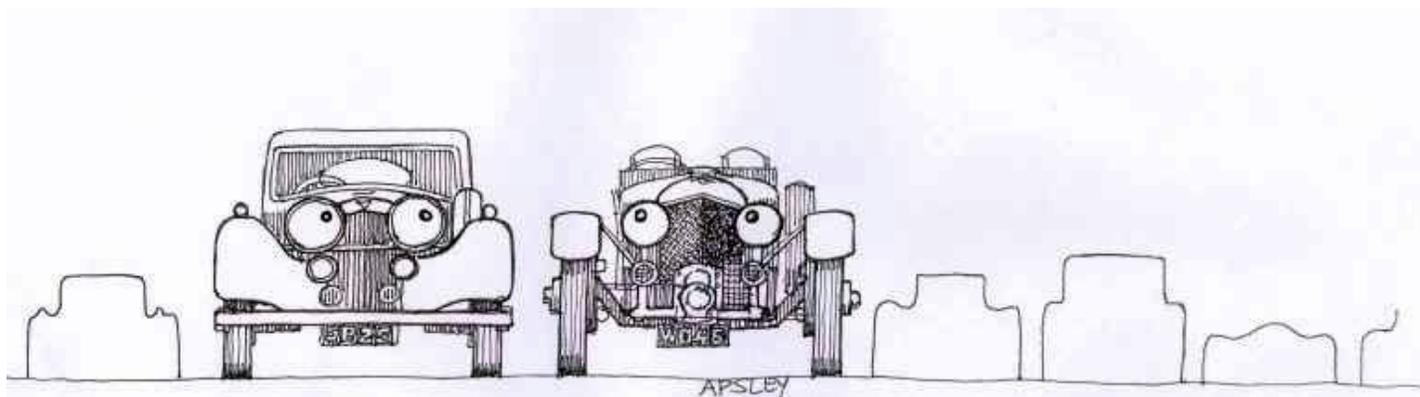
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Club Calendar

March 22—24

[Autorama](#)

Mountain America Expo Center, Sandy

Darin Graber

dkgraber85@yahoo.com, 801-455-4982

See article on [p. 2](#)

Saturday, March 23

BMCU Eureka Gary Meldrum Run

Cindy and Cory Wardell

Saturday, March 30

[Salt Lake City Classic Car Auction](#)

Mountain America Expo Center, Sandy

Jim Klekas

jklekas@aol.com, 801-971-6060

See article on [p. 2](#)

Saturday, April 13

BMCU Ogden Canyon / North Ogden Divide /

Little Taste of Britain

Saturday, April 27

Cat Dance Film Festival

Barry and Allison Hanover,

2483 Daybreaker Dr., Jeremy Ranch

bhanover1@msn.com, 435-649-4933

See article on [p. 2](#)

Saturday, May 4

BMCU Coalville / Taggarts Run

Larry Farrington

Saturday, May 11

Drive to Brunch at Silver Fork Café

Jim Klekas

jklekas@aol.com, 801-971-6060

May 29 - June 11

Red Rock Rallye Tour of Southern Utah

Debbie and Randy Aagaard

rka@aagaards.org

Saturday, June 15

British Field Day, Liberty Park

Jon Hermance,

jhermance10@gmail.com, 801-583-5846

Tuesday, July 2

Eaglewood Festival of Speed, North Salt Lake

Bruce Oblad

Saturday, July 13

Tune Up Tech Session

Gary Lindstrom,

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

July 27-30

Discover the Palouse Summer Tour

Idaho British Car Club,

idbritcar@gmail.com

Saturday, August 3

Planes and Horsepower

Russ McDonald Field, Heber

James Humpherys, james.a.humpherys@gmail.com

Saturday, August 17
BMCU Trapper's Loop & Huntsville BBQ
Pat & Donna Rich

Saturday, August 24 (tentative)
Park City Classic Car Show
Jim Revel, JimRevel@gmail.com, 435-940-0930

Monday, September 2
BMCU State Street Cruise
Cory & Cindy Wardell

Saturday, September 7
Weber Canyon Drive to Taggarts Restaurant

Saturday, September 14
BMCU Alpine Loop & BBQ
Drew Frink, Jim Stover, Roger & Jill Davis

Saturday, September 28
BMCU Fall Colour Tour, Wolf Creek Pass
Jim Stover & Drew Frink

Friday, October 25
Halloween Party

Wednesday, December 4
Christmas Party
Susan Cady, cadysue1599@msn.com, 801-731-1599

Third Sunday of Each Month
9am—noonish
Park City Cars and Coffee
Hugo Coffee
1794 Olympic Parkway, Kimball Junction

Club Officers

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Is He Lonesome
Or Just Blind
This Guy Who Drives
So Close Behind?
—*Burma Shave, 1952*

