

Jag Wyre



S A C R A M E N T O J A G U A R C L U B

SPECIAL POINTS OF INTEREST:

58TH PEBBLE BEACH CONCOURS D'ELEGANCE

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MOKEULMNE HILL WEEKEND

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The August event to the Gold Country was well attended and therefore it was a huge success. Twenty two members met at the Léger Hotel in lovely Mokeulmne Hill on the afternoon of August 9th. After checking into the hotel, some went to check out the historic town and others went to the saloon to enjoy a libation. The lemonade was very good. At about 5:30 we all went out to the garden to have appetizers. The weather was quite agreeable and it was very pleasant sitting under the trees and enjoying the lush garden. The pool was very inviting but no one "fell" in.

We enjoyed our dinner in the banquet room where the table was set up in a horseshoe so we could all see each other. I sat next to Cynthia Jones and got to know her better. We did a lot of laughing. Everyone stayed at my house and we

seemed to enjoy their diner and the dessert was a triple stacked chocolate creation. Yum.

After diner we watched a filmed interview of Norman Dewis and the early days of Jaguar racing that Andy Banta had brought. I found the story about inventing and testing disc brakes to be especially interesting. The sound was low and we all strained to hear because he was such a good story teller.

After diner some of the men played billiards, some of us enjoyed the cool evening on the deck and front porch, and others enjoyed stimulating conversation in the saloon. The smart people went to bed early to better enjoy the activities planned for Sunday. Thom and Marianne stayed at my house and we

turned out the lights around 1:00 am.

Those members who attended were: Ray and Penny Yeran-sian, Thom and Marianne Lyons, Jim and Vivian Colli-priest, Andy and Linda Banta, Walter Masuda, Dennis and Marsha Bentley, Jack and Sylvia Jackson, Glynn and Diane Kerr, Richard and Susan Starch, Cynthia Jones and her wonderful grandson, Wally Butler, and Bruce and Judy Dunow. Thanks to all that attended this fun event. It was my pleasure to put it together.

We continued our Mokeulmne Hill weekend on Sunday with a delightful continental breakfast at the Hotel Leger. From there, we caravanned along a

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Left — Hors d'oeuvres and conversation on the patio

Right— A bit of pocket billiards to finish off the evening



picturesque winding road to Volcano, home of the Black Chasm Cavern, which is a National Natural Landmark.

The Black Chasm Caverns opened in 2000 for guided tours. Marsha Bentley told the club it would be a mild, 15 minute walking tour and indeed it was "mild". Even our orthopedically challenged members had no problem walking the stairs and walkways that looped around the formation covered cavern walls. The cavern is a spectacular living cave decorated with a huge variety of natural formations, including an array of rare and distinctive sparkling helictite formations. Our guide Shaundy Farley explained they are formed in dry caves by pressure, which causes them to form sideways. Unlike stalactites and stalagmites, which are formed vertically by seeping water reacting with the various minerals in the rock formation.

In the colossus room a platform, seemingly suspended in mid air, hangs above a 70 foot drop to a jewel-like lake below. This lake was made bright turquoise by naturally occurring calcium carbonate. This was as near to the lake as we could

get, but there are plans in the future for the development of more stairs and platforms, allowing closer access.

The tour began and ended in the new 3000 square foot visitor's center, which displayed a large array of natural crystals and souvenirs. Shaundy was an excellent tour guide. She was extremely informative and knowledgeable and paced the event so that everyone had plenty of time to take pictures,

Following our tour of the cavern, we again caravanned to the St. George's Hotel in Volcano, where we had a delightful garden brunch. The Mimosas and Ramos Fizzes helped us relax and enjoy the pleasant conversation and the beautiful scenery while we waited for our delicious meal. This was a very successful event, which was well planned by Dennis and Marsha Bentley. We had a great turnout and everyone has a wonderful time, although Bruce and Dunow did not see George, the Hotel Leger ghost.

*Marsha Bentley
Pennie Yeransian*

CHASM GEOLOGY

THE UNDERGROUND TOUR OF BLACK CHASM CAVERN WAS VERY INTERESTING AS ITS GEOLOGY IS RATHER UNUSUAL. MOST OFTEN SUCH CAVERNS ARE FORMED BY THE CHEMICAL EROSION IN LIMESTONE DEPOSITS GRADUALLY EVACUATING LARGE ROOMS. THE SEEPAGE OF CARBONIC ACID FORMED FROM THE SOLUTION OF CO₂ IN WATER GRADUALLY REDEPOSITS THE DISSOLVED LIMESTONE AS STALACTITES AND OPPOSING STALAGMITES WHICH MAY REUNITE AND FORM COLUMNS. THIS CAVERN IS FORMED IN METAMORPHIC LIMESTONE WHICH IS VERY SIMILAR TO MARBLE AND MUCH HARDER AND SLOWER TO DISSOLVE. PROBABLY BECAUSE OF ITS REDUCED SOLUBILITY, RARELY FOUND HORIZONTAL DEPOSITS KNOWN AS HELICTITES ARE FORMED HERE. THESE ARE QUITE FRAGILE IN APPEARANCE AND ARE FORMED WHEN THE DISSOLVED MINERAL SOLUTION EVAPORATES BEFORE FORMING DROPLETS BUT LEAVES A THIN FILM OF DEPOSIT ON THE CAVERN WALL. AS MORE MINERAL IS DEPOSITED ON THIS ROUGHENED AREA, THE BEAUTIFUL DELICATE HELICTITES GROW OUTWARD. NATIVE IRON IN THE REGION'S MINERALS IMPARTS A REDDISH COLOR OVER TIME TO MOST OF THE MINERAL FEATURES.

LINDA BANTA



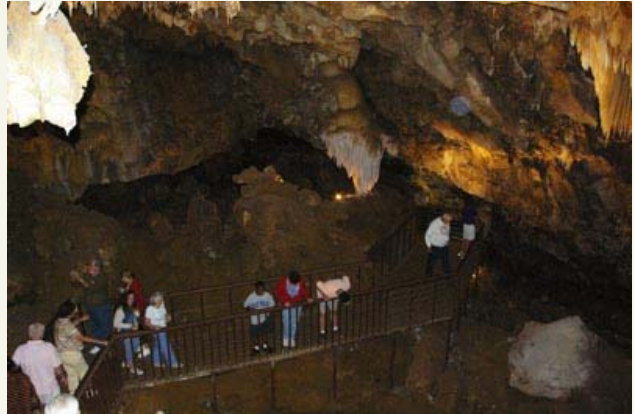
The Leger Hotel served a fine dinner enjoyed by all

A DVD presentation by Ken Gross and Norman Dewis from the Saratoga Automobile Museum





Our cave guide, Shaundy Farley, gave a fine tour



An impressive chamber in the cavern



A fine lunch at the St. George's Hotel in Volcano

SEPTEMBER HAPPENINGS

The September meeting will be at 6:30 PM on Thursday, September 18th at Carinos restaurant, 6600 Lone Tree Blvd, in Rocklin, located off Highway 65. According to Google (*slightly edited*), from I80 take the exit onto CA 65 N toward Marysville/Lincoln for 3.2 miles. Take the exit toward Washington Blvd/ Blue Oaks Blvd for 0.2 miles; keep left at the fork, follow signs for Blue Oaks Blvd/Washington Blvd for 0.2 miles. Turn right at Blue Oaks Blvd and follow for 0.2 miles. Turn left at Lone Tree and follow for 0.2 miles.

The September event will be a **SCRABBLE RALLY** starting at 10:00 AM on Sunday, September 21st. The winner will be determined on the basis of shortest distance traveled and highest Scrabble score using letters awarded for stopping at check points. **All participants will need a digital camera or cell phone with picture taking capability.** Entry fee is \$15.00 The start will be at the Almond Plaza, Madison Avenue and Fair Oaks Blvd. in Fair Oaks. Instructions will be available at 10:15 AM; drivers meeting will be at 10:30 and cars will leave at 10:45. This is **not** a timed event; a leisurely pace is encouraged. In keeping with high fuel costs, the course will be fairly short. For further information, contact Linda or Andy Banta at 916 722 4895.

PRESIDENT'S MESSAGE

The summer months have been full of club activities. During August we had some great events.

What a time the club shared at Moke Hill. Many thanks to Dennis and Marsha for sponsoring a great event in their home town. A dinner event was followed by a video which will be shown again next February. That was followed by lively talks, pool and drinks. The next day, the club explored the Black Chasm caves which provide relief from the summer heat. The club spent a lengthy brunch at the St. George hotel which provided outdoor seating and relaxed atmosphere to talk with members.

Many thanks to Frank Wietzel for his presentation at the last club meeting. As he was in competition with the live outdoor music (?), he did his best to present a historical view of the early start up days of his Philadelphia club. I can only hope that Frank would be willing to show

his video one more time and be open for questions without the background noise.

How about Ron and Franca Lindgren's meeting at their home! We had a great turnout for the August meeting and enjoyed the discussion of wine production as well as a fantastic wine enjoyed in a beautiful setting.

The club discussed upcoming events and one that needs at least two hosts, will be this year's Christmas/Holiday Party. Please get back to me if you would be willing to help plan and organize this year's Christmas/Holiday Party. This has always been a great event with many members attending only this meeting. If you would be willing to help, then let me know before the September meeting.

The club discussed a car restoration project. The concept will be to restore a car and then try to sell it;

any profits will be donated to the club. If you have feelings on this concept, please let me know.

The club is officially a member of the Towe Auto Museum. We may try to organize some events there in the future. More on this to follow.

The nominating committee will be formed at the September meeting. This committee will look towards other members to fulfill board positions for next year. Keep in mind this has been my second term and my position will be open. Be sure to let the board members know if you have an interest to carry this club into 2009.

Looking forward to the September rally and the Niello concourse coming up.

Richard Starch



EDITOR'S MESSAGE

My thanks to those who have contributed material for this issue. Please take a moment to note the names at the end of the various articles

In past months I've mentioned a book by Norman Dewis, Jaguar's head of testing from 1952 until the 1980s. As those of you attending the Moke Hill event know, I also have a DVD of an interview with Mr. Dewis. The portion we viewed was about the first half; I've now

watched the entire DVD and it runs about an hour and 40 minutes. While we had some problems with the sound, with a decent stereo system both parties are easily understood. As was suggested at the August meeting, in the next few months we will arrange a time and place where all interested members can see and hear the DVD.

The XK 120 hadn't been out of the garage for some time so in preparation for driving to Moke-

Hill I took it out to the local coffee shop one morning. When I returned to the car, I found a note from a gentleman who owns a 120 that has been in storage for many years; basically he would like to sell it for parts. He says the engine has 461 miles on it (presumably since a rebuild). If you are interested contact me.

Andy Banta

MINUTES OF THE AUGUST MEETING

The August meeting was held at the home of Ron and Franca Lingren on August 21, 2008

Nineteen members were in attendance

The meeting was called to order by President Richard Starch at 7:20 PM. The minutes from the June meeting will be approved at the September meeting.

Richard Starch thanked Ron and Franca Lingren for hosting the meeting, and for the opportunity to taste chardonnay and zinfandel wines made by Ron, to tour his winery and tasting room, and to enjoy the pizza they provided. He thanked the members for contributing appetizers and desserts to complement the evening.

Treasurer's Report: The treasurer reported a positive balance; exact numbers are available to members by request.

Membership Report: Robert Olson announced that to date there are 46 paid members. His goal is to increase membership to 50 paid members by the end of the year. He urged members to work on recruiting interested Jaguar owners. Former member, Wanda Jordan has rejoined and was introduced.

Upcoming Events: Kevin Kaser announced that the meeting place for the **Sept. 18** meeting will be at Carino's restaurant in Rocklin, located off Highway 65. Members will be reminded and given directions to the meeting.

Sept. 21 event, to be organized by volunteers Linda and Andy Banta, will be a Scrabble Rally. Participants are reminded to bring cameras to take pictures of the checkpoints. Winners will be judged by checkpoints visited. More details will follow.

It was suggested by Karen Taylor that some of the meetings should be scheduled in areas closer to those who commute from longer distances for the meetings. It was decided that the **October 16** meeting would be held at the Buckhorn Restaurant in Winters. Kevin Kaser is to follow up with details.

Upcoming Events: Labor Day weekend, August 30-31, will be a Scottish Game event sponsored by the Caledonian Club at the Presidio in San Francisco. The event will feature Morgans.

Upcoming events in October will be the Serrano Concours sponsored by Niello **Oct. 5**. Club members will meet afterward for dinner at Bistro 33 in El Dorado Hills **Oct. 11** Clovis British Car Club Roundup and the **Oct. 18-19** car show in Morgan Hill. More details to be shared later.

The December Christmas party will be organized by Vivian Collipriest and Kristina Creel.

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MINUTES OF THE AUGUST MEETING, CONTINUED

New Business And Discussion:

Jerry Reynolds, a docent for the Towe Auto Museum, gave an overview of the benefits of our new membership. He said meeting rooms are available for club events, plus meals can be catered for \$20/per person by El Fornaio who provides their catering services. There is a monthly "Club Wall" where 7-9 members' cars are featured for one month. Currently the Museum has an exhibit at the State Fair which includes an exhibit of "celebrity cars" (cars owned by notables in the film and business world).

It was suggested that for a future event, the club might consider hiring a bus to transport us all. Dennis Bentley volunteered to be the qualified driver.

Buying a Jaguar and restoring it for a fundraiser for the club was discussed at length. Jim Collipriest has been checking availability and prices. It was noted that it should be carefully purchased to be sure a profit is possible. Club members would volunteer to help in the restoration.

A Soup Night was suggested for the February meeting where a 100 minute DVD could be shown featuring a history of the Jaguar narrated in part by Norman Dewis. Further planning to follow.

Richard Starch announced that in October the nominating Committee will meet to nominate officers for the next year.

Wanda Jordan announced that she had a large piece of property located on Fair Oaks Blvd.. and Garfield Ave. for sale. It has a Victorian home and 4 car garage. Anyone interested please call Wanda.

The meeting was adjourned at 8:10 PM followed by dessert and a short DVD of the Mille Miglia shot by Ron Lingren.

Natalie Olson, Secretary



Left— We enjoyed some fine wine from Ron Lingren's vineyard

Right— Followed by taking care of some club business



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58TH PEBBLE BEACH CONCOURS D'ELEGANCE

Known today as “the world’s concours,” automotive enthusiasts from around the globe (including Bob and Natalie Olson) gathered in Pebble Beach on August 17 for the famous Concours d’Elegance. Since the Concours’ beginning, it has raised over \$11 million for various charities. Beyond the U.S., entries came from England, Switzerland, Canada, Italy, Hong Kong, Netherlands, Germany, Monaco, Brazil, and Mexico.

Jay Leno and his 1953 Chrysler Tank Car), concept cars, cars from GM’s Motoramas from 1953 to 1961, several Ferrari “Spyder California” roadsters, some cars (such as the 1907 Thomas Flyer) that participated in the 1908 Paris to New York race, a collection of General Motors “Woodies,” and nine cars, dating from 1892 to 1904, that participated in the London to Brighton Run, which continues to this day (106 cars from 23 countries participated in 2007).

tion getter was Chassis #1 for 2009 of Bugatti’s Veyron 16.4 Grand Sport. Two Jaguars (1951 and 1954 XK 120s) participated in the Motoring Classic Finale (driven to Pebble Beach from long distances).

Natalie’s cousins from St. Louis and Santa Barbara attend annually and were previously awarded a trophy for their restored 1955 Bandini, an open wheeled Italian race

Featured in this year’s event were 15 Lancias, 17 Cadillac V-16s, 9 Lamborghinis, the “20+ Club” (older cars with engines exceeding 20 liters, including The Best of Show Award went to a 1938 Alfa Romeo Touring Berlinetta; \$130 million was spent at the various auctions held on-site; and the real atten-

Bob Olson

XK 120 ELECTRIC COOLING INSTALLATION

Among their other idiosyncrasies, Jaguar automobiles—at least 1950s models—were built to run in the British Isles where the temperature never reaches the levels found in central California. Thus it became necessary to install an electric radiator fan on the 1954 XK 120. The addition has four parts, the fan, an under bonnet box containing electrical components, an under dash control panel and a surface mount thermostat on the radiator. Most of the parts came in a single kit from XKs Unlimited; however, some additional pieces were required to make a finished installation.

When planning the installation I had a few objectives in mind. First, I wanted it to look as much as possible like a period installation. Secondly, I wanted only one connection to the car’s electrical system; i. e. it should have its own fuses and switches. I also decided to incorporate an existing add on manual switch for the electric ‘choke’. Lastly, I wanted to be able to remove the entire installation and not leave any visible indication it had been installed.

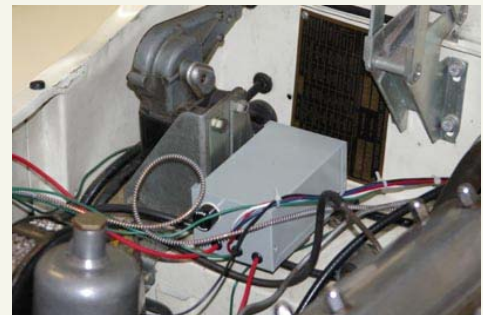
The fan is bolted to two vertical steel bars. At the top they are attached to an existing round bar in front of the radiator using J bolts (I couldn’t find proper size U bolts). At the bottom they are attached under the lock nuts on the steering stops. With a positive ground electric system, the electrical connections for the fan motor had to be reversed.

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Left— Fan Installation in front of the radiator

Right — Under bonnet electrical box hides modern components



The under bonnet box—which hides the modern components--was attached by steel angles to the mount for the windshield wiper mechanism, again slipping the mount under existing nuts. This box contains a 30 amp fuse for the fan, a 1 amp fuse for the controls and a relay. A single lead to the starter solenoid (and grounding) is the only connection to the car electrical system.

The under dash panel was fabricated from flat aluminum sheet by doing a development in AutoCad and rubber cementing a full size printout to the aluminum. After drilling all necessary holes, the aluminum was folded around a wooden block and pop riveted together. As shown in the picture, the panel has two switches and three indicator lights. The indicators were ordered from Antique Electronic Supply and are actually intended for electric guitars*. With the center off, left switch is up the fan is turned on manually and the red indicator is on. When the switch is down the fan is under control of the thermostat; the amber light comes on when the fan is actually operating. The switch on the right is the manual override on the electric choke; the green indicator is lit when it is in use.

The surface mount thermostat is attached to a small brass bracket which again was installed under an existing nut. I've recently added thermal grease between the thermostat and the bracket, and the bracket and the radiator to improve response time.

All wiring was strung using existing holes in the body work. The only permanent change to the vehicle is two small holes in the underside of the dash; I couldn't find any other way to securely mount the control panel. To be really authentic, I should have cabled the under bonnet wiring to the control panel with string but I took the modern approach and used Nylon wire ties.

The performance of the fan has been most satisfactory. On more than one occasion it has saved the day when caught in traffic on a hot afternoon. The fan noise is barely noticeable when the engine is running; the indicator lights are really needed.

**The only bulbs available are 6 volt. The control panel includes 2 dropping resistors from Radio Shack.*



Left — Under dash control panel turns fan on and off

Right — Surface mount thermostat automates control

Andy Banta



SACRAMENTO JAGUAR CLUB

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 Past President: Thom Lyons
 Vice President/Jag Wyre Editor: Andy Banta
 President: Kevin Kaser
 Treasurer/Jag Wyre Editor: Linda Banta
 Secretary: Natalie Olson
 Webmaster: Kristina Creel
 Membership: Bob and Natalie Olson
 JCNA Council REP: Bruce Dunow

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