

Jag Wyre



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

2009 ACTIVITIES

SPECIAL POINTS OF INTEREST:

A MARK V COMES TO THE CLUB

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January

15: Activities planning meeting (done)

February

14-15: Brunch in Freeport & Port & Chocolate event, Old Sugar Mill, Clarksburg

19: Monthly meeting, Cattlemen's Restaurant, 12409 Folsom Blvd. (Nimbus Winery complex), Rancho Cordova; exit Hazel Ave. (complex located at corner of Folsom Blvd. and Hazel Ave.)

TBD: Sacramento Jaguar Dealer new car show, service shop tour, and lunch (possibly Buggy Whip Restaurant, Fulton Ave.)

March

19: Monthly meeting

19-21: JCNA Annual General Meeting, Denver

TBD: Wine & Roses Inn & Lodi Wine Center

April

16: Monthly meeting

26: British Car Show, Chico; possible tours of Bidwell Mansion and Sierra Nevada Brewery

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Pictures from 20088 events: The Ride to Ryde, Music in the Mountains and Picnic at the Zoo



Continued from page 1

May

21: Monthly meeting

TBD: Ride to Ryde Brunch and Delta Tour

June

18: Monthly meeting

TBD: Zoo Parents Day picnic

July

16: Monthly meeting

TBD: Music in the Mountains, Nevada City

August

20: Monthly meeting

1-31: Club cars displayed at Towe Museum

TBD: Vintage Car Races, Laguna Seca Raceway, Monterey

September

17: Monthly meeting

TBD: Empire Mine Mansion tour & club car picture day

October

15: Monthly meeting

4 or 18: Sattui Winery visit & possible Napa Wine Train dinner

November

19: Monthly meeting

TBD: British Car Service visit

December

TBD: Christmas Brunch



Bob Olson, our new president

OTHER POSSIBLE ACTIVITIES

British Car Show, Woodland (TBD)

XKs Unlimited Open House & Multiple Sclerosis Fund Raising Weekend, April 2-5
(San Luis Obispo)

Shriner's Concours, Mather Field (May 17)

Antique lumber mill visit, Sebastopol

JCNA Concours, San Antonio, Texas (May)

Club rallies

Niello Concours at Serrano & dinner (Oct.)

Club concours

Meet with Reno club at Sierra Big Springs or Day on the Green (summer/fall?)

Video of interview with Norman Dewis, former designer at Jaguar Motors

Blackhawk Museum visit (with San Francisco club?), Danville

Jaguar of North America rep. – speaker at meeting

Filoli Gardens visit, SF Peninsula

Renaissance Winery visit (east of Marysville)

Visit to club member Garlick's bread & breakfast, Sutter Creek

Scotty Bullock, founding member of original club, speaker

MINUTES OF THE JANUARY MEETING

The January 15th meeting was held at the UBS Building, Room 150, Roseville, CA; 17 Members were in attendance:

The meeting was called to order by President Bob Olson at 7:05 PM.

Approval of Minutes The minutes from the November and the December meetings were approved.

Old Business: It was moved, seconded and passed to approve the changes to the November 2004 Bylaws.

OFFICERS REPORTS

Treasurers Report: Linda Banta distributed copies of the Year End Report.

VP Activities: Bill Kreglow reported that he had met with some of Niello staff and they seemed agreeable to a club visit to the repair facility. He suggested lunch afterward to include the Niello hosts. Jim Collipriest suggested taking the project car to the dealer for some service which might also cement better relationships.

Events Calendar 2009: Events for the coming year were discussed. A calendar of events will be listed in the JagWyre, and a copy Emailed or mailed to members.

PROJECT & COMMITTEE REPORTS

Membership: Bob Olson reported that the new Membership Chairman, Jim Collipriest would be taking over the tasks of membership as soon as Bob had finalized the new information.

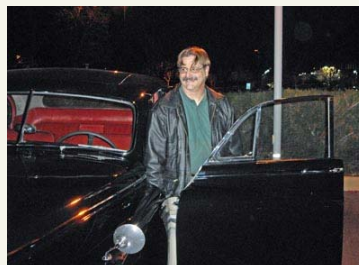
Website Mgr. Kristina Creel reported that the information on the website has been updated as necessary.

JagWyre: Andy Banta continues to update the JagWyre each month with club information and news.

Project Car: Jim Collipriest updated the members with the progress of the project car. It appears that the restoration and repairs will be completed sometime in the spring.

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Richard arrived in his Mark VII, Members appreciated the meeting room



Continued from page 3

New Business: The locations of meeting places were discussed so that distance traveled for most of the Sacramento area members would be equal. It was suggested that we alternate north, south, east and west areas of the city, and try to find restaurants in those areas for monthly meetings, alternating areas. Also, limit the restaurants to a few that had a quiet meeting room and fixed price menu items. A discussion followed of possible restaurants. Bill Kreglow volunteered to research the Natomas area, Natalie Olson the east. Members' residences will be plotted on a map so that areas of concentration can be seen, which might help to determine the best restaurant areas. Location of the February meeting will be announced.

It was moved, seconded and passed to give an Honorary Membership to Doris Lockness, the fascinating and elderly pilot and Jaguar owner who tended our Christmas Brunch. An Honorary Membership Certificate will be presented to her.

President Olson asked the members to reconsider "Meet a Member" articles for the JagWyre. Each article would feature a member and include interesting information about their lives, perhaps unknown to the membership. Volunteers to do interviews and write the articles are needed.

The meeting was adjourned at 8:25 PM.

Natalie Olson, Club Secretary

PORT AND CHOCOLATE TIME AGAIN!

The Old Sugar Mill in Clarksburg is having its **Ports and Chocolate** weekend, February 14 and 15 including live music, gourmet chocolate desserts and barrel tasting. \$10.00 per person buys you a wine glass and your entry into the event. There are 6 wineries participating this year, **Carvalho, Heringer Estates, Todd Taylor, French Hill Winery, The Soloman Wine Company, and Revolution Wines**. For all interested, we propose to meet at the Freeport Bar and Grill in Freeport for brunch or lunch (both going on) at **11:30 Sunday, February 15**. Cost for either selection averages \$10 to \$15 per person. Afterward, we can caravan 5 miles to the Old Sugar Mill.

If you are interested, please contact Natalie Olson at roa2@comcast.net.

I will make reservations at the Freeport Inn/Bar and Grill but will need a head count by **Feb. 9**.

I look forward to hearing from you soon, directions will follow later!

-
Natalie Olson
SJC Secretary
100 Egloff Circle

*It was a fine affair in 2008;
don't miss this year's event*



PRESIDENT'S MESSAGE

Our activities planning meeting on January 15 went very well—we have more ideas than months available! Special thanks goes to Susan Starch, who “catered” our meal.

2009's Activities Schedule is shown elsewhere in this issue of the Jag-Wyre. It will be revised as we go, so please watch for future issues of Jag-Wyre and e-mails for details. I especially want to thank those members who have volunteered to serve as leaders for various projects. Bill Kreglow, one of our new Vice-Presidents, will be contacting and working with each project leader to help see each activity through to a successful completion.

I am very pleased to welcome Dave Jensen, our newest member. Dave lives in West Sacramento, works for the Renaissance Food Group, and owns a white 1988 XJ6.

The Board approved the club's new bylaws, and they will be sent to each member.

It is dues renewal time. Thanks to everyone who has paid for 2009 (over 66% of our members). I look forward to the rest of the members continuing their memberships by renewing as soon as possible. In case you did not receive a renewal notice, please see one enclosed with this newsletter. Hard copies also will be mailed to each member from whom we have not yet heard.

February's meeting will be held on the 19th. A check of our records indicates that the club can celebrate its 31st birthday. The board will be meeting at 6:30 p.m., followed by dinner at 7:00. I hope to have a founding member of the club, Scotty Bullock, attend and make a few remarks. At one time he owned three Jaguars (at the same time). Everyone is welcome, of course, and additional details about location will be provided soon. Please remember to “RSVP” so we can inform the restaurant.

JCNA's Annual General Meeting

will be held in Denver on March 19-21. Our club will be ably represented by our JCNA liaison, Bruce Dunow, and one of our Vice-Presidents, Andy Banta, and their spouses.

I have given some thought to what I hope to accomplish as your President. They include helping identify technically interesting and socially enjoyable activities; strengthening technical information for our members; helping to increase and sustain our membership; improving our relations with the local dealer, *Sacramento Jaguar*; and involving more members.

Each of us shares responsibility for the success of the Sacramento Jaguar Club, and your participation is vital to that success. Speaking for myself and the Board of Directors, we look forward to your support and continued involvement.

Bob Olson
President

EDITOR'S MESSAGE

You read it here first! In my October '08 column I mentioned the sale of the Jaguar E2A race car for \$4,957,000. The latest “Jaguar Journal” has a much more detailed account of this unique car which is often considered the link between the D type and the XKE. While it had many changes from the D types, its most significant feature was an independent rear suspension. If you haven't already read the “Jaguar Journal” article, dig it out and at least look at the pictures.

I've been reading the latest issue of “Automotive Engineering” the monthly publication of the *Society of*

Automotive Engineers (SAE). It has a very interesting article on Jaguar's second generation diesel engines. The new 3.0 liter V6 engine will be offered as a mid-year 2009 option. Its most interesting feature is twin parallel sequential turbochargers. A variable geometry primary turbocharger is used for the majority of the time but above 2800 RPM a smaller fixed geometry unit is activated. The result is an almost flat torque curve from approximately 1500 to 4500 RPM. There are two versions of the same engine. One produces 237 HP (177 kW) at 4000 RPM with 369 ft lbs (500 Nm) of torque. The more highly tuned ver-

sion produces 271 HP (202 kW) again at 4000 RPM; this version has 443 ft lbs (600 Nm) of torque.

In the November Jag Wyre it was reported that Micah Wellman paid \$600 for the Mark X he displayed at the Serrano Concourse. Mr. Wellman got back to me and reported he actually paid only \$200 for “the old piece of junk”. He also included the pictures show on page 6. Thanks for the correction and the photos.

Andy Banta
Editor

Micah Wellman's Mark 10

*Before . . .**After*

THE JAGUAR RECOVERY TEAM, PROJECT II, REPORT III

IT'S COMING TOGETHER

Progress has been steady, the left front brake caliper was repaired, new front brake pads were installed and the brakes were bled. With assistance from Tony Guallioni, the Check Engine warning light was reset and the car now drives without any warning lights. This allowed for a drive to Folsom Check Only for a smog test . . . passed on the first try!

That in turn allowed for a final visit to the DMV and registration is now complete with new license plates and registration good through February 2010.

The last group work session attacked the interior with vigor. New carpets were installed. The cleaned and reconditioned rear seat was installed and the console was reinstalled. The principle remaining tasks are finding a replacement bonnet (hood), re-covering the front seats and paint repair.

*New carpet makes a big difference**Our hard working crew*

Jim Colliriest

A MARK V COMES TO THE CLUB

The XK8 turned 10 years old last year, so the thought of another Jag has been in my mind for a little while. That said, Diane and I are also trying to make the most of the lower house prices and move up-market (i.e. more garage space), so I've actually been avoiding money drains such as E-bay and Craig's List recently. I already acquired two old motorcycles I don't need in the last year, and there's a limit to how much oil a man can tolerate dripping onto the garage floor. So when Bruce Dunow mentioned that he knew of a Mk.V Drophead Coupe for sale nearby, my response was little more than mild interest, even though it looked pretty straight in the flyer he produced from his pocket. It was the point at which Bruce mentioned that it was going cheap that changed everything. The Kerrs were originally a Scottish clan, and the Scots are never know to miss a bargain.

So I gave a call to the owners, and arranged an appointment to go over and kick the tyres. For the price, I was expecting to find a pile of rust on bricks, but as I approached the garage, I was surprised to hear the engine fire up first time. The familiar warble of a V8 confirmed that the original 3.5-litre six had long gone, as indicated on the flyer. The new running gear was all-American.

That aside, the car looked to be a "beaut". There were a couple of stone chips in the nearly-new paintwork, and the doors were sagging slightly on their hinges, but otherwise, she looked in pretty good shape all round. The interior had been re-done, and the hood and frame was brand new, while the body had undergone a frame-off restoration a few years back. From the outside, she looked 100% original, and only the steering column, straight off a Corvette like the engine, gave the game away to anyone with an eye for detail. Even then, an older-style steering wheel would disguise that pretty well.

So, having prodded and poked as much as one can with a car you don't own, we came to the selling price. When I mentioned the figure I was quoted, the lady's eye widened. There had, it seemed, been an error - a zero had been omitted, which rather changed the whole thing. Even so, I thought the price was probably quite reasonable, but with the house purchase in mind, I made my apologies and left.

Over the next few weeks, the Mk.V stayed very much on my mind, and I was able to do some research on the model. The few value guides I was able to find backed up my feeling that, even with an extra zero, the price was indeed still very reasonable. We were getting nowhere with an offer we'd made on a house, and the car clearly wouldn't be available for long. Diane was surprisingly approving of the idea, so I gave another phone call, and after a little negotiation, we had a deal. The car arrived on the back of a flatbed on Christmas Eve.

My work level has been usually high recently, and I was only able to take off one day over the whole holiday period. So for two weeks, the Mk.V sat in our garage keeping the XK8 company, Diane having graciously volunteered to park her Volvo outside. I was due to leave for India on 14 January, so the Sunday before was declared a no-work day, and the car was rolled out into the sunshine. We tried to get the hood down, something that had not been attempted since it was fitted, but didn't get far. The first, half-open position seemed to be missing some straps to keep the hood rolled up, and we couldn't get it down the whole way as the left-side b-pillar wouldn't budge. Work to do there, clearly. The interior needs a little care and attention, with the leather obviously in need of some hide-food, although there's probably not much that can be done with the restored wood veneer which has lifted, probably from the strong California sun. That wasn't so much of a problem back in Coventry. The biggest worry was a huge leak underneath. Fortunately, I'd taken the precaution of putting two huge drip-trays under the car on day one, but the front one was nearly overflowing. That proved to be coolant, so checking the hoses went on the "to do" list, once the car is up on a lift.

I'd been warned that a steering rod needed replacing, and I located the hastily-welded original. At the same time though, I spotted that one of the steering mountings had broken away from the chassis, which put an end to the idea of taking her for a spin. The power steering fluid (hence the Corvette column) was dry too, so more leaks will have to be checked. The list was getting quite long by now. Once topped up with fluids, she would be just about drivable, but only for a mile or two - enough to get her to the repair shop. The plan is to take her to Roseville Rod & Custom, who have been recommended by my friend Chuck, who runs an immaculate '67 Camaro. There were some pretty impressive vehicles there when we made a brief visit back in December. The steering rod will be ordered from one of the US Jaguar parts sources, and the shop can re-hang the doors, do some welding work around the broken steering mount, and run a full service on the small-block Chevy engine, along with all the ancillaries. Because the car is non-original, you don't quite know what else you're going to find. First though, the important part is to get her running, although there's going to be quite a bill by the time we're done.

Continued on page 8



Old meets new(-ish). Rain on the day of delivery was not appreciated.



Interior has been restored, but needs a little TLC.

The car came with a valuable stack of paperwork, including two parts catalogues, the original owner's handbook and a mountain of photos, showing her in various stages of restoration. It's almost impossible to believe the car started with the bare chassis seen rusting in a field in one of the pictures. Apparently, the car was once owned by "Shaft" star Richard Roundtree, and then by a Casino owner who abandoned her in the Nevada desert when the engine blew. This seems to be a local pass-time - Chuck told me he left a V-12 Lagonda out there many years ago when the same thing happened to him. Now that it's probably worth a million or two, it may be worth seeing if it's still there.

I couldn't leave without at least driving the Mk.V around the block, so last Sunday, after topping up the fluids, Diane and I took our first spin, albeit a rather short and sedate one. The amount of attention the car brings is almost embarrassing, and I have a feeling it may get tedious after a while. Still, she's a grand old lady, and the experience was second to none. I can't help wondering what the old Jaguar engine would be like - with a modern V8, you're not getting the full experience. I'm toying with the idea of a transplant back to an original unit, although that will have to wait for better finances. Several people have suggested it may be better to keep the current engine in terms of resale too, so we'll have to see. As it stand, at least she'll be useable - once all the items on the current "to do" list have been ticked off.

Glynn Kerr, January 2009.

SACRAMENTO JAGUAR CLUB 2009 CALENDAR

Jim Collipriest has put together a 2009 calendar highlighting past club activities and two years of service by past president Richard Starch. A limited quantity are still available at \$25 per copy.

If you would like to purchase one, e-mail Jim at jamescolliprie2393@sbcglobal.net. Each calendar will be mailed upon receipt of payment either by Jim at 2320 Loch Way, El Dorado Hills, CA 95762 or by Linda Banta at 8088 Highwood Way, Orangevale, CA 95662. Checks sent to Linda should be made out to Sacramento Jaguar Club.



BRITISH CAR SERVICE

Jaguar - Land Rover
Rolls Royce

Parts and Service & Factory Trained Technicians

2541-D Tower Ave.

Sacramento, CA. 95825

Dan Kelly

489-5361

FEBRUARY MEETING

On February 19th SJC meeting will be at Cattleman's in Rancho Cordova in the Nimbus Winery complex, 12409 Folsom Blvd., Rancho Cordova. It will be a cash only dinner from a banquet menu; there will be four choices all at \$25.00 including tax and gratuity. Board meeting will start at 6:30, dinner at 7:00 PM, **members may attend Board meeting if they wish.**

To reach Cattleman's take Highway 50 to the Hazel Avenue exit and go south less than a quarter mile to Folsom Boulevard, the first traffic light; you need to be in the correct lane to make a left turn! Entrance to the Nimbus Winery complex is on the left approximately 250 feet after you turn onto Folsom Boulevard. Cattleman's is at the far end of the parking lot close to Highway 50.

CAR FOR SALE

This low mileage 1994 XJS is now for sale. If you have ever wanted a clean, great condition XJS, look no further. This convertible red and tan jag has less than 25,000 miles (original). It has a clean title and never been in an accident. Everything works mechanically and electrically including the headlight washers. I am asking \$15,000 for this top of the line feline. Please contact Richard Starch at 916 774-9669 or email me for further details and photos at rstarch@surewest.net



SACRAMENTO JAGUAR CLUB

President: Bob Olson

Past President: Richard Starch

Vice President, Activities, Bill Kreglow

Vice President/Operations/Jag Wyre Editor: Andy Banta

Treasurer/Jag Wyre Editor: Linda Banta

Secretary: Natalie Olson

JCNA Council REP: Bruce Dunow

Webmaster: Kristina Creel

Membership: Jim Collinpriest

roa1@comcast.net

rstarch@surewest.net

wmkreglow@sbcglobal.net

banta@surewest.net

lbanta@surewest.net

roa2@comcast.net

jbdunow@psyber.com

krisklugcreel@yahoo.com

jamescolliprie2393@sbcglobal.net

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MEMBERSHIP RENEWAL NOTICE: 2009

Instructions: (1) Enter your name immediately below, (2) for other items, enter only new or changed information from last year, (3) sign and date below, and (4) enclose a check, money order, etc.

Last Name: _____ First Name: _____

() Check here if there are NO CHANGES to report this year. Otherwise, enter only new or changed information below:

Spouse/partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Info.: Res: (____) _____ Office: (____) _____

Cell: (____) _____ E-mail: _____

JCNA # _____ (Enter only if you have been a past JCNA member or if you are current JCNA member who belongs to another local/regional club that pays your annual national dues.)

Details of newly bought or sold Jaguars:

Check one: Bought? ____ Sold? ____; Year ____ Type/Model _____
Color _____ Serial # _____ Engine size (hp/cc) _____

Check one: Bought? ____ Sold? ____; Year ____ Type/Model _____
Color _____ Serial # _____ Engine size (hp/cc) _____

Do you need replacement membership name badges? There will be a charge for each. If yes, please indicate how you would like your name(s) to appear on the badge(s): _____

General Membership dues (which include JCNA membership) are \$55 annually starting January 1st. After July 1st dues are prorated to \$44 for the remainder of the year. Those joining after October 31st should pay \$55 and they will be rolled into the following year's roster.

General Membership dues (without JCNA membership)* are \$38 annually starting January 1st. After July 1st dues are prorated to \$22 for the remainder of the year. Those joining after October 31st should pay \$38 and they will be rolled into the following year's roster.

In accordance with SJC bylaws, I will supply evidence of current auto insurance upon request.

Signature _____ Date _____

Make dues checks payable to Sacramento Jaguar Club and mail to: **Jim Collipriest, SJC Membership Chairman, 2320 Loch Way, El Dorado Hills, CA 95762**

* Only for those current JCNA members who belong to another local/regional club that pays the member's annual national dues.

Questions? Phone: (916) 933 5962 or e-mails: jamescolliprie2393@bcglobal.net

Revised: 1/30/09