

Jag Wyre



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

JUDGES TRAINING

SPECIAL
POINTS
OF IN-
TEREST:

Concours
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There has not been an actual event this month but the club has been busy preparing for the October 11th Concours in Fairfield. In particular we have had two sessions to train judges. While the first was actually in August it was too late to get into last month's Jag Wyre. The second session was on September 19th; both were well attended. At the August 30th session Jerry Nuijen from San Francisco discussed the JCNA concours rule book and had those present do some practice judging. On September 19th, Dick Cavicke from San Diego spent most of the day going over the finer points of the rule book. While first appearing very complex the rules are designed to give a fair judgment of each car. Basically the cars are

judged on two things: authenticity and condition. That is, how close is the car to its original condition and how well has it been preserved or restored. Since the stated purpose of concours is to encourage Jaguar owners to care for and display their cars, the judging will help each discover the imperfections in his vehicle and potentially remedy matters of authenticity or condition. There are distinct differences in the way Driven and Champion Division cars are judged. If a car is near perfect, it probably should be entered in Champion division in which engine compartment and boot are also open and judged. Of course the engine must be Jaguar and the correct type for that vehicle – as indicated on the name and ID

plate still present under the bonnet. (These are some of the points we learned from the training sessions.) As part of judge certification we each had to take a test (on paper), open book, with chapter and verse citations for each question, and turn it in to the powers that be at the end of the second session. A helpful part of session 2 was a pictorial presentation of examples of correct or incorrect parts/conditions with appropriate scoring (it would have been most helpful to have this earlier in our training as reference points.) Our thanks to both presenters for their patience and time commitments in training sheer novices.

Linda & Andy Banta



Left: Bruce Dunow, Bill Kreglow, Jerry Nuijen, Judy Dunow (behind Jerry) and Richard Starch practice judging.



Right: Jerry Nuijen, Frank Morris and Dick Cavicke at judges training Session II

PRESIDENT'S MESSAGE

CALLING ALL OF OUR JAGUARS!

Plans for our club's **October 11 Concours d' Elegance are being finalized!** You will receive additional information directly and more is presented in this edition of our newsletter. Regardless of which category you enter, I sincerely hope that every member who can possibly make this noteworthy event does so. Not only do we want to make a strong showing as a club, but we also need on-site help that day!

The second judges training session was held on Saturday September 19. Jerry Nujien of the San Francisco club and Dick Cavicke of the San Diego club provided the expert instruction. We will have a core of well trained, highly disciplined, and non-bribeable judges to help assure a successful concours.

In addition to our club's Jaguars, we expect entries from the San Francisco and Reno areas and from other locations. Sacramento Jaguar also will be showing one of its cars—another very positive step in developing closer relations with the local dealer.

OTHER ITEMS

Activity Dates to Save

Board of Directors Meeting:

Thursday, October 15, Marie Callender's Restaurant, 5525 Sunrise Blvd., Citrus Heights.

Historic Highway 40 drive: **Sunday, November 1** (Don't forget to reset your clocks!)

Holiday Party: **Sunday, December 13.**

Western States Meet: **April 26-30, 2010,** Santa Maria Inn, Santa Maria, hosted by the Los Angeles Jaguar Club.

Watch your mail (of all kinds) for our Christmas Party flyer, Nominations Committee's report and request to members for other nominees for next year's officers, and 2010 dues renewal notice. Ballots will be distributed with the Christmas Party flyer and can be returned in the same envelope with your RSVP and 2010 dues. The results will be announced and the officers for 2010 will be installed at the party on December 13.

Don't forget that Jim Collipriest has volunteered to be our **Interim** ("temporary") Website Manager. However, we need someone soon to take on this important responsibility. Please call me directly if you can help.

Tag those Jags, and thanks again for your participation and support.

Bob Olson, President

Editor's message

Many of us in the club are involved in preparation for the October 11th concours; the details are elsewhere in this newsletter. I would urge you to attend and show your car; if you don't want to get involved in having it judged, you can show it for display only. We really would like to have as many cars as possible.

Amongst all this preparation, I have been giving thought to another matter. While there have long been retro-cars such as the Brooks Stevens' Excalibur, the movement really came alive with the VW new beetle. Interestingly the new beetle was originally designed to go on a VW Polo chassis, VW smallest offering. Realizing the North American

market held great potential and not wanting to stock parts for a completely different automobile, the design was changed to put it on a Golf chassis. From the pictures I've seen, it looked better in its original form.

The VW beetle was followed by Ford with two offerings, the new GT 40 which, being very expensive, was built only in very small numbers. This was followed by the new Thunderbird which was built on a Lincoln chassis sharing many interior items with the Lincolns. Unfortunately the roughly \$40K price tag put it into tough competition and it was far from a market success. During the same time the new Mini—built by BMW-- came on the market. Being nicely styled and sensibly

priced it has done reasonably well in the market place. The latest offering is a gullwing coup by Mercedes; again the price will mean a very small market share.

All this leads me to wonder what would happen if Jaguar were a much more successful company and decided to have some fun and build a retro sports car. What would it look like? I would urge you to ponder this question. I have a feeling there would be something of a struggle between two approaches. An obvious choice as a starting point would be the XK 120/140.

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The other possibility would be some variation of the D Jag / XKE. It would seem either one would be of interest to many people but probably a realistic purchase for only a few.

With regards to the car itself, I would assume some combination of aluminum and carbon fiber unibody with fully independent suspension.

It obviously would have all the latest electronic bells and whistles. Presumably the transmission would be some variety of paddle shift/automatic; all wheel drive would seem to be a likely choice. This leaves the question of what engine would be used. While tradition would suggest an inline six, I would guess some variety of V12 would be used. There also is the question of engine placement. In terms of styl-

ing a front engine would be desirable but in terms of weight distribution a mid-engine arrangement would probably be the first choice.

Unfortunately, I'm afraid this is all wishful thinking. With Jaguar's current problems I don't see any chance of such a project anytime soon but it sure is fun to dream about it.

Andy Banta, Editor

MINUTES OF THE SEPTEMBER 17TH MEETING **Mimi's Café 3511 North Freeway Blvd., Sacramento, CA**

13 members were in attendance

The meeting was called to order by President Bob Olson at 6:35 PM.

Announcements: President Bob Olson announced that Ron and Franca Lingren were sadly having to give up their membership in the club.

Hagerty Insurance has a speaker program and contacted the club. They sell insurance for collector cars. No follow-up was indicated.

Approval of Minutes: The minutes from the August meeting were approved.

OFFICERS REPORTS

Activities Report: Andy and Linda Banta, chairmen of the Concours event at the Ledgewood Creek Winery in Fairfield, reminded us that date will be on Sunday, Oct. 11, with final registrations to be in by Oct. 5. They indicated a need for cars for display and in the four judged categories, with a minimum of 10-12 members and 20 cars. They are seeking a hotel with secure parking, perhaps the Marriott Courtyard where members can stay the night before. Box lunches will be provided by a local restaurant for \$14.00 each, the day of the event and Starbucks coffee will be available in the morning for \$1.00 cup.

President Bob Olson suggested the officers divide up the membership roster and make personal calls to increase attendance.

The second training session for Concours judges will be held at the Malabar restaurant at I 5 and Del Paso Blvd. on Sat. Sept. 19, at 9:30 AM. JCNA Concours Senior Judge Dick Cavicke from San Diego will provide instruction.

The Board approved keeping the price per person for the Christmas Brunch at \$35.00, the same as last year.

A suggested date for the drive up old Hwy 40 was Sunday, November first. Richard Starch is planning a route from Sacramento to a destination which will include a lunch stop, then return home. More information will be provided.

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VP Activities: Bill Kreglow announced that the next meeting on October 15 will be at Marie Callender's in Citrus Heights at 5525 Sunrise Blvd., (916) 961-1253.

On April 26-30, 2010, the Los Angeles Club will hold a Western States Concours at the Santa Maria Inn, in Santa Maria.

Bruce Dunow reported that the AGM meeting will be in Indianapolis in March.

Niello's Serrano Concours is scheduled for October 4. It was suggested that interested parties purchase tickets at the event from Niello. Tickets at the gate are \$45, purchased in advance from the dealer or from TicketWeb are \$35. It was also suggested that we announce the event in the newsletter as a thank you for their new positive response to our club.

Treasurers Report: Linda Banta reported a comfortable balance; exact values are available to members by request.

PROJECT & COMMITTEE REPORTS

Membership: Jim Collipriest reported that as of Sept. 17 we now have 43 paid members, which includes the departure of the Lingren's.

Project Car: Jim Collipriest announced that he will be calling for a full crew session. He said that they have a good rapport with the car owner.

Web Site Manager: President Bob Olson reminded the members that Jim was taking over the site as the interim manager. Please help us find a permanent manager for this task.

Other Business: The Nominating Committee announced they had their slate of candidates for officers for 2010. They are: Bob Olson, President, Andy Banta VP/Operations, Natalie Olson, VP/Activities, Bill Kreglow, Secretary, and Linda Banta, Treasurer. On October 15 nominations will be closed.

It was suggested by Bruce Dunow that we send some reports of our activities to Candy Williams, the new editor of the Club National Magazine. It was thought that an article about Doris Lockness would be a good human interest story. Richard Starch offered to interview and take pictures of Doris with her car.

The meeting was adjourned at 7:50 PM.

Natalie Olson, Club Secretary

Bill Kreglow, and Bob and Natalie Olson leading the meeting

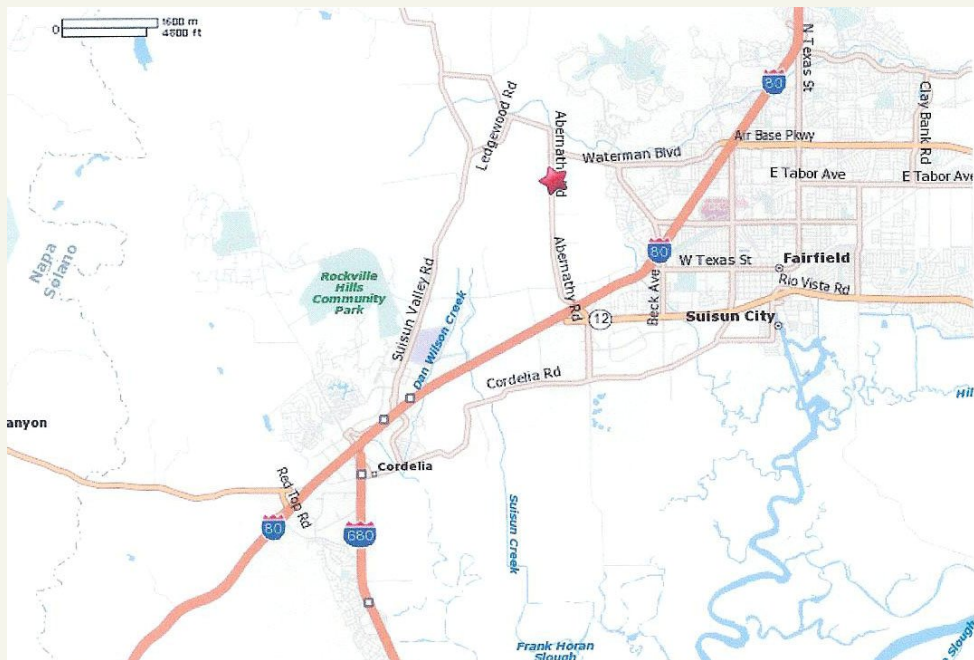


UPCOMING EVENTS

LEDGEWOOD CONCOURS

On Sunday, October 11th we will hold our first concours in many years. It will be at the LedgeWood Creek Winery, 4589 Abernathy Rd, Fairfield CA; located at the red star on the map.. Tentatively, the field will be open at 8:30 AM. The entry fee is \$15.00 which does not include trophies. If you are a winner and want a trophy it can be purchased from JCNA for about \$25.00. The entry form is on page 8 of this newsletter; please print it off and mail it with your check to the address shown. Box lunches are available for \$15 but you need to reserve them by October 3rd; contact Natalie Olson roa2@comcast.net for details.

THE ENTRY DEADLINE IS OCTOBER 5TH!



OCTOBER MEETING

The next meeting on October 15 will be at Marie Callender's in Citrus Heights at 5525 Sunrise Blvd. (916) 961-1253 (between Madison and Greenback, closer to Madison). From the west take either Route 50 or Fair Oaks Blvd to Sunrise Ave and head north. Alternatively, take I80 to Madison Ave and go east to Sunrise Ave. From the east, take I80 to the Douglas Blvd/Sunrise Ave exit and head south. The board will meet at 6:30 and dinner will be at 7:00 PM.

HISTORIC HIGHWAY 40 DRIVE

Historic Highway 40 drive: **Sunday, November 1** (Don't forget to reset your clocks!) Richard Starch is planning a route from Sacramento to a destination which will include a lunch stop, then return home. More information will be provided.

ANNUAL HOLIDAY BRUNCH

Save the Date Sunday, Dec. 13 for the **Annual Holiday Brunch** at Maxi's Restaurant; Sac. Doubletree Inn, 11 AM til 2 PM. \$35 per person includes champagne brunch, raffle prizes, and special gift. Don't miss it! Details will follow!
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NIELLO CONOURS

The 6th annual Niello Concours at Serrano will take place at 10:00 AM on Sunday, October 4th. This year's fete will celebrate the Italian marques of Ferrari, Lamborghini, Maseratti, Lancia, Alpha Romeo , *et al (all fine cars, Ed)*. Tickets are available at any Niello dealership and on the internet; it is suggested that you buy them from Sacramento Jaguar. The exact location is 4525 Serrano Parkway, El Dorado Hills, CA. From Sacramento, go east on Route 50 and take the second exit at El Dorado Hills Parkway; go north and follow the signs

2010 WESTERN STATES MEET BROCHURES AVAILABLE

The 2010 Western States Meet, hosted by the Los Angeles Jaguar Club, will be held Monday-Friday, April 26-30, 2010, in Santa Maria at the historic Santa Maria Inn. Highlights include Monday evening's Welcome Reception; Tuesday's Concours d'Elegance, Reception and Awards Banquet; Wednesday's tour to Hearst Castle and sunset dinner in Pismo Beach at Pelican Point; Thursday's rallye, slalom and an "Old Hollywood" theme and costume dinner (famous Santa Maria Barbeque) at the Inn; and Friday's Farewell Breakfast. If you are interested, contact President Bob Olson for a copy of the brochure.

**THE JAGUAR RECOVERY TEAM, PROJECT III,
 REPORT II**

After only two full crew half day sessions, a lot has changed.

- Knockoff nuts, wheels, all brake calipers and the brake vacuum booster unit have been removed.
 - The bonnet (hood), radiator and hoses have been removed.
 - The seats, carpets and transmission cover have been removed.
 - Carburetors, exhaust headers, and dynamo (generator) have been removed and miscellaneous engine connections have been disconnected.
 - All four motor mounts bolts and the front universal bolts have been removed.
 - Ninety-five percent of the chrome and lights have been removed.
- Access panels on both sides of the engine and the left hand battery box have been removed.



Right side of engine with dual carburetors



Right side after removal of carbs and ignition.

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Front as started



Front with radiator, chrome and lights stripped.



Front left hand fender well showing battery box.



Same area after removal of battery box.



Left side of engine with exhaust and Dynamo removed.



Richard Starch removing chrome and lights.

On October 3rd the engine and transmission will be removed from the car. The transmission, bell housing and clutch will be detached from the engine and, time permitting, the head may be removed giving us our first look at the engine's internal condition.

A lot has been done but a lot more challenges remain! *Jim Collipriest*

REGISTRATION FORM
For
The October 11th Concours

Deadline is Oct 5. All fields must be filled out.

Name _____

Address _____ City _____

Phone _____ e-mail _____

JCNA# _____ (it's on your membership card and required for judging; SJC members can also obtain this information from Jim Collipriest, 916 933 5962, jamescolliprie2393@sbcglobal.net)
 There are four Divisions to enter, Champion, Driven, Special, Display only (not judged)
 Jaguar(s) entered (model, year, Division entered)

1. Model _____ Year _____ Division _____

2. Model _____ Year _____ Division _____

3. Model _____ Year _____ Division _____

Fee is \$15 per Jaguar (judged or not).

Make check payable to Sacramento Jaguar Club

And mail with this form to:

Linda Banta, Treasurer SJC

8088 Highwood Way

Orangevale, CA 95662

Deadline is Oct 5 Deadline is Oct 5 Deadline is Oct 5

SACRAMENTO JAGUAR CLUB

President: Bob Olson

roa1@comcast.net

Past President: Richard Starch

rstarch@surewest.net

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Membership Chairman: Jim Collipriest

jamescolliprie2393@sbcglobal.net

Webmaster: Jim Collipriest (interim)

jamescolliprie2393@sbcglobal.net

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