

# 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 IN-  
TEREST:

**Christmas Party**  
**Page 8**

INSIDE THIS  
ISSUE:

Concours Results	3
President's Mes- sage	4
Editor's Message	5
Serrano Concours	5
October Minutes	6
Project Car Report	8
Upcoming Events	12

## LEDGEWOOD CONCOURS

The morning of the Ledge-wood Winery Concours d'Elegance dawned over-cast, windy and cold, with dew collecting on the cars to be driven to the site. Participants began arriving early as the field was being set. The numbered paper plates with each car's number and field position had no intention of staying where they were put so Plan B was instituted – classes of cars in separate rows in approximate age order. When in place, the cars represented 60 years Jaguar production from a 1947 Mark IV to a 2007 XK..

On- site registration went smoothly as owners did last minute preps on their cars – which the wind and dust immediately undid. The

hot coffee and donuts helped take the edge off the biting wind gusts. Altogether there were 35 entrants; 14 championship, 15 driven, and 7 display only. In additions to entries from Sacramento and San Francisco cars came from the Reno club, Redding and La Jolla. Included among the entries were five XK 120s.

Judging teams did their thing with aplomb. The judges' training sessions had prepared people well. Lunches were set up inside the very obliging winery; a respite from the chilling wind was most welcome. The last and some of the most critical judging took place after lunch. While final points tallies were de-

termined, many enjoyed wine tasting and buying.

Awards were given inside the winery; see page 3 for a complete listing. All in all, a good time was had by those who entered.

Many thanks to all those who helped in any way with our JCNA sanctioned concours and especially a thanks to our gracious hosts at Ledge-wood winery.

This event was a new learning experience for many of those participating. Next time (and there will be a next time) we WILL have better weather and more drop- in spectators.

*Linda and Andy Banta*

**More pictures on page 2**



**Left:** Four XKs grace the grounds of The Ledge-wood Creek Winery in the background (AH)

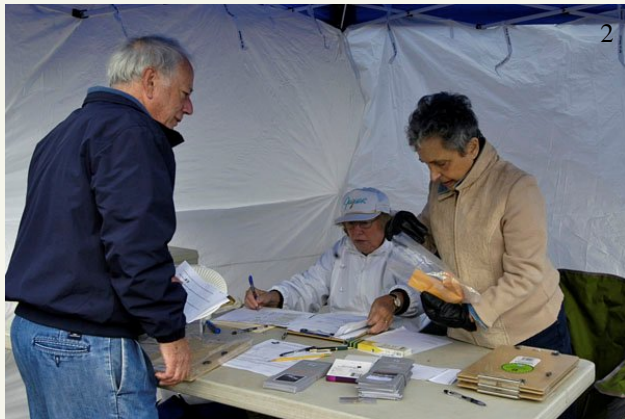
**Right:** Jack Castor's 1956 replica D Type in the first spot on the field (AB)





1

1: Ken Smith's XKE on the row of Champion cars (AH)  
 2: Larry Jackson is checked in by Linda Banta and Vivian Col-  
 lipriest (AH)  
 3: Jerry Nuijen, Andy Banta and Shannon Starch prepare to  
 judge (AH)  
 4: The Manchester's Mark IV is scrutinized by the judges (AH)  
 5: Ken Smith's tools get a thorough examination by the judges  
 (AH)  
 6: Judges meeting :(George Barry, Jim Collipriest, Vivian Col-  
 lipriest, Bob Olson, Linda Banta , Fred Gerisher(AB)  
 7: Raul Rodriguez with Chief Judge Bruce Dunow receiving his  
 trophy. (AB)  
 Pictures by Alan Hinerfield (AH) and Andy Banta ((AB)



2



3



4



5



6



7

# CONCOURS RESULTS

## DRIVEN DIVISION D 1

Steve Silen 1958 XK 150 1st Place San Francisco  
 Bruce Dunow 1952 XK 120 2nd Place Sacramento  
 Steve Clawson 1952 XK 120 3rd Place Sacramento

## DRIVEN DIVISION D 5

Steve Silen 1958 MK IX 1st Place San Francisco  
 David Whitworth 1952 MK VI 2nd Place San Francisco

## DRIVEN DIVISION D 7

David Jensen 1988 XJ6 1st Place Sacramento

## DRIVEN DIVISION D 8 A

Chuck Imperatori 1990 XJS Coupe 1st Place San Francisco

## DRIVEN DIVISION D 8 B

David Kelley 1993 XJS 1st Place Los Angeles  
 Andre Mantha 1994 XJS V-12 2nd Place San Francisco  
 Jim Collipriest 1989 XJS V-12 Coupe 3rd Place Sacramento

## CHAMPIONSHIP C 1 B

Carolyn Manchester 1950 MK V Saloon 1st Place Reno

## CHAMPIONSHIP C 2

Larry Jackson 1951 XK 120 Roadster 1st Place San Francisco

## CHAMPIONSHIP C 4

George Barry 1959 XK 150 Coupe 1st Place San Francisco

## CHAMPIONSHIP C 5

Ken Smith 1967 XK-E Roadster 1st Place San Diego  
 Todd Thomas 1961 XK-E Roadster 2nd Place San Francisco

## CHAMPIONSHIP C 6

C.B.Anderson 1971 Ser II coupe 1st Place San Francisco

## CHAMPIONSHIP C 9

Fred Gerisher 1958 MK I 1st Place Sacramento

## CHAMPIONSHIP C 14

Bill Kreglow 1999 Vanden Plas 1st Place Sacramento

## CHAMPIONSHIP C 15 B

Lee Sheldon 1996 XJS Conv 1st Place San Francisco  
 Richard Starch 1994 XJS 2nd Place Sacramento

## CHAMPIONSHIP C 16 B

Roland Quintero 2007 XK Conv 1st Place San Francisco

## CHAMPIONSHIP C 17

Raul Rodriguez 1999 S-Type 1st Place Sacramento

## TROPHIES

Longest Distance Ken Smith 1967 XKE Roadster  
 Peoples choice Steve Silen XK 150 OTS  
 Best of Display Jerry Nuijen Ser III XK-E  
 Best of Show David & Jocelyn Kelley 1993 XJS

## OTHER ENTRIES

Graig Marrazzo	1955 XK 140 DHC
Bob & Natalie Olson	XJS Coupe
Andy & Linda Banta	1954 XK 120 SE
Enrique Uglade	1957 XK 140 FHC
David Whitworth	1952 Mark VII
Judy Dunow	1995 XJS CONV
Jack Castor	1956 D-Type Replica
CharlesManchester	1947 Mk IV Saloon
Dan Drummond	1986 XJ 6
Roy Swearingen	1990 XJS CONV
WallyButler	1984 XJS V-12 Coupe
AndyDeGrassi	1973 E-Type OTS
Alan Hinerfield	2000 XK8

## JUDGES

Larry Jackson	Shannon Starch
Charlie Manchester	Richard Starch
Carolyn Manchester	Andre Mantha
Enrique Uglade	Frank Morris
Bill Kreglow	George Barry
Bruce Dunow	Wally Butler
Jim Collipriest	Jerry Nuijen
Raul Rodriguez	Andy Banta
	Jack & Sylvia Jackson



David Kelley receives Best of Show award from Bruce Dunow

## President's message

### **THANKS FOR A JOB WELL DONE!**

Our club's **October 11 Concours d'Elegance was a great event!** Jaguars from as far east as Reno, south to La Jolla, and north to Redding were displayed.

I greatly appreciate the hard work it took by many members (especially Andy and Linda Banta) to make it a success. More information about the concours is in this newsletter, but it was another reminder that it takes committed people to do the planning, training, judging, and execution. We had great support from representatives of the San Francisco and San Diego clubs. The concours was also fun, and (from personal experience) the wine and box lunches were good, too.

We used our meeting on October 15 to review what we learned about sponsoring a concours (if we ever want to do it again). Some lessons

learned include holding the concours earlier in the season, charging a little higher entry fee, improving our meal planning, finding a place with a grass (not dirt) display area, improving some aspects of the scoring process and forms, having a list of entrants readily available, deepening our pool of qualified judges, and picking-up all of our "stuff" upon departure.

I would like to welcome our new members:

Mike Glass, and Mike Shaw and Terry White-Shaw attended and joined at the October meeting. The Shaws drive a 1992 XJ6 VDP Majestic.

### **ACTIVITY DATES TO SAVE**

- Historic Highway 40 drive: **Sunday, November 1** (Don't forget to reset your clocks!). We will gather at Starbucks on the NE corner of Cirby and Riverside Blvds., Rose-

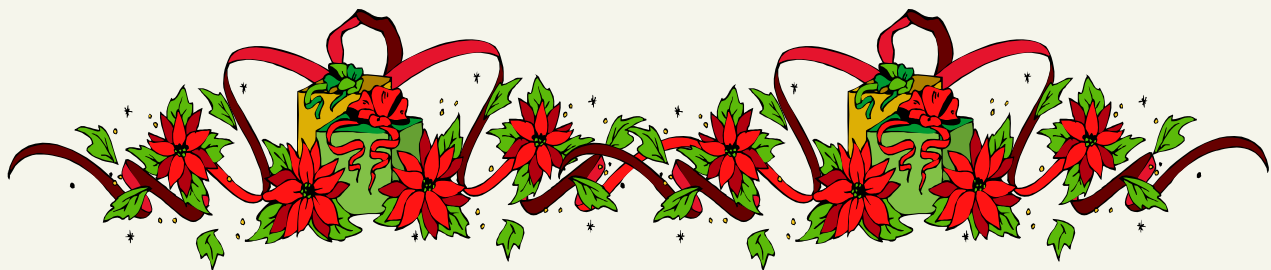
ville at 9:00 a.m. We will go from there to Donner Summit, and there will be a contest with prizes awarded at lunch.

- No Board of Directors Meeting in November; have a happy Thanksgiving
- Christmas Party: **Sunday, December 13**, 11:00 a.m. 'til 2:00 p.m. at Maxi's Restaurant in the Doubletree Inn, Arden Way, Sacramento. Do note that reservations are due to Linda Banta no later than November 30. See a separate flyer for further information.
- Western States Meet: **April 26-30, 2010**, Santa Maria Inn, Santa Maria, hosted by the Los Angeles Jaguar Club.

Don't forget to vote and to tag those Jags!

Thanks again for your participation and support.

*Bob Olson, President*



## **SJC Logo Shirts**

**Surprise that special someone with a Sacramento Jaguar Club embroidered logo shirt!**

**We have a ladies size 1X in black, or a man's 2X in sand available right now! OR, you can order one in any of 30 colors and any size imaginable! Email [roa2@comcast.net](mailto:roa2@comcast.net)**

## EDITOR'S MESSAGE

First, I would like to thank all the members who participated in and helped with the concours on October 11<sup>th</sup>. With the exception of the weather, the event went very well. The judging and scoring went smoothly with only minor difficulties. The time spent in the training sessions paid off handsomely. All of the other activities, registration, food, the people's choice, judging the display cars, photographs, etc. went well; a big thanks to those who made it possible. We all owe a big thanks to Ledgewood Winery; they were most accommodating. Lunch inside and use of their conference room for scoring were particularly appreciated.

One of the payoffs of the concours was an opportunity see some really interesting cars. It's not often that you get to see cars representing all of

Jaguar's post WW II production in one place at one time. At the two extremes were the 1947 Mark IV displayed by Charley Manchester and the 2007 XK brought by Roland Quintero. It was interesting to note the progression from the early sedans to the modern cars. (The 50s XKs, the D Type and the XKEs are in a bit of a class of their own.)

While the wood and leather interiors have persisted, much of the rest of the cars have changed. The engines still have sliding pistons and a crank but the SUs have been replaced by fuel injection. The four speed gearboxes have evolved to semi and fully automatic devices with many ratios. The electrical systems which were shown on a single page in the shop manual have been replaced by a mile of wire and hundreds of components

which probably take up 20 or more pages in the shop manual. While we all are nostalgic about these older cars, it is important to realize that they were built with the technology of the day for the conditions of times. At the same time, they still are great fun to drive.

The next Jaguar Journal will have the ballot for Regional Directors. I encourage you to vote and give consideration to Jerry Nuijen's candidacy.

One final note, if you look at page 1 you will notice this is Volume 3 Issue 1; Linda and I have been Editors for two years and we're still enjoying it. You might also notice . . . well take another look and see what you notice that is different. If you can't find it, look on page 12.

*Andy Banta, Editor*

## NEILLO CONCOURS

On Sunday ,October 4<sup>th</sup>, in preparation for the Ledgewood Concours, we attended the Niello 6<sup>th</sup> Annual Serrano Concours, This year they were featuring Italian cars so there were only a few Jaguars present; however they were an impressive few. Just after entering we came face to face with a beautiful black XK 120 roadster owned by Brad Hawn. Parked next to it was an equally impressive XK 120 DHC owned by Danno Reffetto. Next was a white XK 140 FHC owned by Geoffrey Horton. After looking at some MGs and other cars we came

to the white Mark IV owned by Howard Clarke; this car took Best of Show. An interesting feature of this car is the headlights which go from low to high beam by moving the reflector. We then wandered and looked at some Porsches before coming to a 1937 SS Jaguar owned by David Shields. After a while we stumbled on the last Jaguar a 1968 Jaguar E Type roadster which looked very good for being un-restored. This car actually gave us our best opportunity to do a little impromptu judging. While all the other Jaguars were very well restored, this car had

some very small paint chips and upholstery flaws; still it was very nice.

In terms of Italian cars, there was a good variety of Ferraris, several Lamborghinis, some Alpha Romeos and one lonely Fiat 500 L owned by Dick Cowan. We had a nice chat with Anne Steele who brought her 1975 Ferrari Dino 308 GT4.

It was a beautiful day to go look at classic cars and we had an enjoyable time. Perhaps another year we will find a wider variety of Jaguars.  
*Linda and Andy Banta*



**Left:** Howard Clarke's 1947 Mark IV that took Best of Show



**Right:** Brad Hawn's gorgeous black 1952 XK 120 OTS



## OFFICERS REPORTS

### Activities Report:

Andy and Linda Banta, chairmen of the Concours event, thanked all those who made the event successful.

Natalie Olson reported that the December 13 Christmas Brunch preparations were under way. Flyers with reservation instructions will be distributed with the 2010 election ballots. Reservations are due by November 30. It was suggested that we send invitations to Jerry Nuijen from the SF club, Charlie Ubell of Niello and Honorary member, Doris Lockness to be our guests at the party.

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

### VP Activities:

Bill Kreglow has been working on a club history. He has plans to contact the Hughes, Jacksons, and Marsha Bentley who may have some insight into the early days of the club, and the mother of Dan Kelley who was a charter member.

## PROJECT & COMMITTEE REPORTS

### Membership:

Jim Collipriest reported that we have 45 members, pending the membership of the Shaw's and of an inquiry by Francis Gomes.

### Project Car:

Jim Collipriest announced that the crew successfully removed the engine at the last session and that it could be turned over manually. He circulated progress pictures of the 1958 XK 150 DHC.

### Web Site Manager:

Interim Web Site Manager, Jim Collipriest showed a picture of the new and improved format for the web site page. He also announced that there are now 25 past editions of the JagWyre online.

### Other Business:

Bruce Dunow announced that the AGM will meet in Indianapolis in mid-March.

Richard Starch is working on an interview of Doris Lockness with pictures to submit to the Club National Magazine.

Bob Olson asked that the members consider nominations for an Outstanding Member award and for an Honorary Membership award for this year. He suggested Shannon Starch for an Honorary Membership. Please contact Bob personally with your suggestions.

Bill Kreglow announced that the November 19 meeting will be held at the Arden Faire Mimi's Restaurant, 2029 Alta Arden Expressway, Sacramento,

The meeting was adjourned at 8:15 PM.

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Natalie Olson, Club Secretary

*Richard Starch chats with  
Dennis and Terry Shaw*





# CHRISTMAS BUFFET BRUNCH

SUNDAY, DECEMBER 13, 2009  
11am 'til 2pm

MAXI'S RESTAURANT in the DOUBLETREE HOTEL  
2001 Point West Way, Sacramento, CA 95815  
(exit off the Business 80 Freeway at Arden, across from the mall)

Members, guests and Jaguar enthusiasts are invited

The cost is \$35 per person  
The attire is Holiday Festive!  
Please bring an unwrapped child's toy for "Toys for Tots"

## To Make Reservations:

Send a check payable to the Sacramento Jaguar Club to:

**Linda Banta**  
8088 Highwood Way  
Orangevale, CA 95662

**Checks must be received by November 30<sup>th</sup>.**

For more information call Natalie Olson at (916) 987-5730



## THE JAGUAR RECOVERY TEAM, PROJECT III, III

In October, we only managed two full crew workdays and a handful of partial days with one or two workers. Nevertheless substantial progress was achieved. The majority of the interior has been removed including the old wiring. A new complete car wiring harness has been purchased and is on hand. All chrome parts have been removed and Richard is getting quotes for re-chroming. The carburetors have been shipped to Rhys Kent IA Ltd. in Canada. He rebuilt the carburetors for Richard's Mk VII



*Richard completing removal of dash components.*



*Front of engine with water pump and damper removed.*

In pulling the engine and transmission we discovered that the water pump and the crankshaft damper had to be removed for clearance. The damper was found to be de-bonded over 80% of its surface. The corrosion behind the water pump was not a surprise.



*Richard steadies as Andy adjusts the tilt with the lift bar.*



*Engine and transmission clear the car.*

The transmission was separated from the engine, the pressure plate, clutch disk and flywheel were detached and the engine was mounted on an engine stand. The clutch disk was well worn but otherwise intact.



*Cylinder head was removed without difficulty.*



*#1 (rearmost) combustion chamber*

The combustion chambers showed substantial variation in appearance but no obvious signs of damage. There was surprisingly little corrosion damage around the water passages in the head. Variation in carbon buildup and exhaust valve color suggest uneven carburetion and/or ignition between cylinders. Examination of the camshaft lobes and the cam followers did not reveal any excessive or unusual wear.



*Clean bore without rust, scoring or ridge.*



*Two pistons showed evidence of intake valve contact.*

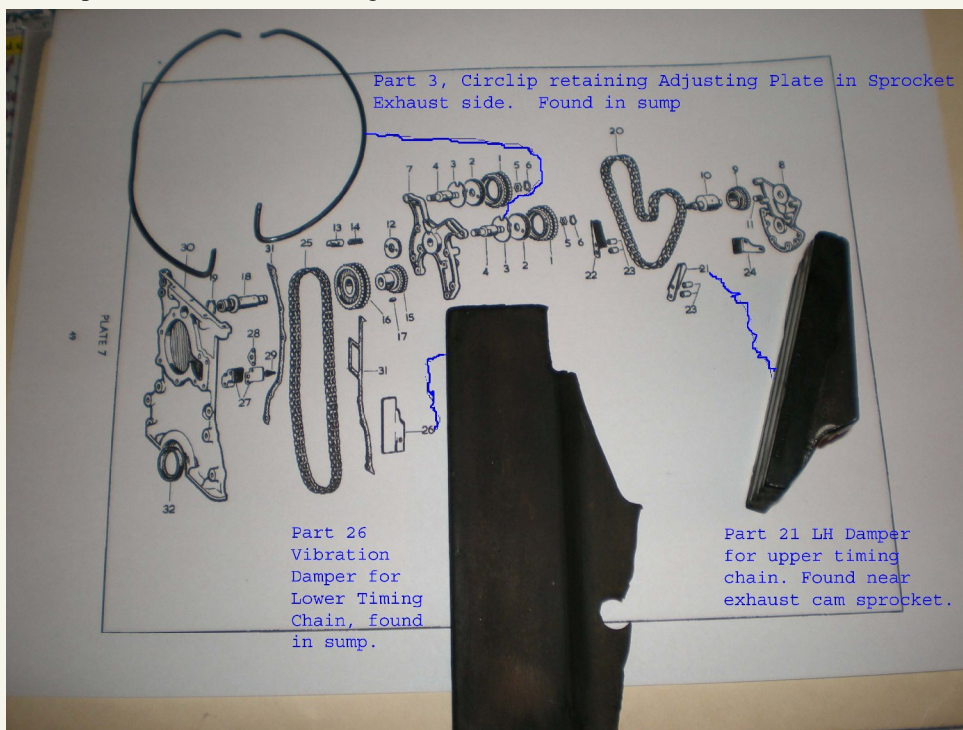
The cylinder bores all appeared to be in good condition with no significant scoring or rust damage. The wear ridge at the top of the cylinders was almost non-existent. No stamping marks were found to indicate oversized pistons. The bore & piston diameters will be measured at the next work session. Two pistons showed evidence of having been contacted by intake valves. There was no obvious damage to the associated intake valves.

From the conditions found, it is possible to speculate on why the Jaguar was parked. It does not appear to have had a blown head gasket, no cylinder rust and no water in the sump. The broken chain dampers suggest that the engine might have become quite noisy due to the chains rattling. The two pistons with slight valve contact damage might indicate broken or weak intake valve springs on those two cylinders. So far nothing catastrophic or conclusive has been found.



The tachometer take off gear-head at the rear of the intake camshaft was found to be without gears. It appears the engine may have been run for some time without benefit of a tachometer.

When the head was first removed, it was found that a large ring clip was missing from the exhaust cam sprocket and a broken chain damper was found at the top of the front timing chain cover. When the crankcase (sump) was removed, the broken missing ring clip and a broken lower chain damper were found in the sump. A fairly heavy black sludge lined the bottom of the sump however there was not significant evidence of metallic residue.



The broken chain dampers suggest that the engine might have become quite noisy due to the chains rattling. The two pistons with slight valve contact damage might indicate broken or weak intake valve springs on those two cylinders. So far nothing catastrophic or conclusive has been found.

Activities anticipated for November include:

- Remove connecting rods and pistons and inspect for condition and dimensions including crankshaft rod bearing journals.
- Remove oil pump and distributor drive gear.
- Remove crankshaft main bearing caps and crankshaft and inspect for condition and dimensions.
- Removal of all block and head threaded studs anticipating replacement rather than reuse.
- Transport engine parts to Del's Automotive Machine shop for inspection and firm cost estimate.

Prepare a list of major items required for pricing by XJ's Unlimited. Prices will be compared with Bassett's Jaguar parts. <http://www.bassettjaguar.com/servlet/StoreFront>

Remove brake and clutch master cylinders and hydraulic lines. Determine rebuild or replace for hydraulic components.

*Text and Photos by  
Jim Collipriest*

On the first page the SJC logo is now in color

## UPCOMING EVENTS

**With no urgent business at hand, the Board will not meet in November**

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; Also included are a rallye, slalom and an "Old Hollywood" theme and costume dinner (famous Santa Maria Barbeque) at the Inn; and Friday's Farewell Breakfast. See your JCNA Web site for more information.

### SACRAMENTO JAGUAR CLUB

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