

# Jag Wyre



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

## HIGHWAY 40 RUN

**SPECIAL  
POINTS  
OF IN-  
TEREST:**

Western States at  
Santa Maria

5

**INSIDE THIS  
ISSUE:**

President's Mes-  
sage 3

Editor's message 3

Upcoming Events 4

Project Car Report 6

AGM 8

On November 1, the Sacramento Jaguar club drove portions of what remains of the former Lincoln Highway and Highway 40 from Roseville, CA to the Donner Summit. The turnout was great having 6 jaguars and 12 members only to be joined by 4 more members and their cars along the route. All the cars made it to the top and excluding a weak battery, they all returned home later that day.

The Lincoln highway was one of the first cross country highways originally started in 1913 with private funds later to be enhanced with government funding. This highway basically followed the wagon trails

of the pioneers through the mountains and into the gold fields of California. The Lincoln highway was later replaced (1928) with Highway 40. This two lane highway allowed travelers of the 30' 40;s and 50' to travel across country. Highway 40, being a two lane highway through many of the smaller towns, had fewer turns and a wider road base as compared to the former Lincoln Highway. By 1964 Interstate 80 replaced Highway 40. Although many sections of the Lincoln highway and Highway 40 are still available to drive upon, Interstate 80 has covered some of the original highway.

The group gathered along the old Highway 40 route in Roseville and proceeded along the highway route through Roseville, Rocklin, Loomis, Penryn, Applegate, up through the town of Colfax. We then proceeded on Interstate 80 as it overlaid the original Lincoln and Highway 40 road beds. Leaving the interstate at Cisco Grove, we continued through the mountain towns to eventually stop at the Big Bend Forest Service Station. The Forest Service has preserved one of the original Lincoln Highway posts and a portion of the original highway road bed.

*Continued on page 2*



Cars at Rainbow Lodge

We kept the club together making the lights and turns throughout the approximately 80 mile run. This 3 hour drive took us back in time as we saw many of the historic gas stations, motels and remnants of days gone by. The trees had begun to turn to fall color and added to the spectacular ride along the old highways.

We traveled several miles past Big Bend to a Rainbow Lodge

where the club had brunch and enjoyed the old photographs on the wall. Seeing the walls of snow surrounding an old Model A gave us an appreciation for what earlier auto travelers endured.

We left the brunch facility only to travel an additional 10 miles to the classic rainbow bridge. This bridge allows one to look out over the valley towards Donner

Lake and the switch back two lane old Highway 40 as it descends into Truckee, California. We concluded the drive and members began to return home, some taking the “new and improved” Interstate 80 while others retraced the old highway capturing the colors and experience one more time.

*Text by Richard Starch  
Photos by Jim Collipriest*



1. *Morning gathering*
2. *Richard explains history*
3. *Lunch at the Rainbow Lodge*
4. *Jags at the overlook*
5. *Rainbow Bridge*

## PRESIDENT'S MESSAGE

### WELCOME!

On behalf of every member, I am pleased to welcome new members Alton Goldsmith and David Whitworth, who entered his 1952 Mark VII in our concours. David lives in Kensington (north of Berkeley) and also belongs to the San Francisco club. Alton Goldsmith lives in the "pocket area" of Sacramento and drives a 1998 XJ8.

### CHRISTMAS BRUNCH REMINDER: DECEMBER 13

Our most popular activity, the Christmas Brunch, is approaching quickly. If you haven't reserved a spot yet, please do so immediately! As in the past, it will be held from 11:00 a.m. – 2:00 p.m. at Maxi's Restaurant, Doubletree Inn, Arden Way, Sacramento. The cost is \$35 per person. Send your checks to our Treasurer, Linda Banta, 8088 Highway Way, Orangevale, CA 95662.

In addition to the great food (and champagne), prizes will be raffled, awards given, officers installed, and "Toys for Tots" donated by us.

### PLANNING 2010'S ACTIVITIES

Our regular board and members meeting on Thursday, January 21 will focus on planning the club's events and activities for 2010. Every year there are regular events and new ones to be planned. While a lot of work, this session always is fun as we look to the club's future and seek a balance between technical and social events. So, save the date and help plan for 2010. Meeting details will follow.

The dinner meeting/planning session will be held at the St. Francis Episcopal Church, 11430 Fair Oaks Blvd., Fair Oaks (near the intersection of Madison Ave. and Fair Oaks Blvd.). It will begin at 6:30. Please RSVP Natalie Olson by Monday, January 18 at (916) 987-5730 or [roa2@comcast.net](mailto:roa2@comcast.net) so we can do some meal planning.

### ANNUAL GENERAL MEETING: INDIANAPOLIS

As of this writing, the Sacramento Jaguar Club will again be well represented by Andy and Linda Banta and

Bruce Dunow. All members are welcome to attend the AGM, which will be held March 26-27 at the Crowne Plaza Hotel at Union Station. See your latest Jaguar Journal for more information.

### JAGUAR FILMS?

Quite by accident, I found out about Jaguar Films, "a motion picture production company headed by writer, director, producer and editor Wayne A. Hazle and based in the Burbank area." (I don't know if he owns a Jaguar, but he should!)

### HOLIDAY WISHES

Natalie and I wish each of you the very best for Holidays and for 2010. It has been a great pleasure to work with so many of you on Jaguar Club events and activities. See you 2010!

*Bob Olson, President*



## EDITOR'S MESSAGE

The progress report on the project car is elsewhere in this newsletter on page 6. One of the benefits of working on this project is a chance to see the inner workings of an example of the XK engine which played a significant role in the history of Jaguar automobiles. Designed in the 1940s, it went into production in 1949. It was used in Jaguar cars, including early XJ6s, until 1982; it was used in Daimler cars until 1992. In addition it was used in some military vehicles and fire engines. This is the engine that powered the XK 120s, 140s, 150s and many of the XKEs along with the Mark VII to Xs, and Mark 1 and 2's. It is also the engine that powered the D type, the Le Mans winner in 1957.

*Text continued on page 4*



*View of the block and crank of the XK engine; to give an idea of size, the ratchet handle in the foreground is about 7" (175 mm) long.*

Basically it is an inline 6 cylinder with chain driven double overhead cams. It started out with 3.4 Liters (207 in<sup>3</sup>) displacement and over time was increased to 4.2 Liters (256 in<sup>3</sup>). One thing that struck me is the ruggedness of the bottom end. As shown in the photograph, the crank is carried on seven 2 3/4" (70 mm) diameter main bearings—one at each end and one between each pair of cylinders. The big end rod bearings are 2.09" (53 mm) inches in diameter. With a stroke of just over 4" (100 mm) these large di-

ameter journals actually overlap which makes the crank extremely stiff. The crank has two counterweights, one near each end, and an external harmonic balancer visible at the front of the engine. The chain sprocket and gear drive for the distributor and oil pump are also visible. Standing and looking at this engine, I have a hard time imagining the whole thing spinning at 6000 RPM—that's 100 revolutions per second. In terms of power, the original engine developed about 160 HP (119 kW); later production en-

gines developed over 200 HP (149 kW) with some specially tuned versions developing over 250 HP (187 kW). One of the problems with this engine is its weight of approximately 600 pounds. While it wasn't so much of a problem in the large sedans or even the XK's, it required building aluminum block units for the D types which was still a front heavy car. Similarly, the XKE's which used the standard cast iron block have considerable weight on the front wheels.

*Andy Banta, Editor*

# 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)

Please bring an unwrapped child's toy for "Toys for Tots"

**The deadline for reservations was November 30th; if there still is room, it may be possible to make a late reservation. Call Linda Banta 916 722 4895 for details.**

## JANUARY PLANNING MEETING

The January planning meeting will be held on Thursday, January 21 at 6:30 PM. This meeting will be at St Francis Episcopal Church, 11430 Fair Oaks Blvd in Fair Oaks. It is located on the east side of Fair Oaks Blvd about a quarter mile south of Madison Ave. Please RSVP Natalie Olson by Monday, January 18 at (916) 987-5730 or [roa2@comcast.net](mailto:roa2@comcast.net) so we can do some meal planning.

**Please come with your ideas for activities in 2010**

## WESTERN STATES 2010

The next Western States Meet will be held at Santa Maria, California April 26 -30, 2010, hosted by the Jaguar Owners Club of Los Angeles. Santa Maria is in the heart of California’s Central coast wine country, with easy access from the north, south and east. It is known as California’s Sweet Spot for its wonderful strawberries. Headquarters will be the historic Santa Maria Inn, where Hollywood stars would stay on their way to Hearst Castle.



### SCHEDULE OF EVENTS

Monday April 26	Tuesday April 27	Wednesday April 28	Thursday April 29	Friday April 30
Arrive at historic Santa Maria Inn—where the Hollywood stars stayed	JCNA Concours at Waller Park 8am - 3pm	Tour or rally to Hearst Castle, leaving hotel at approx. 8:30 am; lunch on your own	Slalom at the Santa Maria Fairgrounds; box lunches provided for all WS attendees	Farewell breakfast.  And the winner is... announcing WS2012 location!
Registration in the Historic Room	Catered lunch at the park	Hearst Castle Tours begin at 12:40 pm;	Afternoon to explore the wine country	Traditional “Sparky” hand-off
Prepare your kitty for the big show tomorrow!	Afternoon on your own to explore	Late afternoon to explore Central Coast.		Stay on to explore more of the Central Coast on your own
Hors d’oeuvres on the patio	Awards dinner	Dinner at Pelican Point as the sun sets on Pismo Beach	Lights, Cameras, Action! Old Hollywood dinner at Santa Maria Inn	
Dinner on your own				
Visit our sponsors in the Cabana area	Visit our sponsors in the Cabana area	Visit our sponsors in the Cabana area	Visit our sponsors in the Cabana area	
Hospitality room open daily				

REGISTRATION	
Until December 15, 2009	\$325
December 16, 2009 until March 15, 2010	\$350
After March 15, 2010	\$375

For registration form and more details, go to [jagswestmeet.com](http://jagswestmeet.com)

Co Chairs:

Susan Muir, 714 525 6690

[Samuir@roadrunner.com](mailto:Samuir@roadrunner.com)

Judy Graven, 323 257 9992

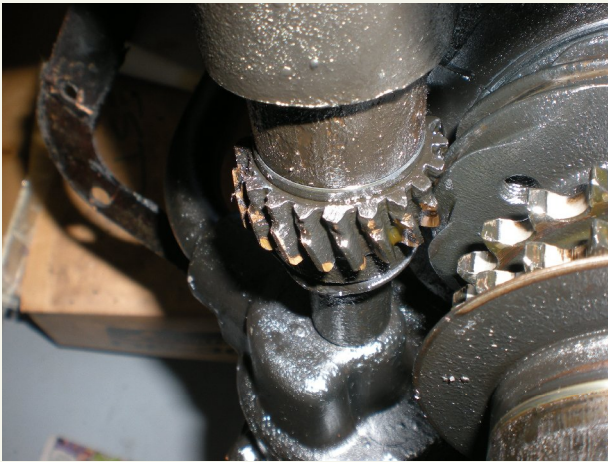
[Lsgjag@earthlink.net](mailto:Lsgjag@earthlink.net)



## The Jaguar Recovery Team, Project III, report IV

Continuing our project with the 1958 XK150 DHC:

The teardown of the engine has been completed. Unusual wear was seen on the gear (worm wheel) driving the oil pump and the distributor. Rod end nuts were found to be lacking cotter pins although none were loose. The #1 (rear) rod end journal had failed, roughening the journal. The bearing inserts had hammered so much the lower half had spalled and the steel backing had yielded to reduce the free radius of both halves.



**Spalled teeth on oil pump & distributor drive gear.**



**#1 connecting rod lower bearing shell.**



**#1 piston had a crack and a broken lower compression ring. A total of five rings were broken.**



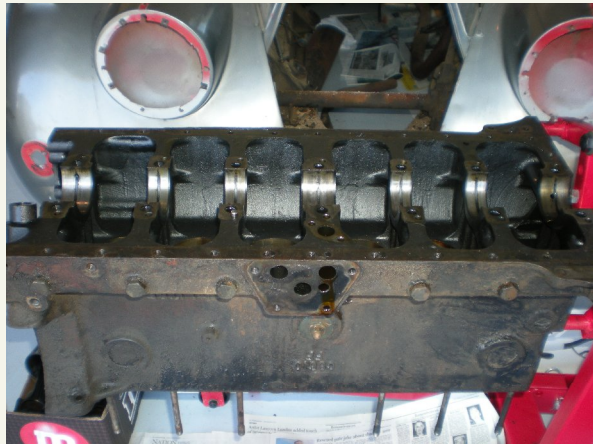
**Ring gaps were clustered on most pistons. This allows both oil and compression leakage.**

The main bearing caps and the rear seal assembly were removed. The main journals appeared to be in good condition. With luck only the rod journals will have to be ground undersized. The main journals can be micro-polished and then the crankshaft, dynamic damper, flywheel and clutch pressure plate will be dynamically balanced. The pistons, rings and all bearing inserts will be replaced.

*Continued on page 7*



*Andy and Richard brace the engine stand while SJC President Bob Olson works to break loose a main bearing bolt.*



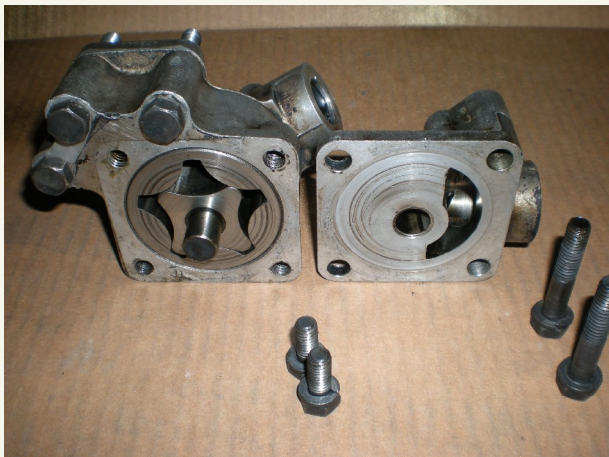
*Nearly stripped engine block.*



*Top of the block with all studs removed.*



*Andy replaces bearing caps after removing camshafts.*



*The oil pump showed wear and scoring and will be replaced.*



*Parts ready for transport to Del's Machine Shop*

*Continued on page 8*

All studs have been removed from the block, head, intake manifold and water manifold. While the engine parts are being machined, activities will focus on removing, cleaning and painting chassis parts and mechanisms in preparation for re-installation.



*Brake & clutch pedal assembly as removed.*



*Pedal assembly ready for re-installation.*

*Jim Collipriest*

## ANNUAL GENERAL MEETING

The Jaguar Club of North America Annual General meeting (AGM) will be held on March 26-27, 2010, in Indianapolis, Indiana. Only two delegates are allowed from each JCNA affiliate club. However, there is no restriction on the number of club representatives wishing to attend the AGM as guests. The invitation is extended to all club members wanting to attend the 2010 AGM. Registration Deadline is March 10, 2010. The package price which includes many meals and a visit to the Stutz Motorcar Museum is \$150 per person if postmarked by February 10, 2010. JCNA has negotiated a hotel rate of \$109 per night (Plus 17% tax) at the Crowne Plaza at Historic Union Station. For more information go to <http://www.jcna.com/agm/2010/index.php>. If you have concerns you would like addressed at the AGM contact Bruce Dunow, SJC's JCNA Council Representative.

### SACRAMENTO JAGUAR CLUB

President: Bob Olson	<a href="mailto:roa1@comcast.net">roa1@comcast.net</a>
Past President: Richard Starch	<a href="mailto:rstarch@surewest.net">rstarch@surewest.net</a>
Vice President, Activities, Bill Kreglow	<a href="mailto:wmkreglow@sbcglobal.net">wmkreglow@sbcglobal.net</a>
Vice President/Operations/Jag Wyre Editor: Andy Banta	<a href="mailto:banta@surewest.net">banta@surewest.net</a>
Treasurer/Jag Wyre Editor: Linda Banta	<a href="mailto:lbanta@surewest.net">lbanta@surewest.net</a>
Secretary: Natalie Olson	<a href="mailto:roa2@comcast.net">roa2@comcast.net</a>
JCNA Council REP: Bruce Dunow	<a href="mailto:jbdunow@psyber.com">jbdunow@psyber.com</a>
Membership Chairman: Jim Collipriest	<a href="mailto:jamescolliprie2393@sbcglobal.net">jamescolliprie2393@sbcglobal.net</a>
Webmaster: Jim Collipriest (interim)	<a href="mailto:jamescolliprie2393@sbcglobal.net">jamescolliprie2393@sbcglobal.net</a>

Copyright 2009 Sacramento Jaguar Club