

# Under The Bonnet

Newsletter of the

**Wasatch Mountain  
Jaguar Register**

November 2011



WMJR on the web:

[www.cs.utah.edu/~gary/WMJR/](http://www.cs.utah.edu/~gary/WMJR/)

## WMJR Hallowe'en Party 2011

Our annual Halloween party was held October 29, 2011 at J. and Kay Jennings home. The Jennings graciously hold our Halloween party every year. Kay always has fun Halloween decorations throughout their home for us to enjoy and J. always has a fun quiz challenging our knowledge of automobile trivia and many other interesting subjects.

For this event we do a pot luck, and every year we end up with a wonderful selection of goodies; such as lasagna, chicken wings, cold cuts, salads, and desserts. One of my favorite dishes was Judy Taylor's "Apple Betty" dessert. The "Apple Betty" was presented in a rectangle pan with a head stone at the one end, with the following engraving..." RIP - Here lies Apple Betty, Eat in Pieces". Sooooo cute and yummy.

After we filled our bellies, J. entertained us with one of his great trivia quizzes. J. is definitely the Master of coming up

with great trivia. This year I went out on my own without Mike's help, needless to say I didn't do too well. Mike however, came out victorious and won the prize. Everyone had a great time and a lot of hilarious moments with the questions. Did you know that the car Ron Weesley and Harry Potter flew in the "Harry Potter" movie was a Ford Anglia; did you know that in the 1960's gasoline was as low as 25 cents a gallon; and did you



At the end of the party, Kay presented everyone with purse size Kleenex tissue holders that she had made. We appreciate all of the extra effort she puts into making the evening extra special.

Those members in attendance were Gary Lindstrom, Lee and Judy Taylor, Joe and Judy Todd, Barbara Smithen, Mike and Susie Cady, J. and Kay Jennings. Also in attendance was Jackson Jennings (grandson) and Ed and Michelle Higbee (daughter & son-in-law of the Jennings). Bud and Betty Merritts were planning on attending,



know that British racing cars were painted green under an International agreement that each country would have its own car color; i.e. Germany was silver, France was blue, Italy was red and Spain was yellow.

however Betty had some strict instructions from the doctor to stay off of her knee which she recently had replaced. John and Liz Green were also unable to attend as Lizzy had just had her second hip replaced. We all hope Betty and Liz are both doing well, and are back in the fold soon.

## Member Spotlight: Dan and Judy Schweikert by Liz Green

Dan was born in Bemidji, in the north part of Minnesota. He grew up in Okabena, Minnesota which is in the southwest part of Minnesota. There were 238 people in that town. Dan's dad was a Lutheran Pastor. His mother is 102 years old and lives in Anoka, Minnesota close to his brother. Dan had a sister (deceased) and a brother.

Dan graduated from Okabena High School. He got a newspaper scholarship to Yale and got a BS degree in engineering. He then went on and got his Masters and PhD degrees in engineering. He worked for 14 years for Bell Labs. Then went to Colorado Springs where he worked



for United Tech.

Then on to San Jose, California where he worked in a couple of start up companies – Cadence and Sun Micro Systems where he re-

tired. Dan likes most foods except liver. His first Jaguar was a 1965 British Racing Green tan interior E Type that he restored. After selling that and waiting several years he now has a beautiful British Racing Green tan interior XK8. Dan has been singing with the Salt Lake Symphony choir but has decided to give it up because the drive to Salt Lake and I-80 was getting too much. He now will sing with the Park City local choir.

Judy was born in Laconia, New Hampshire. She grew up in Win-

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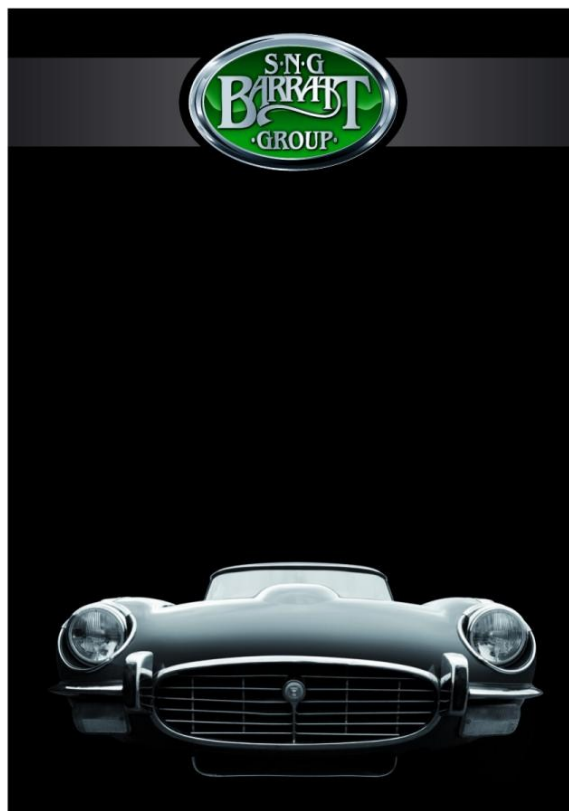
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Keeping the spirit of Jaguar alive...





Dan and Judy Schweikert — cont'd from page 2

throp, Massachusetts. She went to Winthrop High School. She has one brother. Judy went to Smith College getting a BS degree in English. She went to North Hampton University and got a Masters degree in English. She then went to the University of Rhode Island and got another Masters degree in English. Then a Masters degree from San Jose University in guidance counseling and worked with high school students doing SAT prep and private tutoring.

Judy taught high school English in Colorado Springs until their first child was born. Judy has worked with the Silicon Valley Scholar program in San Jose, California. This program

is sponsored by Noyce Foundation. There were 20,000 high school students getting scholar-



ships for creativity, and scientific math. One of her students works for Google. At the present Judy

is active with the restaurant tax board for Summit County. They work to have taxes go back into the cities.

They have \$1.6 million to give away for tourism. She is also in involved with the Park City Chamber of Commerce in the tourism dept. Judy likes most foods except lima beans.

Judy likes to watch Grey's Anatomy and Desperate House Wives. She also likes to read.

Dan and Judy have three children. Two boys and a girl. They have 5 grand children.

Their oldest (a boy) and their youngest (a girl) live in Arlington, Virginia. Their middle boy lives in

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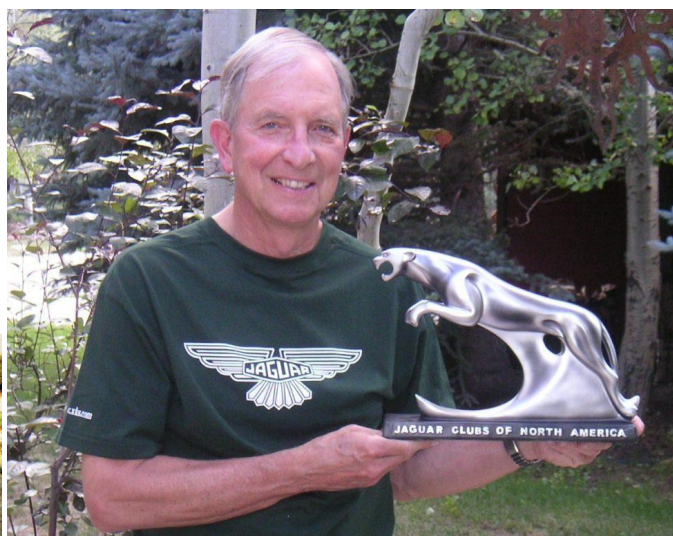
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## Dan and Judy Schweikert — *cont'd from page 3*

Sacramento, California. Both Dan and Judy said they like the restaurants in Park City. When I asked them what brought them to Park City they said after retiring while living in San Jose, Ca. they would go to Lake Tahoe 3 days a week to ski. They would visit friends in Park City on

occasion. They decided they would like to ski more so they moved to Park City. In the winter they ski 5 mornings a week leaving the weekends for others.



They end up skiing 50 to 100 times a season. Judy said she taught Dan how to ski.

In the spring, summer and fall they golf, bicycle and travel.

What a fun history. These people are very educated and are very down to earth. They are so friendly and happy. We are excited to have them be in our Jag Club.

## Fall Drive To Taggart's Restaurant

On Saturday, October 15, 2011 a few of our WMJR members headed out for a Fall drive to view the autumn leaves and enjoy the beautiful fall weather. We greatly missed some members who were cruising in the Mediterranean (lucky Ken and Joann) and others who were enjoying the outdoors hunting and fishing.

Our group, including Mike and Susie Cady, Liz Green (John was working), J. and Kay Jennings and Bud and Betty Merritt met at the old Kmart on Parleys Way. We then headed up Parley's Canyon on to Silver Creek Junction where we picked up Dan and Judy Schweikert.

Mike, Susie and Liz lead the way taking the back roads on the old Lincoln Highway through Wanship, Hoytsville, Coalville and Hennefer. Along the way we

enjoyed the autumn colors and several quaint homes all decked out in Halloween decorations.

We also saw a great piece of property for sale, "The Tiny Ass Ranch"; we were tempted to check it out, but went on our merry way. We also saw farm fresh eggs for \$2.00 a dozen and several llama's. In Coalville we stopped at the Summit County Courthouse which was built in 1903. We were going to check out their museum, however they were not open on Saturday. Judy Schweikert said the museum was very well done, so we will put it on our list for another time.

From Coalville we traveled past Echo Reservoir thru Echo Junction down to Hennefer via the Lincoln High-

way. We then caught I-84 and traveled past the 1000 mile tree (on the Union Pacific Rail lines which marks a 1000 miles from Omaha, Nebraska). We continued past Devils Slide and on to Taggart's Grill. Everyone enjoyed a delicious lunch and good conversation.

Dan and Judy Schweikert were presented with two super huge Taggart's caramel toffee and chocolate chip cookies for being the only members to drive their Jaguar on the tour. They drove their beautiful 2002 XK-8 convertible (with the top down). The rest of us had either retired our JAGS for the season or were in the process of doing maintenance on them. It was a great day to be together.

—Susan Cady



# Principles of the Centre-Lock Wire Wheel

By Wilson McComb

*Safety Fast* January 1992—purloined from October 2011 *Sacred Octagon*

It was, I think, a Transatlantic writer who described the MG TC as “a coffin riding of four harps” wire wheels of 19-inch diameter being then a somewhat unusual sight in post-war America. Yet they are with us still, though they have shrunk a good deal in the past 20 years, and many enthusiasts deny the very name of sports car to any vehicle that lacks the flashing spokes and twinkling hub-caps of this curious anachronism.

So the harp-specialist has also survived, though in dwindling numbers, and it is still possible to have wire wheels repaired ... in Britain, at least. Possibly because of childhood experience

with bicycles, the need to maintain correct spoke tension is fairly widely appreciated. What is equally widely misunderstood, however, is the all-important bit in the middle of the wheel.

Since the Rudge-Whitworth pattern of locking hub has been in use for more than half a century, this is a little odd. One possible explanation lies in the fact that it is apparently simple to the point of crudity, and therefore frequently abused through failure to appreciate its finer points. I confess that my understanding came only recently, after reading a very lucid description in *The Auto-*

*car Handbook* of 1918!

Let us take a closer look at this assembly referring to the central portion of the wheel as the “wheel centre” which is fitted to the “hub” and fixed in place with a “locking cap”. The first thing to be appreciated is that the wheel does not come into contact with the brake drum: there is, in fact a clearance of about 1/8 inch when the wheel is finally home. It is the inner taper of the wheel which comes into contact with the back taper of the hub.

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## Principles of the Centre-Lock Wire Wheel

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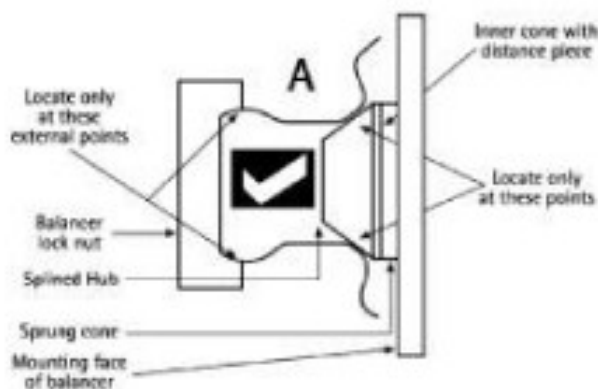
Notice, too, the taper which is formed on the outer surface of the wheel centre. This engages with yet another tapered surface formed on the inside of the locking cap. When the wheel is fitted to the hub and the locking cap screwed on, it is therefore centralized and held between two pairs of tapers. The only other contact between the hub and wheel centre is provided by the splines, which carry the driving and braking forces. The locking thread, on the hub and cap, is right-handed on the left (near) side of the car, and left-handed on the right (off) side.

One of the endearing mysteries of the wire wheel is that the spokes are not ... indeed can never be ... in compression as the weight of the stationary car is suspended from those spokes which are uppermost in the wheel. When the wheel and locking cap are loosely fitted, the upper portion of the outer taper is pulled firmly into contact with that of the locking cap taper, and the lower portion of the locking cap thread is in contact with that of the hub. A slight clearance then exists between the tapers at the bottom, and also between the threads at the top.

As the car moves forward, a different portion of the wheel rim takes the weight, and relative movement occurs between the wheel centre, locking cap, and hub. The effect of this is to tighten the locking cap, and the locking action continues until there is firm contact between the tapers all around, when it ceases. The clearances involved are, of course, minute, but the locking action is nevertheless,

completely positive and entirely automatic.

There are people who deny the very existence of the locking action, and presumably attribute the left and right-hand threads to sheer cussedness on the part of the manufacturer. They are, no doubt, the people who bash their locking caps with heavy hammers.



The earliest instructions that I have been able to trace advise leaving the locking cap finger-tight, and no more. A later recommendation is to hammer the locking cap tight, check for slackness after 20 miles, and tighten again if necessary.

“Hammer them tight” means the application of a lead, copper, or hide mallet and a little common sense, with the wheel locked up ... not a murderous attack with a blunt instrument when the wheel is on the jack. The tapers and splines must be kept scrupulously clean. As for checking the tightness occasionally, this is obviously a good idea. Most pre-war instruction manuals advise putting some oil in

the groove of the locking cap. Opinions differ as to the advisability of oiling the back taper on the hub, but in my experience this gets oily anyway if the splines are lubricated. And lubricated the splines must be, for if they rust, the wheel can become quite literally immovable, which is awfully embarrassing when a puncture occurs.

The effect of over-tightening? We have seen that the wheel is held in place between two pairs of tapers, and does not touch the brake drum. Excessive tightening of the locking cap will therefore force the wheel centre farther onto the back taper, expanding it and thus making it, eventually, a sloppy fit on the hub. The outer taper tends to be compressed, and the locking cap itself will actually expand to a small extent. This may cause the locking cap to contact the out spokes or “bottom out” on the hub, in either case preventing proper tightening. An incidental calamity is that the inner spokes tend to be slackened and the outer ones over-tensioned, thus pulling the wheel rim out of shape as well.

A sloppy wheel centre soon begins to “fret” on the hub. The splines wear out rapidly, even the back taper begins to wear, and eventually the whole assembly ... wheel, hub, and locking cap ... is fit for the scrap yard. In advanced cases, the wheel may turn on the hub by half a spline, jamming behind the unworn portion of the splines and becoming completely impossible to remove.

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## Event Calendar

*November 15, 2011*

Planning Meeting  
Selection of New Officers  
See article below

*Saturday December 10, 2011*

Christmas Party  
Details in December Newsletter

*March 9-10, 2012*

JCNA Annual Meeting  
Phoenix, AZ

*March 11-14, 2012*

JCNA Western States Meet  
Phoenix, AZ

## Club Officers

### *Co-Presidents*

Susan Cady, 801-731-1599

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Liz Green, 801-451-5776

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### *Past President*

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### *Secretary / Treasurer*

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### *Membership*

Duane & LeAnn Allred, 801-943-9253

### *Chief Judge*

Duane Allred, 801-943-9253

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## Annual Planning Meeting

Our next event is the Annual Planning meeting to be held on November 15th at J. and Kay Jennings home at 6:30 pm. Everyone in the club is invited to attend .

We would like to have everyone's input on club events for the coming year. So come and bring all of your ideas. This is your club and we want to include activities that you all will enjoy.

