

# 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:

Motor Oil Data  
Page 7

INSIDE THIS  
ISSUE:

Shriners' Concours	2
President's message	3
Editor's message	3
Minutes of the May Meeting	4
Upcoming Events	6

## UBSCCS CAR SHOW

The day of the Woodland British Car Show and Swap Meet dawned bright, brisk and beautiful, perfect for Brits that run best in Old Country conditions. The drive from Orangevale to Woodland was ideal, the kind made for open top British oldies. On arriving soon after 8AM (ungodly hour for retirees) we found many cars already in place and the swap meet all set up and proceeding.

After taking our set place in the lineup which didn't yet exist, we found a few other members of SJC and the pop tent they'd setup under one of the few trees at the edge of the field. Jim Collipriest hung the photo displays he'd made of the club

calendar and the project car's progression from pretty sad to pretty elegant looking. During the day these attracted a lot of attention to our tent. Within another hour the field was filled with multiple examples of Jaguars, MGs of various vintages and many Triumphs as well as a few examples of more exotic cars of British manufacture.

As the sun rose and the temperature did likewise, it was soon very evident why the tent had been set where it was. Richard was prepared with a VERY long extension cord and electric fan as well as iced drinks. The unplanned/coordinated pot luck was

perfect – one of each salad, main course, devilled eggs and double desserts – who can complain?

By mid afternoon the awards began for each category with Richard Starch and Jim Collipriest each winning a third place in their respective classes. All who attended had a good time and enjoyed drooling over certain of their dream cars as well as sharing stories of cars present and past.

The swap meet area had vendors with esoteric offerings as well as mundane parts and pieces with a lot of people browsing and buying.

*Continued on page 2*



*E Types and Starch's Mark VII which took third place in class at the UBSCCS Woodland Car show (Pictures by Bill Kreglow)*



*Continued from page 1.*

By the time most were departing, the temperature was over 100 F. and made for unpleasant driving home for those of us without modern day conveniences such as air conditioning. We did make it without the 120 overheating and will likely do it again next year!!

*Linda Banta*



*A beautiful 1947 Mark IV owned by Charlie Manchester of Stateline Nevada*



*SJC members enjoy a delicious lunch*

## SHRINERS' CONCOURS

Congratulations to Jerry Reynolds! He was working at the California Automobile Museum Display at the Shriners' Concours (same day as the Woodland Car Show) and, naturally, he drove DAZZY, his Jaguar Mark V. While it wasn't officially registered for the concours, it won the Grand Marshall's Award.



## PRESIDENT'S MESSAGE

On behalf of the entire club and its Board of Directors, I am very pleased to welcome our newest member: Michael Lydon of Petaluma. We look forward to his participation and ideas and the addition of Michael's nearly completely restored 1970 blue XKE to our stable of fine Jaguar automobiles.

I am excited to report that past President Richard Starch won third prize in his class for his restored 1952 Mark VII sedan, and Membership Chairman Jim Collipriest was awarded third prize in the XJS class for his 1989 coupe at the All British Motorcar Show and Swap Meet hosted by the United British Sports Car Club of Sacramento on Sunday, May 17<sup>th</sup> in Woodland.

We have issued a "Calling All Cars" (Jaguars only, of course) bulletin to support the club's display of 6-8 cars at the California Auto Museum (formerly Towe Museum) during the month of **August** and for displaying as many of our cars as

possible at a "Jaguar Day" at the State Fair, also in **August**. Let us know if you can participate; both events will be fun, admission to the fair will be free, and a good showing is important.

New member Michael Platt is helping the club plan a joint gathering with the San Francisco club in the fall in the Fairfield-Vacaville area. Past President Tom Lyons is coordinating our caravan to North Lake Tahoe (not South as previously stated) on **Sunday, August 2**, to visit the Reno Jaguar Club's "Day on the Village Green" event. Also, the yearly Zoo Parents Picnic will be held on Saturday, **June 20 from 5:30 to 8:30**. Current plans are for a pot luck supper, admission will be free, and it is time again to see Tina our "mascot."

Kristina Creel is working with Andy Banta's son (also Andy) to transfer and archive club information so it will be readily available electronically. Eventually, this will lead to

the creation of our own website (which will be available directly and through the JCNA's website), and it will greatly relieve Kristina and the overload on her computer!

Please contact our Secretary, Natalie, about your interests in club logo wear (shirts, hats, tote bags, etc.). She has good local arrangements and a complete catalog.

See a Jag and tag it! Please use your cards to help increase our membership. It is one way each member can help build the club and help our Membership Chairman.

Thanks again for your continued support and participation. Oh, I am still recruiting a member to write short "Meet a Member" biographies for the JagWyre.

*Bob Olson*  
President

## EDITOR'S MESSAGE

First, I would like to add my welcome to Doris Lockness as our first Honorary Member. My congratulations go to Jerry Reynolds at the Shriners' Concours; well done!

The latest issue of *Hemmings Sports and Exotics* has a couple articles of interest to Jaguar owners. The cover story is about the XK120C more commonly known as the C Type. These cars were designed and built for one purpose, win at Le Mans. And they did exactly that in 1951. While the drive train is only slightly modified XK 120, much of the rest

of the car is completely different.

The engine is well back in the chassis and the driver sits just ahead of the rear axle; the back of the seat is within the radius of the rear tires.

These cars were the predecessor to the D type which in turn led to the E Type. According to the article, they originally sold for about \$6500 and today are worth between \$2,000,000 and \$4,000,000 depending on the condition. Weighing in at just over 2000 pounds they have a top speed of about 160 mph (Norman Dewis) and do 0 to 60 mph in about 8 seconds. At total of 53 cars were built.

The other article is a short piece concerning the Jaguar *Daimler Heritage Trust* which is changing its name to *Jaguar Heritage* and is selling off 43 of the cars in its collection. According to the article, their collection has grown to more than 180 cars, many of which are duplicates or cars which don't fit into the collection policy of the trust. While some cars will be loaned or sold to other museums, many will be sold on July 25, 2009 by Bonhams; see [www.bonhams.com](http://www.bonhams.com) for details.

*Andy Banta, Editor*

## MINUTES OF THE MAY MEETING

The May 21, 2009 was held at Cattlemen's Restaurant 2000 Taylor Road Roseville, CA; 17 members were in attendance.

The meeting was called to order by President Bob Olson at 6:40 PM.

**Announcements:** Bob again introduced Doris Lockness and presented her with a framed Honorary Membership Certificate. The certificate was designed by Andy Banta, and she is our first Honorary Member.

Also, of news was that Jerry Reynolds won the Grand Marshal's award at the Shriner's Concours with his 1950 MK V Saloon. He did not enter his car but took the grand prize anyway!

The August display of Jaguars for the Sacramento Auto Museum will be coordinated by Jerry Reynolds, Bill Kreglow and Bob Olson. They will select member's cars for display.

Andy Banta announced that a 57-58 shell with no interior and no glass was available for sale as well as new old stock sheet metal. Attendees at the Woodland British car show have these items for sale. See Andy if interested.

Doris Lockness presented the club with a poster of illustrations of vintage Jaguars. She suggested this item as a raffle prize.

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

**Addition to the Bylaws:** The addition of Item f) Honorary Membership, to the Bylaws was approved.

### OFFICERS REPORTS

**VP Activities:** Bill Kreglow asked that members think about volunteering their cars for display at the Sacramento Auto Museum in August. A range of ages and types are needed. Please let Bill know of your interest.

The Zoo Parents Picnic will be held at the Sacramento Zoo on June 20. It will be a pot luck and brief club meeting at the picnic tables we used last year. Kristina Creel will organize the details of this event.

July 7 will be a fundraiser for the Sacramento Zoo called Twilight Tuesday. It will be a British car show for those interested in entering cars.

Presidio Concours - San Francisco, July 19.

Tom Lyons is coordinating with the Reno Club for the August Cal Neva "Day on the Village Green" Details will follow. *Continued on page 5*

Bill proposed a bus trip to Laguna Seca for the Antique Car Races in August. He will look into the possibility of a bus charter.

The combined Concours with the San Francisco club has been moved from the Fairfield location to possibly a winery in the area. Details are being finalized.

In October 2010, Los Angeles club's Concours will be in Santa Maria with possible tour of Hearst Castle.

Because of the number of activities this summer, it was agreed that the Ride to Ryde be reconsidered for the fall.

**Treasurers  
Report:**

Linda Banta distributed copies of the current Treasurer's report. which shows a comfortable positive balance..

### PROJECT & COMMITTEE REPORTS

**Membership:**

Jim Collipriest reported that as of May 21 we now have 43 paid members, which includes 2 new members, Doris Lockness, Honorary Member, and Michael Lyden of Petaluma.

**Project Car:**

Jim Collipriest announced that the project car has been delivered to a delighted Judy Dunow. A slight mishap with the door handle has been resolved and repaired.

**Old Business:**

Kristin Creel reported that the web site move from her computer to a public domain is in progress. Andy Banta Jr. is donating storage area for the first year or so. This will allow the club to archive JagWyres, and historic information important to the club. Information will now be retrievable by club officers, where previously information has been stored on individual computers.

The meeting was adjourned at 7:45 PM.

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*Natalie Olson, Club Secretary*

***Bob Olson and Doris Lockness  
read her certificate of membership***



## JUNE EVENT AND BEYOND

The June event will be on Saturday, June 20<sup>th</sup> at the Sacramento Zoo. We will be having a pot luck picnic starting about 6:00 PM. Please contact Kristina Creel at [krisklugcreel@yahoo.com](mailto:krisklugcreel@yahoo.com) for details. **Please note: the Zoo does not permit alcoholic beverages or glass containers.** We will have opportunity to meet the Jaguars we sponsor. If needed, board business will be transacted at this event; i. e. there is no scheduled business meeting in June.

It appears there are two routes: the first is take I-5 to Sutterville Rd; follow Sutterville Rd to Land Park Dr and turn left. The second is take Business I-80/99 to Sutterville Rd. Head west on Sutterville Rd until it makes a T intersection with Freeport Blvd. Turn left and follow Freeport Blvd for about 0.2 miles and turn right on Sutterville Rd. and follow for about 0.5 miles to Land Park Dr. Turn right and the Zoo is on the left. If you are familiar with this part of Sacramento, it may be shorter to take US50 to 16 St and find your way on to Land Park Dr.

### “CALLING ALL CARS!”

Two events are coming up this summer where we can show our Jaguars: (1) the California Automobile Museum for the month of August, and (2) the California State Fair at Cal Expo for one day, also probably in August.

**California Automobile Museum Exhibit:** We need up to 8 cars that can be parked for the entire month inside the museum near Old Sacramento. We want a sample of years and models. The cars have to be clean and appear nice, but they do not have to be in concours condition. There are no in-and-out privileges.

**State Fair Jaguar Day:** This is a chance to show your car and get free admission for the day at the State Fair. It is likely that this event will overlap part of the museum exhibit. More details to come.

Our committee for these events includes me, Jerry Reynolds (who is a volunteer docent for the museum), and Bill Kreglow, our VP for Activities.

Reply to Bob Olson at (916) 987-5730 or [roal@comcast.net](mailto:roal@comcast.net)



*Members enjoy the 2008 picnic at the Zoo*

### 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**

## IN AND OUT OF GEAR

Bruce Dunow forwarded me some motor oil data from Skip Smith. It may be of interest, particularly to owners of older cars. Based on memory, from long ago, and a little internet research, I'll try to explain what is being presented. The rows of data are organized by SAE designations (e. g. 30 W) and supplier. Each row includes up to 5 pieces of information: Viscosity Index (VI), Flash Point, Pour Point, Ash Content and Zinc Content. Blank spaces indicate the value is not available. I've tried, without success, to get the data in a little neater form.

Viscosity Index is a measure of how much an oil changes viscosity with temperature. As many of you know, viscosity is a measure of the shear properties of the oil; the higher the viscosity, the more shear stress it takes to slide the oil on itself. In practical terms, if you have a closely fitted shaft in bearing, the higher the viscosity the more torque it will take to operate the shaft at the same speed. As many of you also know, the viscosity of oil changes rapidly with temperature. Originally there were single weight oils and you changed weight for winter and summer driving. Sometime in the middle of the last century the oil companies came up with multi weight oils; e. g. 10 W 40. Basically these oils behave like the lower number at low temperatures and the higher number at higher temperatures. In simple terms they have less change of viscosity with temperature. The Viscosity Index is a measure of this property. Simply put, the higher the VI the less change in viscosity. In terms of our precious automobiles, a high VI means the engine gets good lubrication when the engine is both cold and hot. For the technically minded, the viscosity is measured at 40 C (104 F) and 100 C (212 F) and the data is put into a formula which generates the VI.

The next column in the data is the flash point, the temperature at which the oil catches fire. However it isn't quite that simple. If I remember correctly, the flash point is the temperature at which the oil will burn if you supply a constant ignition; i. e. a constant flame. There is a slightly higher temperature at which the oil will burn on its own. I vaguely remember doing this procedure some 50 plus years ago. Based on the values given I believe they are in degrees Fahrenheit. I'm not sure how this information is useful to the average automobile owner; if the oil is approaching the flash point temperature there are other more serious problems.

The next value is of concern to motorists in such places as Alaska, Siberia, Antarctica and possibly the higher altitudes of the Sierra. The Pour Point is the temperature at which the oil no longer pours. Again, if the engine temperature is at the pour point you probably have other problems. In reality, the oil starts to get very viscous before it reaches the Pour Point and thus the relative values do give some indication of what oils would be prudent in extremely cold conditions.

The last two columns give the percent Ash and Zinc content in the oil. While I'm not an expert on the subject, I would assume the less ash is better. With regard to the Zinc, I'm not sure if data is for metallic zinc or zinc compounds; I suspect the latter. In any case I'm not sure of the significance. Perhaps someone can supply some input for the next issue.

Finally, the Sacramento Jaguar Club and the Jag Wyre do not take responsibility for the accuracies of any of the data presented. If you have comments on any of this and I expect you do, please forward them to me at [banta@surewest.net](mailto:banta@surewest.net).

Weight and Brand	VI	Flash	Pour	%ash	%zinc
20W-50					
AMSOIL*	151	507	-45		
AMSOIL Series 2000*	155	474	-47		
Castrol GTX*	122	440	-15	.85	.12
Castrol Syntec Blend*	135	440	-17	.105	
Chevron Supreme*	140	428	-17	<1	
Exxon High Performance	119	419	-13	.70	.11
Havoline Formula 3	125	465	-30	1.0	
Kendall GT-1	129	390	-25	1.0	.16
Pennzoil GT Perf.	120	460	-10	.9	
Quaker State Perf.*	121	440	-20		
Quaker State Motorcycle 25	140	440	-		
Red Line	150	503	-49		
Shell Fire and Ice*	126	450	-10	.9	.12
Shell Truck Guard*	130	450	-15	1.0	.12
Spectro Golden 4	174	440	-35		.15
Spectro Golden M.G.	174	440	-35		.13
Ultra Chem	190	455	-34		
Unocal 121	432	-11		.74	.12
Valvoline All Climate	125	430	-10	1.0	.11
Valvoline Turbo	140	440	-10	.99	.13
Valvoline Race 140	425	-10		1.2	.20
Valvoline DuraBlend	126	455	-17	<1.5	.125
Valvoline Synthetic	146	465	-40	<1.5	.12
15W-50					
Mobil 1	170	470	-55		
Mystic JT8	144	420	-20	1.7	.15
Red Line	152	503	-49		
5W-50					
Castrol Syntec*	175	465	<-54		.102
Chevron Supreme*	175	460	-38	1.45	
Quaker State Synquest*	175	460	-50		
Pennzoil Performax	176		-69		
5W-40					
Havoline	170	450	-40	1.4	
15W-40					
AMSOIL*	165	462	-49		
Castrol	134	415	-15	1.3	.14
Chevron Delo 400*	134	424	-38	<1	
Exxon XD3		417	-11	.9	.14
Exxon XD3 Extra	135	399	-11	.95	.13
Kendall GT-1	135	410	-25	1.0	.16
Mystic JT8	142	440	-20	.7	.15
Quaker State*	129	420	-25		
Quaker State HDX*	146	440	-30	.97	
Quaker State HDX Plus*	148	420	-25	1.37	
Red Line	149	495	-40		
Shell Rotella w/XLA*	146	414	-32	1.0	.12
Valvoline All Fleet	140		10	1.0	.15
Valvoline DuraBlend	137	450	-17	<1.5	.125
Valvoline Turbo	140	420	-10	.99	.13
10W-30					
AMSOIL*	171	464	-54		
Castrol GTX*	143	415	-32	1.07	.12
Castrol Syntec Blend*	138	415	-33		.105
Castrol Syntec*	157	455	<-54		.102
Chevron Supreme*	150	419	-27	<1	
Exxon Superflo Hi Perf	135	392	-22	.70	.11
Exxon Superflo Supreme	133	400	-31	.85	.13
Havoline Formula 3	139	430	-30	1.0	
Kendall GT-1	139	390	-25	1.0	.16
Mobil 1	160	450	-65		
Pennzoil PLZ Turbo	140	410	-27	1.0	



Continued from page 8

Weight and Brand	VI	Flash	Pour	Ash	Zinc
10W-30					
Quaker State*	140	410	-30	.9	
Quaker State 4x4*	135	430	-35		
Red Line	139	475	-40		
Shell Fire and Ice*	155	410	-35	.9	.12
Shell Rotella w/XLA*	155	405	-37	1.0	.12
Shell Truck Guard*	155	405	-35	1.0	.12
Spectro Golden M.G.	175	405	-40		
Unocal Super 153	428	-33	.92	.12	
Valvoline All Climate	130	410	-26	1.0	.11
Valvoline Turbo	135	410	-26	.99	.13
Valvoline Race 130	410	-26	1.2	.20	
Valvoline DuraBlend	142	440	-27	<1.5	.125
Valvoline Synthetic	140	450	-40	<1.5	.12
5W-30					
AMSOIL*	186	478	-67		
Castrol GTX*	160	410	-35	1.35	.12
Chevron Supreme*	167	410	-38	<1	
Chevron Supreme Synt.*	169	468	-49		
Exxon Superflow HP	148	392	-22	.70	.11
Havoline Formula 3	158	420	-40	1.0	
Mobil 1	165	445	-65		
Mystic JT8	161	390	-25	.95	.1
Quaker State*	155	405	-35		
Quaker State Synquest*	168	450	-58		



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