

# The Island **GROWLER**

Newsletter of

## **THE JAGUAR CAR CLUB OF VICTORIA**

Victoria, British Columbia, Canada

**Issue #7**

**June 2004**



**INSIDE**

- THE JONAT TOUR SWEEPS THROUGH BC
- VANCOUVER ABFM PICTORIAL
- JAGUAR X-TYPE OWNER'S REPORT



**THE JAGUAR CAR CLUB OF VICTORIA**  
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[www.jaguarclub.ca](http://www.jaguarclub.ca)  
founded 2003

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Submissions are encouraged.

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All information and advice is presented in good faith, and no liability whatsoever will be assumed by JCCV. Opinions expressed herein are not necessarily those of JCCV, the executive of JCCV, or of the editor.

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## ADVERTISING

Display advertising of possible interest to Jaguar enthusiasts on Vancouver Island is accepted. For rates, publication dates, and other information, please contact the editor.

Classified advertisements can be placed at no cost, and will run for three issues. Please contact the editor for more information.

## MEETINGS

JCCV meetings take place on the fourth Monday of each month, except December, at 7:30 pm in the cricket clubhouse at Beacon Hill Park in Victoria. Our Annual General Meeting is in November.

We are affiliated with  
**Jaguar Clubs of North America**  
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## MEMBERSHIP

Membership in JCCV is open to anyone interested in and enthusiastic about Jaguar automobiles. There is no need to currently own one of these fine cars to be a member.

For more information, contact any of the executive or drop us a note in the mail. We'll send you complete information.

If you believe that a Jaguar is more than just a car, you are one of us!

## COVER PHOTO

The 2002 X-Type of JCCV members Darlene and Gregory Andrachuk is shown against a backdrop of an Okanagan vineyard during last month's JONAT tour. The exterior is metallic emerald, a colour that depending on the angle and strength of the lighting conditions, appears anything from dark blue to medium green. The interior is a beautiful light sand. This X-Type is a 2.5 litre version, with a rare five speed manual transmission. Gregory, a long time Jaguar driver and XJ Series III V12 enthusiast, provides a review of the X-Type starting on page 12 of this issue. Photos by Gregory Andrachuk.



# WORDS FROM THE PRESIDENT

**Malcolm Taylor**

It must be summer, the sun is shining and the nights are light enough late enough to actually work on Jaguars in the evening without flood lights. In addition to these observations is the fact that the Fathers' Day Picnic is just around the corner and that definitely means it's summer. It also means that JCCV is now one year old!!

The idea for the Jaguar Club of Victoria was suggested at last year's Vancouver All British Field Meet at Van Dusen Gardens. The five founding members met shortly afterwards at Bob Bowen's home and over coffee and cake the club was born, at least in principle. Our first event was the Fathers' Day Picnic at Beacon Hill Park where 20 Jaguars lined up under the trees to let the world know that we had arrived. The day was a great success, the weather was excellent and we had a fabulous cross-section of Jaguars from the 50s to the latest XJ350, kindly loaned by Jaguar Victoria. Since that time there have been many memorable days and events and the club is now well established with over 60 members and a very impressive cross-section of the Jaguar marque. It is amazing to me when I think back over the 12 months what has been achieved and what is still waiting to happen. The car show at Beacon Hill Park is always worth a visit, but this year it has a special significance. This special occasion will be even more special if we can put on an impressive showing of our club members and their cars. Let's have a great showing and let the rest of the car community see how far our club has come in 12 months. This is one of the most relaxing events on our calendar and we look forward to spending the day with all of you. Just think, if 60 Jaguars turn up, what a start to the summer!

See you there!

# EDITOR'S NOTES

**Doug Ingram**

Take note, readers and fellow JCCV members - this issue of the Island Growler is the biggest yet at a full 16 pages. Interestingly, it was also one of the easiest for me to put together, thanks to the many contributions of others.

The JONAT tour made its way through our area last month, and we were very pleased to meet our traveling member from down under, Fazal Cader, who is also a member of the JCCV in Victoria, Australia. Our tour report starts on page 5.

Another big event in the past few weeks was the Vancouver All British Field Meet, which saw strong representation from Club members. A photo spread covers pages 7 and 8.

Malcolm Taylor continues his Extreme Makeover series with more discussion of the kit car industry as it relates to our favourite marque. Rumour has it that Malcolm is looking about for a V12 engine, which makes me wonder what he is contemplating. Sounds very interesting.

*(Continued on page 4)*



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## MESSAGE FROM THE EXECUTIVE

### Keeping You Informed

Membership in the Jaguar Car Club of Victoria has grown again, and we welcome the following new members:

\* Alexandra Ford and Michael Earl of Mill Bay who are the proud owners of a 1989 XJS

\* David and Wendy Fitzpatrick of Victoria who must have a lot of fun in their 1998 XK8

\* Stephen Homans of Victoria who is excited about his new 1977 XJ6L

\* Michael Schultz and Lindsey Mosses of Victoria who love their new 1972 XJ6

Membership in our Club now stands at 62, although when we consider partners, more than 100 people are involved. Not bad for a one year old club!

Regalia is now available with the JCCV logo prominently displayed. Name tags, ball caps, golf shirts, license plates, and windscreen decals are currently ready. Take a look on page 14 of this issue for more information. And, let us know what other items you would like to see in the future.

Also available again in quantity are our Leatherique Rejuvenator Oil and Prestine Clean products, all bottled in the practical 16oz size. Sales of these to both members and non-members have been strong, and the Club's bank account has been positively affected. There are no better automotive leather treatments, so if you have not yet bought your supply, you had better contact Gregory Andrachuk right away.

Many organizations like ours have an "Almoner" who acts on behalf of the Club to communicate with members when compassionate, get well, congratulatory, or other such messages are appropriate. Barbara Cooke has very kindly volunteered to take on the role of Almoner within JCCV. We hope that this will provide a pleasant and welcome human touch from the Club for the members. If you know of any circumstances where such contact would be appropriate, please contact Barbara at 250-474-7117 or dbcooke@shaw.ca.

Lastly, all of the executive would like to encourage you to attend at least some of the events that are coming up in the near future. There's a wide variety on the calendar, and you are guaranteed to have a pleasant time being involved with other Jaguar enthusiasts.



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*(Continued from page 3)*

### EDITOR'S NOTES, continued

When my friend Gregory Andrachuk told me he was contemplating buying a Jaguar X-Type, I was a little surprised, given his passion for what really is the last of the classics, the Series III XJs. His assurance that it was to be a daily driver for Darlene, and that he wouldn't fuss over it has not yet proved true, as any who have seen the car can attest. Gregory's report on what it's like to own one of the new Jaguars begins on page 12.

There's lots more in this issue, so please enjoy! And, let me know what you think...



# THE JAGUAR OWNERS' NORTH AMERICAN TOUR the tour sweeps through BC.....

report by Gregory Andrachuk

The long awaited Jaguar Owners' North American Tour passed through the Victoria/Vancouver area from May 20th to 23rd. A year of planning went into this tour which

began in mid-April in Orlando, Florida, and which will end in the same place in July. Although registrants were wel-

come to make the entire circuit of North America, in practice participation has varied from sector to sector, some joining in, some dropping out.

In our sector, JCCV club members Dave Cooke, Roy Gill, Lillian Trigg and your humble servant worked hard to coordinate activities. We greeted participants continuing



Fazal Cader, left, accepts a plaque and letter of greeting from Malcolm Taylor.

photo by Doug Ingram

from the Washington sector as they got off the Coho ferry from Port Angeles, and guided them to the Harbour Towers

Hotel where Lillian had a welcome desk and information envelopes ready. The day was free for sightseeing and we met for a pre-dinner drink before heading to the Fire-side Grille for dinner. The club executive joined JONAT participants (including Fazal Cader, our Australian member, and one of the prime movers behind the tour) for an excellent

meal. Fazal brought formal greetings from the Jaguar Car Club of Victoria (Australia) while our president Malcolm Taylor pre-



Tour participants pause to admire the views from the Malahat.

photo by Gregory Andrachuk

sented Fazal with a framed letter of greeting from our Club and a beautiful inlaid plaque. We hope to find these items displayed somewhere in the JCCV (Australia) clubhouse on our

next visit to Australia (and yes, they do have their own clubhouse).

Friday morning, in company with some of our own JCCV members, we headed up-

Island to Nanaimo to catch the ferry to Horseshoe Bay. Had Mother Nature cooperated, this would have been a spectacular entry to Vancouver, but alas, it was not to be.



Only Jay will make the entire Tour.

photo by Doug Ingram

The city was cloaked in clouds. Never mind. We soon checked in to the Lonsdale Quay Hotel, nicely situated in North Vancouver with a view across the harbour to the city. In the evening we met with Pacific Jaguar Enthusiast Group and Canadian XK Jaguar

Register members in the hotel bar, a gathering successfully arranged by Roy Gill. Saturday, the main event: the Vancouver All British Field Meet in the beautiful Van



The group leaving Vancouver pose with the Tour banner, signed by each participant along the way.

photo by Doug Ingram

Dusen Gardens. The weather this year kept entries down a bit, but there were still hundreds of beautiful British

(Continued on page 6)

(Continued from page 5)

**The JONAT Tour, continued**

cars, including many Jaguars of all ages and types.

Sunday morning, we were given marching orders by



photo by Doug Ingram

The Tour leaves the Lonsdale Quay Hotel, heading for the interior of BC.

Okanagan sector coordinator Barry La Pointe and we were off. Your humble servant declares himself simply awed by the beauty of the interior of this province: rolling hills, snow capped mountains, sweeping curves, lush



photo by Gregory Andrachuk

At a rest stop overlooking Skaha Lake, just south of Penticton.

vineyards, orchards, pastures, lakes.... and above all, perfect Jaguar roads. The traveling group included an XK120, various E-Types, a couple of XJS's, a Series I XJ6, and an X-Type, among others that joined and left along the way. This well planned sector included a visit to the restoration shop of Brian Burke (Wharf Street Custom Classics in Penticton) where we witnessed his expert use of the English wheel in the restoration of an XK120 coupé.

Friendships were formed, meals and experiences were shared, and best of all, there was not a single incidence of breakdown to report. The Jaguars all behaved magnificently although a certain E-Type owned by Ian Bailey of Regina had more of a liking for 20W50 than the other cars. I can personally testify that Jaguar has made enormous strides in terms of the fuel consumption of its modern cars. While the older cars required full refills, our X-Type was down little more than a quarter of a tank, and it consumed no oil. But, can there be a sight more beautiful than the front end of an XK120 in your rearview mirror?

There are some musings about a JONAT in 2006!



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## IT'S NEARLY HERE!

**The Fathers' Day  
British Car Picnic  
in  
Beacon Hill Park  
Sunday, June 20th**

Don't miss this wonderful, relaxed,  
and enjoyable event!

We are celebrating our first anniversary,  
so please join in.

Arrive at the show field at 8:45 am,  
so we can park our Jaguars together.

See page 11 of the May issue for  
complete information, a map, and directions.

Bring a picnic lunch.

Bring chairs.

There is no entry fee.

It winds up around 2:00 pm.

Still not sure? Contact Bob Bowen at 250-477-7830.

See you at the park!

# THE VANCOUVER ALL BRITISH FIELD MEET

report and all photos (except where noted)  
by Doug Ingram

The 19th annual Vancouver All British Field Meet was held in beautiful Van Dusen Gardens this past May 22nd, and around 40 members of the Jaguar Car Club of Victoria were in attendance. While the day was mostly overcast, and some light rain did fall, spirits remained high and all seemed to have a good time. The featured marque this year was Rolls Royce, and the organizers did a superlative job of assembling a great many Rollers, from pre-war to the most recent models. Of added interest to Jaguar enthusiasts, cars from our marque that were participating in the JONAT tour were displayed together, and these included two from Saskatchewan. Always a worthwhile event, the Vancouver ABFM kicks off the summer car season in our part of the world - plan to attend next year. It takes place on the Saturday of the Victoria Day long weekend. Now, enjoy some photos of members and their cars at this year's event.



Brian Evers



Judy and Doug Unia



Mike Hancock



John Gordon



John Wigmore



Roger Barrie



Gregory Andrachuk



Lana and Malcolm Taylor

# THE VANCOUVER ALL BRITISH FIELD MEET

continued



Jay the Jaguar keeps dry.



photo by John Wigmore

Larry Atkins and Bob Bowen

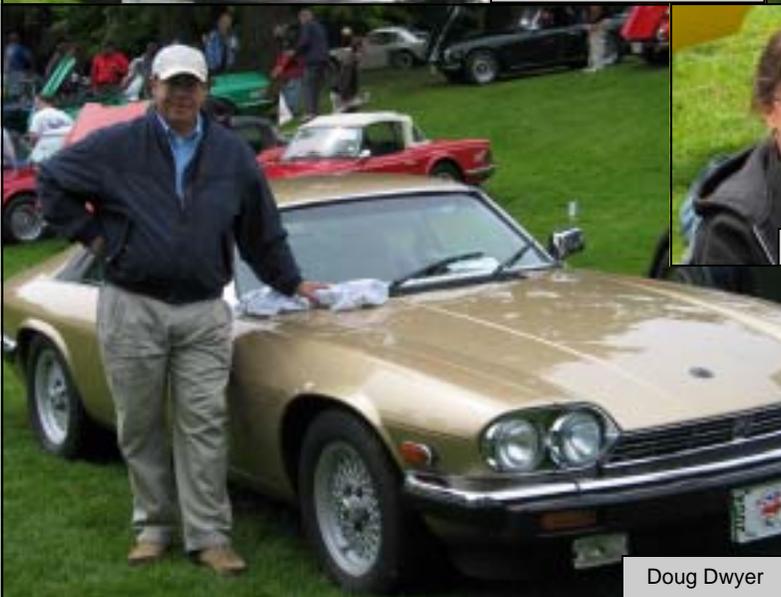


John Fitzgeorge-Parker



photo by John Wigmore

Larry Atkins



Doug Dwyer



Eileen Ingram



Dave Cooke

# PAST EVENTS

## The Victoria Hill Climb Sunday, May 30th

report by Dave Cooke

The day started out grey and wet. Not much point in polishing before heading out for May's Club Prowl. When we arrived at the Mayfair Lanes start point we were relieved to see that we weren't the only ones with optimistic eyes on the weather.

Seven Jags took part in the Prowl on Sunday, May 30th. The "Victoria Hill Climb" was planned and organized by Mike Skene, who did his usual great job.

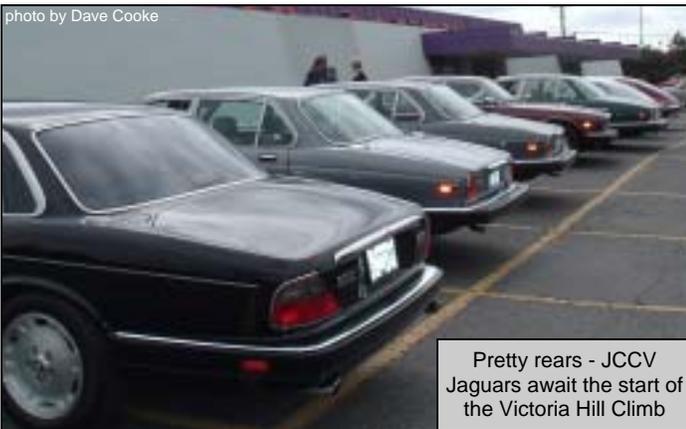


photo by Dave Cooke

Pretty rears - JCCV Jaguars await the start of the Victoria Hill Climb

As on previous Prowls, Mike added some fun to this scenic drive by throwing in some friendly competition. We were to go to four specific hills in Victoria - Beacon Hill, Mount Tolmie, Turkey Head (not really a hill, but a nice scenic stop anyway!) and Mount Douglas. Once at the summits, we were to exercise our powers of observation to answer a few questions from the instruction sheet. I'm



E-Types. How does Paul Gerrard keep those four Zenith-Strombergs tuned?

photo by Mike Skene

not sure whether it was added as a gasoline saving measure in these days of high prices, but Mike added the interesting requirement for drivers to navigate using the minimum number of km/miles. Answer sheets would be scored, mileage compared and the winner announced

at the Cedar Hill Golf Club where Mike had set us up for lunch.

Barbara and I headed off and thought we were doing pretty well finding Beacon Hill until we realized that there was a road right up to the summit that would have saved us hiking up from Dallas Road. At the summit, we admired John Fitzgeorge-Parker's Series III V12 VDP as well as Dave and Marie Wardell's black '95 XJ6 soaking up the newly arrived sun.

We carried on to Turkey Head at the Oak Bay Marina and took a moment to enjoy the beautiful scene of sailboats on the bright blue water and a bald eagle perched on a craggy rock not far from us.

Our next stop was Mount Douglas Park and the highest summit! En-route we passed Larry Atkins in one of his beautiful E-Types coming the other way. At the parking lot we were dismayed to see that the gate to the apex had not yet been unlocked for the day. John Wigmore's lovely green XJ6 was parked nearby, so Barbara and I decided that since John and his friend Eric Payne had obviously proceeded on foot we would head out from "Base Camp" and attempt an ascent as well. At about 450 feet we overtook John who was progressing with steady pace up the hill. A few moments later, we met Eric who was down-bound and who told us that he and John had to leave due

(Continued on page 10)



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(Continued from page 9)

**The Victoria Hill Climb, continued**

to another commitment. Barbara and I saw our chance and quickened our pace for the final thrust to the top.

A few more minutes and we were there. <Ne plus ultra!> What an amazing view! - a 360 degree unobstructed vista of the entire area. Well worth the climb!

A few minutes after resting at the top we were a little perturbed to see Paul Gerrard pull up in the summit parking lot in his striking red '71 E-Type – the gate had been opened and his V12 had done all the work getting him to the top! Nonetheless, we took a moment to admire his magnificent car and to catch our breath before we hoofed it back to Base Camp.

# PAST EVENTS

## JCCV Meeting Monday, May 31st

Professional car detailer Jim Sloan was the guest speaker at our May meeting, and the 25 members in attendance were fortunate indeed to benefit from his experience and knowledge. Having no vested interest in any particular products, Jim gave great advice on everything from paint rejuvenation to interior cleaning to tire dressings. The one regret is that we didn't have a few additional hours to learn



Enjoying lunch at the Cedar Hill Golf Club

photo by Mike Skene



Following his talk, many members stayed behind to learn more from the vast knowledge of guest presenter Jim Sloan.

photo by Doug Ingram

more from Jim, but with what we were able to gain, our cars should be looking better than ever this year. Thanks to Jim for spending time with us and to Bob Bowen for arranging his visit.

Next was a hasty stop at the lesser Mount Tolmie and then on to the Cedar Hill Golf Club for a well deserved lunch. We spied Mike and Sheila Skene's grey '84 Series III V12 VDP in the parking lot and knew we had arrived at the right place.

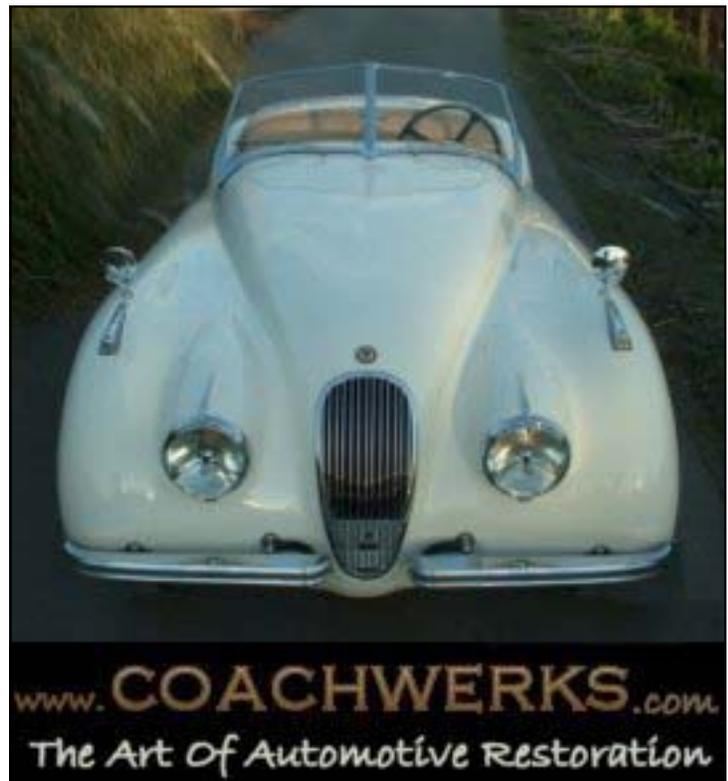


Event organizer Mike Skene reviews the results.

Photo by Dave Cooke

A fun and scenic drive under sunny skies, beautiful cars, a very nice lunch with good company, what better way to spend a Sunday afternoon?

Thanks Mike, for another really enjoyable event!



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# EXTREME MAKEOVER

## More on Kit Cars

### Part Five

by Malcolm Taylor

The words "kit car" sometimes present the wrong impression. Then again, sometimes it doesn't!!! Jaguars are very special cars, that's why we love them and drive them. Can all that makes them the great cars that they are, be maintained or even enhanced if they are taken apart and put back together as something else? Can something that is not a Jaguar be made to look like a Jaguar and feel like a Jaguar? I hope that you will know the answer to these questions when this set of articles is finished.

Anyone who is considering building an "alternative Jaguar" needs to be aware that there is an enormous amount of work involved in completing a project of this type. Financial benefits can never be the motivation for such a project, but choosing the correct type of project can make the difference between satisfaction and disappointment.

There are many types of kits available; some just use a few Jaguar components such as the engine and transmis-



sion. Others are based on using as much of the donor car as possible. Some kits are replicas of past Jaguars and their authenticity depends on which kit you look at. There is an SS100 kit which doesn't have a single Jaguar component in it, and it shows. Some other kits like the DAX Cobra make no attempt to be a new Jaguar but they use mostly Jaguar components for drive train and suspension and produce an excellent vehicle in the end, but it's not a Jaguar!

So, which project to investigate really depends on what you want to own at the end of the hard work, and what is it that you currently have that is falling apart in the driveway. If you have an E Type then you likely have options that perhaps the XJ6 owner doesn't. It is possible to buy a complete, new E Type body shell from *Martin Robey Engineering* in the U.K. Although this is not a kit in the true sense of the word, it does give some interesting options. For example, if you have a 2+2 coupe because that's what you needed when you had a family, you can now build a roadster and use every bit of your old car for the

new one. As you can imagine this is not a cheap fix, but the end result would be a dramatic jump in value over the value of the donor in its current poor health.

Another option for the E Type owner is to build a replica C or D Type Jaguar or even an XKSS! A number of companies offer these kits based on E Type and XJ donors. One such company is *Realm Engineering* in the U.K. They offer top of the line composite bodies, Reynard backbone chassis and a full range of parts to complete the cars to a very high standard. In many cases these high end replica kits produce a car superior to the original. Just imagine the pride of having a gleaming C Type race



car standing where the sad old Series I XJ6 slowly decomposed after its years of service, and yet, it lives on in its new body. It's almost like being given eternal life!

The XJ series of cars seem to have the most kits available to them. This is because they have those wonderful sub-frame assemblies for suspension, steering and final drive which make them easy to transplant. For decades now, hot-rodders have used the Jaguar IRS because it is not only such a great piece of engineering but it looks so magnificent when it's all refurbished. Check Doug Ingram's article in the March 2004 issue of the *Island Growler* and you will see what I mean.



The Mark II is a donor for some kits. Oh horror, I hear you cry, why would you tear down such a thing of beauty to build a kit car? You wouldn't from choice, but there are

(Continued on page 15)

# TRAVELS WITH MY X-TYPE

## an owner's impressions.....

Article and photos by Gregory Andrachuk

I should say at the outset that it is my wife Darlene's X-Type, despite my best efforts to wrest it from her. We have just completed 1600 km of fast driving to the Okanagan and back, with appropriate vineyard stops (and before I forget: the food at the Burrowing Owl Winery near Osoyoos is alone worth the trip).

But back to the car: apart from the Mark 2 which seems to have taken up permanent resident status in a certain mechanic's shop, this is our first experience with a

"small" Jaguar. The X-Type, as you will know, is Jaguar's least expensive car, although by ordinary standards it is not cheap. It is an all-wheel drive vehicle as sold in Canada (in the UK there is a small-engine front wheel drive version). Ours is a spectacular Emerald polychromatic colour which attracts a lot of comment, and I have to say that this is what attracted me to this particular car at Jaguar Victoria in the first place. The second draw was the fact that it is equipped with the 2.5 litre engine (the smaller of the two offered, the other being 3.0 litres) and a 5 speed manual transmission.

A Jaguar with a manual transmission? Jaguar owners have lost some of the connection with the sporting heritage of these cars in the past decades. An XJ sedan with a manual transmission is not unheard of (but very rare), and some have argued that manually shifting gears is inappropriate to the luxury nature of the beast. But in this smaller car, the manual transmission, manufactured by Getrag, is smooth and slick and makes the most of the torque available in the excellent V6 engine. In fact, the combination is so versatile that it is entirely possible and feasible to go smoothly from 800 RPM all the way up, in 4<sup>th</sup> or 5<sup>th</sup> gear. This flexibility relieves much of the anticipated burden of a manual transmission in city traffic. The

car is so smooth, in fact that more than once I have come to a stoplight and forgotten to take the car out of gear!

The engine: the 2.5 V6 produces 194 horsepower. To put that in perspective, it is more powerful than the 4.2 litre engine found in the Series III XJ6, so it is not hard to imagine that this is one fast car. The engine is smooth and quiet, almost imperceptible at idle, and it never seems to be fussed, regardless of the demands made on it.



Fine dining and a fine car. The Andrachuk's 2002 X-Type at the Burrowing Owl Winery near Osoyoos BC.

What is the X-Type like to drive? Or better, can a V12 Vanden Plas owner find fulfillment and joy in this car? The answer is YES. The car has a very large trunk, easily swallowing 3 bags, food, extra loose clothes, cleaning kit, folding chair and all the other things that seem necessary for road trips. The interior: the rear seat is adequate, and beautifully finished with the same leather and wood as the front. But once installed in the front compartment, you lose any notion that this is a "small" Jaguar. From the driver's seat the visual inputs are pure "Jaguar": the curves on the bonnet, the sloping back of the chrome leaper just visible, the wood, chrome and leather of the interior. The leather covered seats are comfortable and firm; the polished wood (Alberta bird's eye maple in this

*(Continued on page 13)*

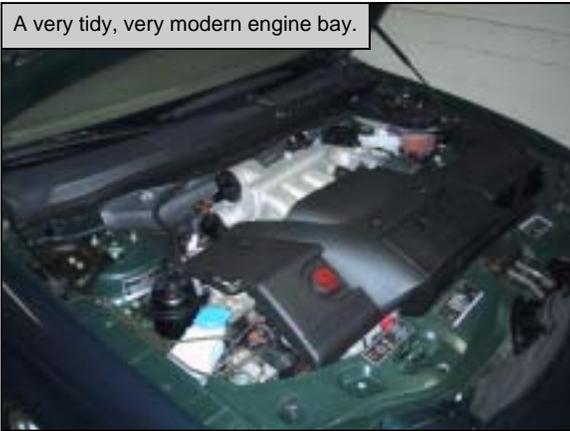
(Continued from page 12)

### TRAVELS WITH MY X TYPE, continued

case) is impressive, the instrumentation clear and easy to read (with one caveat: the Canadian market cars are equipped with daytime running lights; it is normal in any car for the LED displays (radio, computer, odometer) to be bright in daylight and dimmed when the lights are turned on. The engineers forgot that for the Canadian cars, this means that the odometer becomes almost illegible in daylight. On our cars, the odometer display should always be at the bright setting).

The switchgear has a delicate but solid feel, and adjusting the fan speeds or the intermittent wiper delay becomes a tactile delight. The climate control is very versatile: it can be completely automatic, or the driver can use it manually, either employing the AC compressor or not,

A very tidy, very modern engine bay.



allowing fresh air to enter without fan, and so on. The sound system incorporates a 6 CD changer in the trunk, completely

integrated with the radio/cassette unit on the dash, and there are fingertip controls on the steering wheel include an immediate MUTE. As one who eschewed such things as unnecessary, I find myself a convert. And you know what they say about converts. Now I think every car should have this feature. The cruise control is similarly located on the steering wheel, and works smoothly.

One quibble: while the interior finish of the car is superb (how do they get that leather stitching so straight?), there is one item which needs work. The central console armrest is nicely upholstered in stitched leather, but it sits on a base which seems not up to the task, a bit flimsy, perhaps. Other than that, I really cannot think of anything that is below Jaguar's usual standard, especially in comparison to the competition. The dash, air vents, leather covered steering wheel and instruments are particularly good-looking.

But how is it on the road? In a word, superb. It feels as though it is running on rails. There is no vibration, no wandering, nothing that detracts from the driving experience. I think the best word to describe it is "solid". The soft "thunk" of the doors, the impression that this car was made from one ingot of metal carries through to the driving. Even at 130 kph in the rain, on twisting mountain roads, this car feels secure, controllable, and very safe,

perhaps more so than any other car I have owned. It is a car that begs to be driven, fast.

There is virtually no wind noise (the doors are triple sealed), and the engine is very quiet, but the Continental tires produce a fair amount of road noise over rough asphalt. As soon as the tires are worn enough to justify replacement, I will be fitting quieter Michelins. Time will tell the story about the durability of these cars, but what I have seen and experienced so far bodes very well. In short, I love it.



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now available!

**NAME TAGS:** Our name tags are made of brass that has been coloured Jaguar Racing Green - the engraving of the Club logo and your name reveals the plain brass beneath. They are 3" wide and 1 1/2" high and are rather elegant. The cost is \$6.00 with a magnetic fastener and \$5.00 with a pin fastener.

**BALL CAPS:** Our ball caps are a very nice quality, all cloth construction, one size fits all. The Club logo is embroidered just above the peak, and they are available in taupe and black. \$15.00



**GOLF SHIRTS:** 100% cotton jersey knit golf shirts made by Ash City. They are available in both mens' and ladies' sizes, to ensure a good fit. The Club logo is embroidered on the left side. Colours black, white, or sand. Samples are available and your shirts will be ready about two weeks after ordering. \$30.00.



**WINDSCREEN DECALS:** One decal comes with a new membership. Additional decals are \$8.00 each.

**LICENSE PLATES:** Correct sized white aluminum licence plates with the JCCV logo in vinyl graphics. Show pride in your Club by displaying this on the front of your Jaguar. \$25.00



To order, or get more information, contact Doug Ingram at 250-370-2820 or dougi@shaw.ca.



OUR  
NEXT  
MEETING

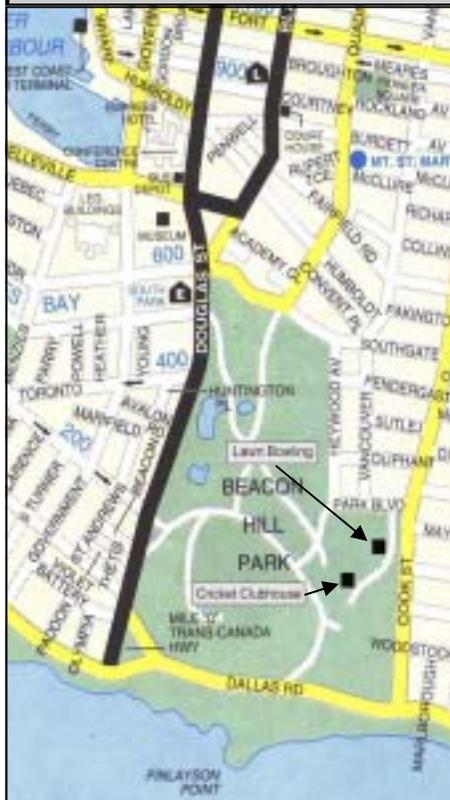


The next regular meeting of the  
JAGUAR CAR CLUB OF VICTORIA  
is on  
**Monday, June 28th**  
at 7:30 pm  
in the Cricket Clubhouse  
Beacon Hill Park  
Victoria

Featured is a presentation by  
Sean Chursinoff.

Sean is a representative of the Castrol Oil  
Company. We can expect an  
interesting and lively discussion  
about automotive lubricants.

Be there - don't miss out!



JCCV meetings are held in the Cricket Clubhouse in Beacon Hill Park. Take the access road off Park Blvd, just west of Cook St. Proceed past the Lawn Bowling pitch and the Park Maintenance Yard to the end of the road.

Remember, we are looking for a more central venue, so if you have any ideas, please let a member of the executive know.

See you at the meeting!

# LOOKING AHEAD

## Upcoming Events

by Mike Skene  
Events Coordinator

Bring your favorite Teddy Bear, a picnic lunch and your deck chairs, and join us for a picnic at Fort Rodd Hill National Historic Park. We will meet at our usual starting point at the car park opposite the Jaguar Dealership on Roderick Street at 11:00am. We'll leave at 11:30 for a short run before our picnic. We should arrive around 1:00pm and assemble in the park, and we will have until 5:00pm when the park closes. En route, have fun collecting some information and you might win the grand prize.

You DO NOT need to drive your Jaguar to join in. You may have yours off the road finishing a project, or may be reluctant to bring it out if the weather is bad. Don't let that stop you - please come along in your daily driver.

Do you need more information? Or have an idea for a future run? Please contact me at 592-1448 or by email at mikeskene@telus.net.

### DON'T MISS IT!

#### THE TEDDY BEARS' PICNIC Sunday, July 4th

Meet at 11:00 am in the parking lot at Mayfair Lanes, just north of Mayfair Shopping Centre, across Roderick Street from Jaguar Victoria for an 11:30 am departure. We'll take a bit of a tour, and end up at Fort Rodd Hill National Historic Park for our picnic.



Here's one person's idea of how to make an XJ6 more distinctive. Think about the hours that must have gone into this creation. Some people have too much spare time!

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advice for all your paint and  
bodywork needs.



**AUTOGLYM. THE DIFFERENCE HAS TO BE SEEN.**

(Continued from page 11)

### Extreme Makeover, continued

still Mark IIs being found in barns and fields that have been pillaged and left for dead and are not realistic restoration candidates. These can be used for donor parts as the complete car is not necessary for success. A company called *Proteus* produces kits for C and D Types using parts from the Mark IIs. The body work is made up of a mixture of fiberglass and aluminum panels.

Two more manufacturers worthy of mention are *Kougar Cars*, and *Panther*. *Kougar* produces the Monza, a 2 seat roadster using XJ6 components. This is not a replica but certainly has the flavour of Jaguar. *Panther* makes the J72, a copy of the SS100 using an XJ6, XJ12, or XJS as a donor. The car is not an exact replica but is more of an "improved version" of that classic roadster.

It would seem that the possibilities are many. The rewards for completing a project of this nature are endless, but there are pitfalls to be encountered along the way - I will expand on these in the next article. Listed below are some of the contact details for the companies that I have mentioned in this article. Much more information is available on the internet.

Realm Engineering [www.realm-engineering.com](http://www.realm-engineering.com)  
Martin Robey Engineering phone no. 011-44-1203-642486  
Proteus Cars [www.proteuscars.co.uk](http://www.proteuscars.co.uk)  
Kougar Cars [www.kougar-cars.com](http://www.kougar-cars.com)



## CLASSIFIEDS

**Advertisements are run for three issues at no charge.  
Place your ad with the editor at 250-370-2820 or  
doug@shaw.ca**

1992 XJ6 Sovereign, grey over grey. Very good condition, 173,000km. \$9,800. Tom 250-658-6069.

1984 XJ6 Series III 4.2 litre engine and transmission only. Can be heard running. \$500. Paul 250-388-2706.

1973 XJ6 Series I, \$1,500. Doug 250-756-2207 or cioecc@shaw.ca

1976 XJ6 Series II Coupe, sable brown, collector plates, 100,000 miles. Driven almost daily. Must be sold. Offers on \$12,000 Call Ian Foubister at 250-655-0956.

1984 XJ Series III V12 Vanden Plas, good running condition, sunroof, 160,000 km. \$4,500. Call Mike Skene at 250-592-1448.

1989 V12 Vanden Plas, light blue, runs well, needs transmission pan gasket & shift shaft seal, 186,000 km. Norman 250-418-8806

1971 XJ6, very respectable condition. Four door, sunroof, grey over burgundy. \$10,000 John Rose 250-592-1670

Assorted parts for Series II E-Type: motif bar, fuel tank, doors, rear door and rear door glass for coupe, headlamp recess finisher panels. Also steering rack, fuel tank for Series I E-Type, twin SU carbs c/w manifold for Mark 2, wheel covers for Mark X. Call Larry Atkins at 250-595-0612 or elatkins@shaw.ca

Wanted: E-Type, 6 cylinder. Blaine 250-248-5871

## COMING EVENTS

***Here's what's happening. More detailed information is available at JCCV meetings. Events coordinator is Mike Skene 592-1448 or mikeskene@telus.net.***

Sun, Jun 20th. Annual Father's Day British Car Picnic in the Park, Beacon Hill Park, Victoria. This event will mark one year since JCCV was formed, so we will want to have everyone out. See more on page 6.

Sun, Jun 27th. Vintage Car Club of Canada Annual Swap Meet at Saanichton Fairgrounds.

Mon, Jun 28th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation by Sean Chursinoff of Castrol Oils who will discuss automotive lubricants.

Thu, Jul 1st, 10:00am - 3:00pm. Gorge Canada Day Picnic, on Gorge Road between Admirals & Tillicum in Victoria. All interesting cars welcomed. 250-381-0848.

Thu, Jul 1st. Salt Spring Island Antique & Classic Car Show. 250-537-5206.

Fri to Sun, Jul 2nd to 4th. Rally In the Valley, Penticton BC, hosted by the Okanagan British Car Club. Information at [www.obcc.ca](http://www.obcc.ca). Entry forms at a JCCV meeting.

Sun, Jul 4th, 11:00am. The Teddy Bears' Picnic. Meet at 11:00am in the parking lot at Mayfair Lanes, Victoria. More information on page 15.

Sat, Jul 17th. Capital City Classic Dressage Show at Saanichton Fairgrounds. Display your Jaguar and spend a day with the horses. Contact Mike Skene for details.

Sat, Jul 17th. Annual JCNA sanctioned concours hosted by the Jaguar Owners' Club of Oregon in Forest Grove, Oregon. Information and entry forms at a JCCV meeting or go to [www.joco.org](http://www.joco.org).

Sun, Jul 18th. Annual Forest Grove Concours d'Elegance, Forest Grove, Oregon. "English Elegance" is the theme. For more info [www.forestgroveconcours.org](http://www.forestgroveconcours.org).

Sun, Jul 18th. Brits on the Beach, annual show of the Central Island Branch of the Old English Car Club at Transfer park, Ladysmith BC. More information at [www.members.shaw.ca/cioecc/home.htm](http://www.members.shaw.ca/cioecc/home.htm)

Fri & Sat, Jul 23rd & 24th. 16th Annual Western Washington All British Field Meet, Bellevue WA. Contact Arnie Taub 425-644-7874 or [ataub@worldnet.att.net](mailto:ataub@worldnet.att.net) or go to [www.abfm.com](http://www.abfm.com).

Sat, Jul 24th. Annual JCNA sanctioned concours hosted by the Jaguar Drivers' and Restorers' Club of Seattle. Held in conjunction with the WWABFM in Bellevue. Information and entry forms at a JCCV meeting or go to [www.seattlejagclub.org](http://www.seattlejagclub.org).

Mon, Jul 26th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Sat, Aug 7th. Jaguar Car Club of Victoria Mock Concours. Held in preparation for our first JCNA Concours in 2005. Location and details TBA.

Sun, Aug 8th. 19th Annual Cowichan Valley Car Picnic, at Brentwood College, Mill Bay BC. More information call 250-748-5031 or go to [www.cvcpc.ca](http://www.cvcpc.ca).

Sun, Aug 15th. Blethering Place Collector Car Festival on Oak Bay Avenue, Victoria. For information contact Ken Agate 250-598-1413.

Sat & Sun, Aug 21st & 22nd. The Heritage Classic: annual JCNA sanctioned concours and slalom hosted by the Canadian XK Jaguar Register in North Vancouver BC. Information and entry forms at a JCCV meeting.

Mon, Aug 23rd, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Fri - Sun, Sep 3rd - 5th. Portland All British Field Meet at Portland International Raceway in Oregon. The biggest event of its type in our area. Info [www.abfm-pdx.com](http://www.abfm-pdx.com).

Sat - Sun, Sep 11th & 12th. The English Car Affair in the Park, hosted by the Old English Car Club at Fort Rodd Hill, near Victoria.

Mon - Fri, Sep 13th - 17th. JCNA Western States Meet in Park City, Utah. Information at a JCCV meeting.

Sat, Sep 18th. Vancouver to Whistler all British Run. For information contact Colin 604-253-4145.

Mon, Sep 27th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

