

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #10

September 2004



INSIDE

- HERITAGE CONCOURS REPORT
- PHOTOS FROM RECENT LOCAL EVENTS
- A VISIT TO THE GOODWOOD REVIVAL



THE JAGUAR CAR CLUB OF VICTORIA
 2017 Cadboro Bay Road, Box 112
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www.jaguarclub.ca
 founded 2003

The Island Growler is published monthly, and is distributed by mail and electronic file to members of JCCV. Submissions are encouraged. Copy deadline is the first of each month. All back issues are available by electronic file. 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
The Jaguar Clubs of North America
www.jcna.com



2004 EXECUTIVE

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JCNA Representative	Doug Ingram 250-370-2820 dougi@shaw.ca

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

JCCV members Harvey and Gloria Humphrey recently added this 1995 XJS convertible to their collection, joining their 2000 S-Type. Though obtained locally, this car spent its first few years in eastern Canada before moving west. It has obviously been well cared for since new, is very clean and rust free, and shows only 80,000 km on the odometer. In the last few years of production, many XJS



were fitted with 6 cylinder engines, and this one is no exception, having the 4.0 litre AJ16. Smooth and sophisticated, an XJS convertible is perfect for cruising and long distance touring, and these cars are becoming more and more desirable.

WORDS FROM THE PRESIDENT

Malcolm Taylor

Organization! I guess it's something we all have to do in every aspect of our lives and I wonder if we ever really understand what effect our "organization" has on other people.

I have watched with interest this year the organization of the Formula One Racing circuit, or should I say circus.

Formula One is the pinnacle of motor sport on the planet with the highest calibre of man and machine that duel on the black top. The rules and regulations dictate and regulate every aspect of the race and the organization. So are we to assume that the organization is up to the same excellence of the men and machines that it governs? One would certainly hope so.

My observations during this season's races so far have convinced me that nothing could be further from the truth. I cannot understand the thinking of an organization that lines up 20 of the fastest 4 wheelers on the planet on a piece of track where they all take off in the same split second powered by 900 bhp engines and driven by the most highly paid athletes in sport, sitting in temperatures of over 100 degrees with enough adrenalin pumping to re-animate a herd of dead elephants. The 20 cars accelerate down the straight, switching positions and generally trying to push and shove their way to an improved place over their grid position until they all arrive at turn one, which has enough space side by side for 2 cars. By this time they are doing over 100 mph. Now let me see if I understand this: 20 into 2 doesn't go with much to spare! So we have an organization that sets this up so that 10 teams which spend millions and millions of dollars per year can watch as between 2 and 5 cars are crashed and damaged every other race without even reaching turn 2. Good job Mr. Eckelstone, lousy racing but great demolition derby. The spectators of course have paid around \$300 each to watch the racing. You can watch this kind of spectacle at Western Speedway for 13 bucks and get a much better value for your money.

At the US Grand Prix this year Ralph Schumacher

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

It's been quite the month since the last issue of the Growler. The Cowichan Valley Car Picnic, the Blethering Place Collector Car Festival, the Heritage Classic Concours, and the European Car Picnic were all attended by members of our Club. In this issue are some brief reports on these events, and lots of photos. It was great to see so many friends out enjoying their Jaguars and the summer sunshine.

Happening this month in England is the 2004 edition of the Goodwood Revival, one of the most interesting car events anywhere on the planet. JCCV members Mike and Sheila Skene took in this event two years ago, and Mike's report is here for all of us to enjoy. Have a look on page 9. It certainly sounds like a good way to spend a vacation to me.

We have a new advertiser beginning with this issue - see the ad for Welsh Enterprises on page 6. This company has been around a long time, and they have parts and accessories for virtually every post-war Jaguar model. They are especially good for things to dress up your late model Jag - things like mesh grills, fancy wheels, and so on. Please support all our advertisers!



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(Continued from page 3)

WORDS FROM THE PRESIDENT, continued

crashed his car at very high speed on a sharp right hand bend. There were the usual tire barriers along the wall to absorb the impact. Unfortunately the tires stopped about 6 feet short of where the car struck the concrete wall and spun into the center of the track. How is it possible that such a dangerous corner can be so short of impact barrier, when cars are traveling at 200 mph?

Following the crash the yellow flag came out all around the circuit, but that was all that came out. The car or what was left of it was left in the middle of the circuit with a motionless Ralph still in it. No trackside marshals appeared, and it took the ambulance, yes the ambulance nearly 4 minutes to arrive at the scene during which time the rest of the race cars had driven past the wreck twice. If the car had caught fire Ralph Schumacher would have been burned to death while his brother Michael had to follow a pace car around.

With an organization the size of F1 don't you think that they could have a number of alert and ready crash teams at various parts of the track? After all, it still takes the race cars 1 minute 20 seconds to get around the track and that's at 200 mph. There is a better organization than this at a junior soccer game and to bring my observations full circle I guess that I can say there is a better organization than this at JCCV - we at least hope so. On the executive we all try our best to see that our organization is as good as we can make it given our limited time and resources.

We hope that if you see us creating too many congested turn ones or that we are an ambulance or two short here and there, that you would let us know because you are the ones that our organization affects.

Regarding my F1 moans and groans, I would welcome your comments to the newsletter either for or against, if you feel so motivated, and that goes for any Jaguar related topic.

Well that's all from me, I've got that my chest and feel much better. I think I'll get the Jag out and organize myself some fun. See you all soon. Thanks for the support.

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MESSAGE FROM THE EXECUTIVE

Keeping You Informed

WHEN ARE THOSE MEETINGS, ANYWAY?

Have another look at the information on the inside front cover - the JCCV meetings take place on the fourth Monday each month, which is not always the last Monday of the month. The possibility that you might show up a week late happens in any month with five Mondays, such as in August this year, and coming up again in November. The November meeting will be on the 22nd!

WELCOME TO OUR NEW MEMBERS

The last time we acknowledged our new members was in the July issue, so we'll catch up this month. Since then, we have welcomed the following people to JCCV:

David & Gail Boulter of Victoria, who have a garage full, with a 1998 XJ6 Sovereign and a 1996 XJR.

Mark and LeiMomi Loschky of Bellevue WA, who this year tested the concours waters very successfully with their 1986 XJ6 VDP, and also have an ex-Andrachuk 1987 V12 VDP.

(Continued on page 11)

CANADIAN XK JAGUAR REGISTER

Heritage Classic Concours - August 21, 2004

report by Doug Ingram

The Canadian XK Jaguar Register/Canadian Classic MG Club, formed in 1969, has active participation from enthusiasts of both marques, particularly at their major annual event, the Heritage Classic Concours, Slalom and Rally. The Concours is held in a most beautiful setting - Waterfront Park in North Vancouver, right on the harbour just steps from the host hotel, The Lonsdale Quay. Most years the mountains to the north provide a feeling of comfort and security while the sun reflects off the windows of the tall buildings in downtown Vancouver across the water. After so much blue sky and sunshine this summer, it was a difficult transition to the torrential downpour that marked this year's Heritage. Needless to say, everyone got thoroughly drenched, but the entrants and judges persisted through it all to the end. While the opportunity to relax on the show field was missed, it was made up for with the socializing at the Saturday evening banquet. Several members of the Jaguar Car Club of Victoria made the trip this year, and were rewarded for their efforts with both excellent scores and some nice awards.

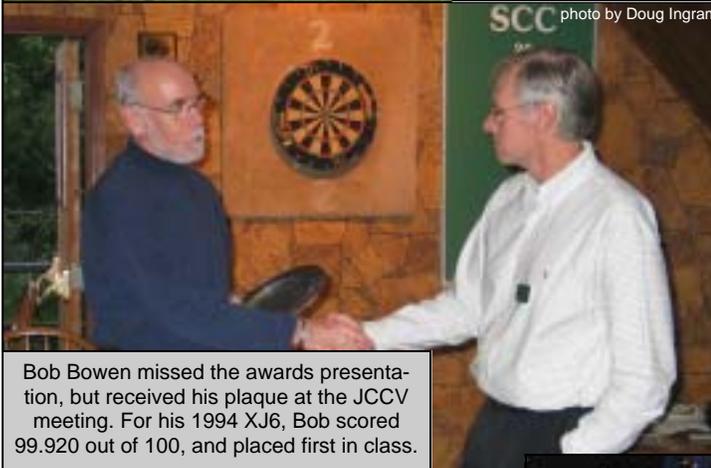


photo by Mark Loschky



photo by Mark Loschky

XJs in the wet and gloom - you should be able to see water and the city beyond instead of all that gray.



Bob Bowen missed the awards presentation, but received his plaque at the JCCV meeting. For his 1994 XJ6, Bob scored 99.920 out of 100, and placed first in class.

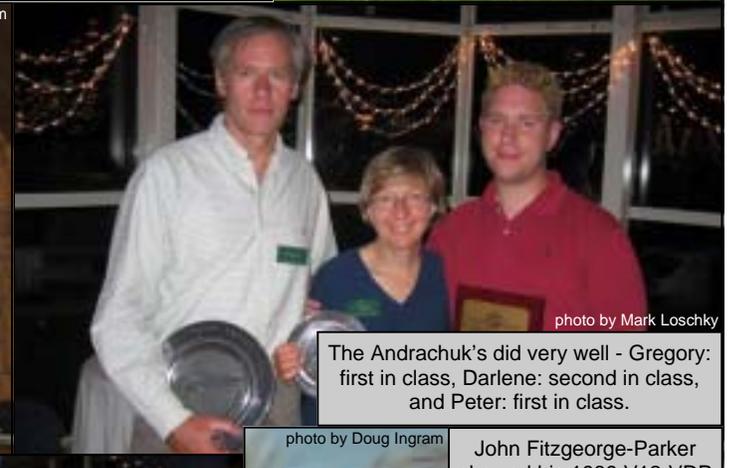


photo by Mark Loschky

The Andrachuk's did very well - Gregory: first in class, Darlene: second in class, and Peter: first in class.



Rare lightweight E-Type on the field. photo by Doug Ingram



photo by Mark Loschky

Gregory Andrachuk received his first ever perfect score for his 1990 V12 VDP!



photo by Doug Ingram

John Fitzgeorge-Parker showed his 1989 V12-VDP and placed third in class.

THE BLEATHERING PLACE COLLECTOR CAR FESTIVAL

on Oak Bay Avenue in Victoria - August 15, 2004

photos by Doug Ingram



Hundreds of cars and thousands of people provided a real festival atmosphere.



Paul Gerrard's Series III E-Type



Mike Hancock's XJS



Steve Yarmie's 1963 Mark 2



John & Judy Gordon's XK120 DHC

Collector cars, enthusiasts, interested admirers, music, food, a quaint atmosphere, and brilliant sunshine all combined to make the Blethering Place Collector Car Festival an enjoyable event. Thanks to Ken Agate of the Blethering Place Restaurant for organizing this unique gathering.



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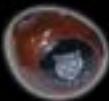
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THE COWICHAN VALLEY CAR PICNIC

August 8, 2004

report and photos by Dave Cooke

The 19th Annual Cowichan Valley Car Picnic took place Sunday, August 8th on the grounds of Brentwood College at Mill Bay. This event attracted about 200 cars of all types, as the only prerequisite for participation was to have an "interesting" vehicle. And interesting vehicles there were – from a 1914 Overlander to home built roadsters to a spectacular 1957 Thunderbird and many others including a very good turnout of Jaguars.



JCCV members enjoy a stop for breakfast at the Malahat Inn.

The Jaguar Car Club of Victoria was well represented putting 12 cars on the field. Five non-members filled out the ranks for a total of 17 Jaguars gleaming under the sun.



Brian Evers showing good form while directing on the field.

This was a wonderful way to spend a summer Sunday. Bob and Anne Bowen's organizing of the convoy from Jaguar Land Rover Victoria to the Brentwood College grounds and the well chosen breakfast stop at the Malahat Inn Restaurant went without a hitch. Breakfast on the patio was terrific and the view of the Saanich

Inlet was incredible. The convoy arrived at the College grounds well fed and we were marshalled to our respective positions with panache by the always enthusiastic Brian Evers.

Upon arrival, John Fitzgeorge-Parker set to work and built his "no tools required" umbrella table to complement his picnic, complete with in-car wine bar. The day was spent among friends and car-buffs of all sorts. Awards were given at the end of the day for a myriad of categories. The JCCV



Gordon Dixon



Ross & Judy Cameron



Alan Lea



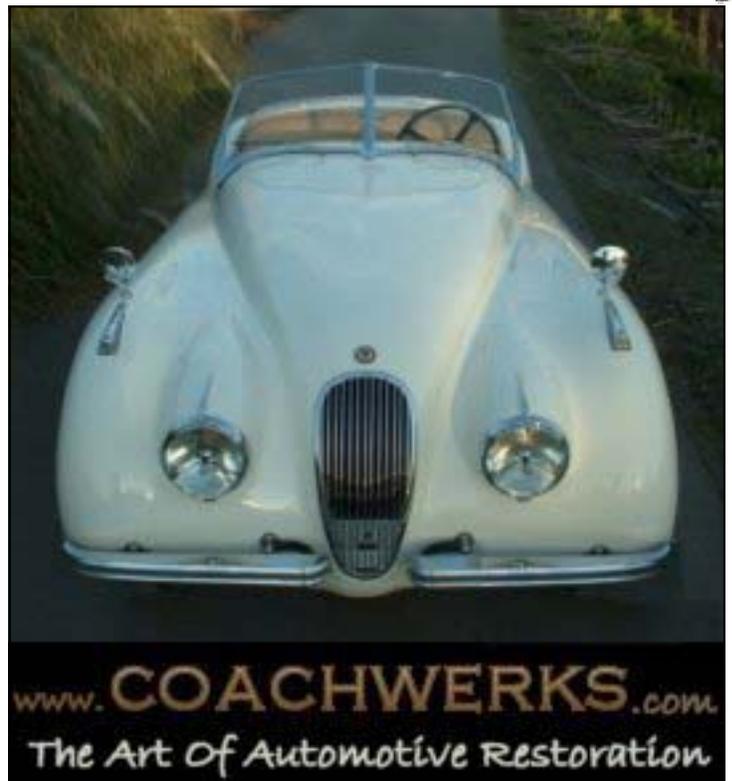
Malcolm & Janet Hargrave



Harvey Humphrey

proudly recognizes John Fitzgeorge-Parker as winner of the Best Picnic Award.

This was a show well worth attending and should be added to your calendar of events for next year.



THE EUROPEAN CAR PICNIC

August 29, 2004

report and photos by Doug Ingram



New JCCV member Howard Liptrot with his recently acquired 1968 420 saloon.



Beautiful Borrani wheels on the Ferrari. This car had V12 power, with 6 downdraft Weber carbs.

This new event, organized by the local chapter of the Porsche Club of America, was formerly known as the German Car Picnic, and was open to cars of that origin only. Expanded this year to include any cars manufactured in Europe, we were treated to rolling stock from Italy, France, Sweden, Britain, as well as Germany. What a treat to watch the convoy, with a rare Ferrari driven by Rudi Konicek, arrive at the show grounds at the Queen Alexandra Foundation for Children. What followed were dozens of Porsches, a number of Mercedes-Benzs, Volkswagens, Audis, Saabs, a few BMWs, one 2CV, and a good representation of British cars including a few JCCV members in their Jaguars. It was a warm sunny day, and there was plenty of food and good conversation.



Classic Alfa-Romeo tail shape.



Too cute! Citroen 2CV.



Dozens of Porsches.



JCCV member Jim Farrell with his 1959 XK150 OTS

A VISIT TO THE GOODWOOD REVIVAL

by Mike Skene

Editor's Note: According to the event's promotional material, the Goodwood revival is "a magical step back in time, a chance to get away from the modern world and revel in the romance of motor racing as it used to be.....this is motor racing at its most theatrical, competitors and enthusiasts dressed in 1950s period costume for a weekend of passion and nostalgia. If you love the colour and drama of wheel-to-wheel motor racing, this is one event you must not miss". You can find more information at www.goodwood.co.uk.

After considerable agonizing over a few years, I decided to go to the Goodwood Revival Meet in England in September of 2002. The meet originally started five years prior with the intention of being a one off event but turned out to be so popular it has been repeated every year since. My reason for going was to see some of the past world champions such as Stirling Moss, John Surtees, Graham Hill, and Jack Brabham, some of whom are in their early seventies, and the racing cars they drove in the fifties and sixties. This was an opportunity to see them before they finally retired and to also see some of the beautiful cars I remember from my youth while a spectator at Brands Hatch, Goodwood, and Monaco.



Sir Stirling Moss

On arriving at Heathrow Airport Sheila and I collected a VW Golf from a car rental company and I drove down to the Swan Hotel at Arundel which was to be our home for the next few days. I surprised myself by driving down to the hotel on the wrong side of the road without having an accident or even having anyone blow their horn at me. It was enjoyable and invigorating being able to motor at



more sensible speeds than we are permitted here, and despite the higher speeds the drivers are good and usually very courteous. The cost of the hotel accommodation was exorbitant as they had doubled their rack rate for the Goodwood weekend, the plumbing was up to the usual inefficient British standard, but the food was good. The town of Arundel is quite small and very charming

with a couple of nice pubs, a Catholic Cathedral and a magnificent castle which is well worth visiting.

It only took us about half an hour to drive to the Meet each day from the hotel and a friend had obtained passes for us to the pit area and to the Goodwood Road Racing Club member's parking lot which was conveniently situated right by the main entrance. The walk through the car park, which was filled with about 500 cars,



was an experience in itself with immaculate examples of cars ranging from the 1930s to the current day. The variety of cars would make any enthusiast's mouth water.

The whole meeting had a very special feeling about it and a lot of the fun came from the large number of the people attending being dressed in clothes of the period. Many of

(Continued on page 10)

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THE GOODWOOD REVIVAL, continued

(Continued from page 9)

the men had sports coats with ties or cravats and trilby hats or cheese cutters and a number of men and women were sporting a variety of military uniforms. A great number of women were dressed to the nines in summer dresses with large hats and fur stoles and even stockings with seams

in them - all this made the event feel more like a carnival, and everybody seemed to be thoroughly enjoying the atmosphere.

The display in the pits of the immaculately turned out period racing cars was a most enjoyable experience and the fact that one could ponder over the cars and talk to the mechanics and drivers was an added bonus. In talking to some of the team mechanics, it made me realize how ignorant I am about all things mechanical. In each of the pit lanes there were rows of Ferraris, Maseratis, Jaguars, Aston Martins, Coopers, Lotus, HRGs, Brabhams and numerous other marques. The ear splitting sound of the engines being tuned and the distinctive smell of the burning racing fuel created a lot of nostalgia for me. Scattered

around the grounds were many fine examples of vehicles on display such as Lagondas, 4 litre Bentleys, MGs, 3.8 Jaguars, and older models such as a Riley 9 and a Lea Francis and some Alvis'.

Luckily the weather was fine the whole time we were there and the air display they put on three times a day was quite breathtaking for those of us who can remember the old aircraft. There were aerial acrobatic performances put on by some Mustangs & Spitfires which were very thrilling and the final fly-by each afternoon was made by a Lancaster Bomber and a Hurricane Fighter. These planes are some of the very few examples still flying today.

It was very exciting watching the vintage cars racing with their old technology and suspension, and seeing them drifting round the corners brought back many memories, far different from the modern racing vehicles of today. Sir Stirling Moss seemed to be driving as precisely as he did in his prime, if not quite as fast. Seeing Rowan Atkins (Mr. Bean) trundling around in an old Jaguar Mark 7 was amusing, even though his car did not complete the race. This racing is not just a demonstration but rather it's quite serious as some of the cars reach 170 mph down the Lavant Straight. Personally, I have always found the saloon car racing the most enjoyable with Jaguars, Galaxys, Lancias, Morris Minors, and the likes battling it out. Seeing these street cars racing is fun as they are vehicles that many of us can associate with.

It was a most enjoyable holiday and a great experience. Despite everything in Britain being so expensive I am very tempted to go to The Goodwood Revival again.



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**OUR
NEXT
MEETING**



**The next regular meeting of the
JAGUAR CAR CLUB OF VICTORIA
is on
Monday, September 27th
at 7:30 pm
in the Cricket Clubhouse
Beacon Hill Park
Victoria
Presentation TBA**

MESSAGE FROM THE EXECUTIVE, continued

(Continued from page 4)

Howard & Elizabeth Liptrot of Victoria, who recently acquired their first Jaguar, a 1968 420 Saloon.

Bill & Kathryn Botting of Victoria, owners of not one, but two E-Types, a 1967 2+2 and a 1969 OTS.

Peter & Donna Williamson of Victoria, who enjoy their 1990 XJ6 Sovereign

Jean & Alan Margison of Victoria, who have a 2001 X-Type.

Ockey & Yuki Darwin of Victoria, who are very excited about their recently purchased, and very rare 1971 Daimler Sovereign.

Welcome to all these new members - let's get to know them. This brings us to 71 members!

WE REALLY NEED A NEW MEETING PLACE

We've known this for awhile, actually, but it's really time to do something about it. The Cricket Club has poor parking, our meetings have often been disrupted by the cricket players, and it's very inconvenient for our members who travel from north of the Malahat or from the Saanich Peninsula. Bob Bowen has stepped forward to lead the search for a suitable alternative, and he would definitely like some help. How about helping Bob out with this little project? Contact him at 250-477-7830 or bobin-victoria@telus.net.

WHAT HAPPENED TO THE JAGUAR JOURNAL?

It took a little while, but we can finally advise what happened to the May-June issue of the JCNA magazine, Jaguar Journal. Just over 400 JCNA members in Canada receive the Journal, and they are sent in bulk to a mail

distribution service in Ontario, who apply address labels and then deliver them to Canada Post. The May-June issue was received by the post office on June 3rd (there is a stamped and dated receipt to confirm this) and that is the last they were heard of. Canada Post claims they were processed/mailed, but not a single Canadian member received their copy. (Our guess - they are sitting in a forgotten corner of the Mississauga sorting facility.) Not surprisingly, Canada Post shows no willingness to investigate this matter.

Although it will take time, JCNA will provide replacement issues, and they are in the process of having them printed. Be patient, you will get yours eventually.

ANNUAL GENERAL MEETING AND ELECTIONS

The Club's AGM and elections for executive are coming up at the November 22nd meeting. Who will be involved in running and organizing JCCV in 2005? If you are at all interested or curious, contact any of the current executive to find out what is involved. It's a good way to get to know some really nice people who like nice cars, and the Club can always use some fresh input, so don't be shy!

CHRISTMAS ISN'T THAT FAR OFF

Please mark your calendar now (before something else comes up in that busy season), and plan to be at the JCCV Christmas potluck dinner on Saturday evening, December 11th. Last year's event was terrific, with great food and wonderful conversation which was actually not all about Jaguars. Gregory and Darlene Andrachuk have once again generously volunteered to host the affair at their beautiful home in Rockland. You won't want to miss this event!

JAGUAR PROFILES

Sir John Egan was appointed chairman of Jaguar by Sir Michael Edwardes in 1980. He struggled to reestablish Jaguar's identity and autonomy, removing the company from British Leyland and restoring its independence. He regularly sought Sir William Lyon's advice as he rebuilt the company's image, returned the company to profitability, and improved the quality of the products which had declined so precipitously during the BL years.

Kjell Qvale was a San Francisco based car importer and dealer, who formed British Motor Car Distributors and claims to have sold more British sports cars than anyone else. He built an extremely successful Jaguar dealership and was very respected by Sir William Lyons.



LOOKING AHEAD
events worth attending.....

SUNDAY
OCTOBER 10th

THE METCHOSIN PROWL

SUNDAY
OCTOBER 10th

*Another JCCV Sunday Drive
presented by Mike Skene*



Meet at 11:00am in the parking lot across from
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We'll depart at 11:30am, have a pleasant drive
enjoying the rural ambience of Metchosin, and
then stop for lunch and conversation.

Need more information?
Contact Mike Skene at 250-592-1448 or mikeskene@telus.net



The Jaguar Car Club of Victoria
Annual General Meeting
and
Election of Directors

as part of the regular monthly meeting
on
Monday, November 22nd

Watch the October issue for more details and a nomination form

JCCV Christmas Potluck Dinner

more information in next
month's issue

Mark your calendar!
Saturday, December 11th
6:30 pm

at the home of
Gregory and Darlene Andrachuk
1524 Regents Place, Victoria



Just a part of what you missed if you
were not there last year....

JCCV MERCHANDISE

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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 or \$5.00 with a pin fastener.



WINDSCREEN DECALS: One decal comes with a new membership. Additional decals are \$8.00 each. Approx 3" x 2". Apply to the lower inside of your windscreen to identify your Jaguar as being part of JCCV.



Ladies golf shirt in sand



Mens golf shirt in white

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. Slightly more for sizes larger than XL.



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



LEATHERIQUE PRODUCTS:

Use nothing but the best on the leather in your Jaguar. Without doubt, these are the best leather care products available. Restore softness and aroma. Rehydrate and deep clean. Full instructions included. JCCV member prices Rejuvenator Oil 16oz \$25.00, Prestine Clean 16oz \$15.00. Buy one of each to save \$5.00.



Ball caps in taupe and black

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 or black. \$15.00

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

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.

Sat - Sun, Sep 18th & 19th. JCCV Club Run to Mount Washington, up-Island near Courtenay.

Sat, Sep 18th. 12th Annual Vancouver to Whistler All British Run. More than 250 British cars on a run from North Vancouver to Whistler. More information contact Colin Fitzgerald 604-253-4145.

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

Sun, Oct 10th. The Metchosin Prowl, another JCCV Sunday drive and lunch. More information on page xx.

Mon, Oct 25th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Mon, Nov 22nd, 7:30pm. JCCV Annual General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Executive elections for 2005.

Sat, Dec 11th. JCCV Christmas Potluck Dinner. More information next month.



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AUTOGLYM. THE DIFFERENCE HAS TO BE SEEN.

Cincinnati based specialist coachbuilders Hess & Eisenhardt were retained under contract by Jaguar in 1986 to develop and produce true convertible models of the XJS. These were converted from Coventry-built coupes, and were available to special order through US Jaguar dealers only. The factory produced convertible was not launched until 1988 at the Geneva Motor Show. A huge amount of re-engineering was required for both models.

CLASSIFIEDS

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