

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #11

October 2004



INSIDE

- JAGUARS LOOKING GOOD AT ECAIP
- THE PRESIDENT'S RUN - MT WASHINGTON
- IS YOUR CAR'S BRAKE FLUID NEGLECTED?



THE JAGUAR CAR CLUB OF VICTORIA
 2017 Cadboro Bay Road, Box 112
 Victoria BC Canada V8R 5G4
www.jaguarclub.ca
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Editor: Doug Ingram
 Tel: 250-370-2820 Email: dougi@shaw.ca

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

| | |
|---|---|
| President | Malcolm Taylor 250-544-0927 skip1@shaw.ca |
| Vice-President | Gregory Andrachuk 250-595-7453 v12-vdp@shaw.ca |
| Secretary | Bob Bowen 250-477-7830 bobinvictoria@telus.net |
| Treasurer/ Membership Administrator | Doug Ingram 250-370-2820 dougi@shaw.ca |
| Director at Large/ Webmaster | Dave Cooke 250-474-7117 dbcooke@shaw.ca |

APPOINTED POSITIONS

| | |
|---------------------|---|
| Chief JCNA Judge | Gregory Andrachuk 250-595-7453 v12-vdp@shaw.ca |
| 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

It's not often you see one of these! Gracing October's cover is the 1968 420 of members Howard and Elizabeth Liptrot. Howard describes his first Jaguar as a "pose car", and during our photo session and drive along Dallas Road he was proved right - everyone looked, and many stopped to admire and comment. The 420 was built from October 1966 to September 1968 and has many similarities to the S-Type, which was built alongside, and the first XJ6 model, which succeeded it. This car exudes what Jaguar is all about - acres of wood and leather, stylish, smooth, and comfortable. Already cherished after just a few months of ownership, this 420 will be enjoyed for years to come by Howard and Elizabeth.

Photos by Doug Ingram.



WORDS FROM THE PRESIDENT

Malcolm Taylor

This newsletter will be a mixture of highs and lows. One of the many highs is part one of the report on the President's Run to Mount Washington, quite literally "a high point"! The lows revolve around the recent news concerning the changes with Jaguar. In case you have not already heard, Ford is selling off the Formula One Jaguar racing team at the end of this season along with the Cosworth Engine Division. The F1 team is relatively new and is not doing very well although better this season than last. Cosworth is a long established builder of engines with a very special place in racing history and it is sad to see it moving away. The biggest low by far is the news that Ford is closing the Brown's Lane factory in Coventry, the long time home and heart of Jaguar. Brown's Lane has seen the development and production of some of the most famous cars in the world, including the XK120 and the E-Type, probably the most famous car of all time. Alongside the sports cars, Sir William Lyons developed fabulous luxury automobiles like Mark I and II, Mark 10, XJ6, XJ12, and XJS, which are the forerunners of the fabulous cars that are still produced today. Mixed in with these road cars are the incredibly successful race cars built on the same production lines, such as the C-Types, D-Types, and lightweight E-Types - all with a racing history second to none.

Brown's Lane withstood some of the worst bombing raids of the Second World War. It was during this time that William Lyons and his chief engineer stood fire watch at the factory while they designed the XK engine, which many of us still drive. The factory has survived world recessions, fuel crises, strikes, amalgamations, government interference and cash shortages. It seems now that it will not survive the Ford purchase of 1990 and that it will be sacrificed to help the financial problems that Ford is facing.

Those of us that have made the pilgrimage to Brown's Lane and have toured the factory know that this demise is not just about the cars, but is also about the people who build them. I well remember talking to our guide

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

As I finish this issue, the clear sunny days provide no evidence of the inescapable fact that the car season is winding down. Some of us will put our Jaguars away during the wet months ahead, and then remember the adventures of the past year, and look forward to more next year.

September was a busy month, and we start off with a report from the English Car Affair in the Park. For 10 years now, the Old English Car Club has hosted a wonderful event, and I hope you'll get a flavour of it in these pages. The first part of the report on the President's Run to Mt Washington is here, followed by Dave Cooke's interesting reflections on the Club's mock concours. There are a couple of good technical articles, one from our resident detailing guru, Gregory Andrachuk, and the other which should stimulate your interest in brake fluid.

We have two new advertisers this issue. Dentex does a great job of getting those parking lot and other minor dings out of your car's sheet metal, and Tom Cat Auto Recycling is one of the few yards around that breaks Jaguars. They also offer a 10% discount to JCCV members.

Enjoy!



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(Continued from page 3)

WORDS FROM THE PRESIDENT, continued

through the factory. He was retired, had joined Jaguar when he left school and had worked there his whole life. His three sons also worked at the plant. The production line still stops for tea break and lunch so that the employees can enjoy some peace and quiet. Everyone that I spoke to on the line were completely into their work and the product. Many of these people will lose their jobs and as in most of these cases their skills will pass into history along with the memories of the fabulous cars they have built for us to enjoy. No doubt Ford has a responsibility to its shareholders and it must do what it has to do. We also have a responsibility to these cars and the men and women who built them. We are owners of a special part of automotive history, but we are really only the caretakers of the products. The history belongs to the people who built and raced Jaguars and made them what they are. As caretakers, we can share the legend by driving the cars, keeping them running well into the future, and by appreciating what we have and the people that made it all possible.

MESSAGE FROM THE EXECUTIVE

Keeping You Informed

The first JCCV Annual General Meeting and elections of the executive are fast approaching. Both will take place during the regular meeting on Monday, November 22nd. In this our first year, the five founding members essentially appointed themselves as the Club's executive, and now it's time for all members to have their say.

According to our bylaws, the positions of President, Vice President, Secretary, and Treasurer must be filled for 2005, while the position of Director-at-Large is for a two year term, and carries over. You can read the JCCV bylaws on our website, go to www.jaguarcarclub.ca, click on "News and Articles", then on "JCCV Bylaws".

All members are asked to consider standing for election. If you enjoy the Club, and have a little bit of time and energy to contribute, why not become more involved? The commitment is not great, and you get to work with some good people, directing and promoting the Club. Contact any of the current executive if you are interested, want a bit more information, or are willing to step forward. And, please come to the meeting on November 22nd.

With no new members since the last issue of the Growler, our membership remains at seventy-one. The Club's financial position remains strong, with good results from our sales of Leatherique products.

Don't forget that all back issues of the Growler are available by electronic file. Issue #1 was published in October 2003, while #2 came out in January 2004, then one each

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month to date. Contact the editor if you need any to complete your collection.

Another of Mike Skene's Sunday drives takes place on October 10th. Details are on page 14. A big thank you is owed to Mike for these well run and enjoyable events. Come out to enjoy the Jaguars, some good food, and some really nice folks.

A little further ahead, but during a busy season, the JCCV Christmas Potluck Dinner takes place on Saturday, December 11th, once again at the beautiful Rockland home of Gregory and Darlene Andrachuk. Mark your calendars now, as you won't want to miss out - it will be even bigger and better than last year. Please let Eileen Ingram know that you are coming and what you are bringing. Contact her at 250-370-2820 or by email at eileensmith@shaw.ca.



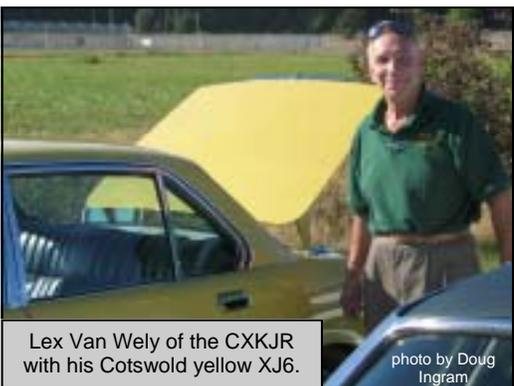
THE ENGLISH CAR AFFAIR IN THE PARK at the BC Aviation Museum - September 12, 2004

report by Doug Ingram

The organization of the English Car Affair in the Park was particularly challenging for the committee in this its tenth year, with a very late venue change due to labour problems within Parks Canada. With the availability of Fort

Rodd Hill National Historic Park in serious doubt, the event was held on the grounds of the BC Aviation Museum at the Victoria International Airport. The committee

from the South Island branch of the Old English Car Club did a superb job of dealing with this move, and it appeared to most of those in attendance that they had been



Lex Van Wely of the CXXJR with his Cotswold yellow XJ6.

photo by Doug Ingram

planning for the new location all along. Hats off to Event Chair Robert Atkins and his crew - a great event seemed even better this year. They even arranged to have the sun

shine and the rains stay away, in spite of the forecast and the prevailing conditions!

There were many members of JCCV on hand, and most met beforehand at the Park'n'Ride lot just off Highway 17, convoying from there to the event. Already on the site, I was able to enjoy a steady parade of Jaguars arriving on the field. We were joined by several members of our sister club from the

Mainland, the Canadian XK Jaguar Register. Their annual President's Run had Vancouver Island as the destination,



photo by Doug Ingram

Jaguars on the show field.

and included ECAIP. It was great to get to know them

better - a real example of how the love of the Jaguar marque can bring friends from near and far.

Also on hand were a few other

Jaguar owners, some members of OECC, and some others, two of whom joined JCCV that day. I counted 34 Jaguars on the field, the greatest number of any marque.



More Jaguars on the show field.

photo by Doug Ingram

The new JCCV event canopy.

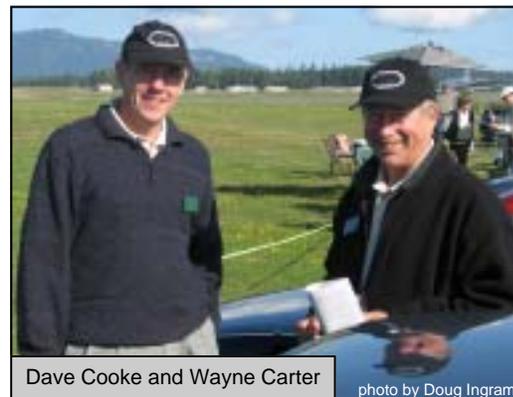


photo by Dave Cooke

Our Club was prominently visible, as this was the first occasion that our brand new canopy was up in public, with the Club sign and two Jaguar flags flying crisply in the breeze. It was a great opportunity

to promote JCCV, and we had a good day selling regalia and our Leatherique products. A big thank you to Eileen for taking care of it. You'll see our canopy up much more next year.

We held our Mock Concours this day, with 12 Club members having their cars judged as a trial run to learn what JCNA concours is all about. Organ-



Dave Cooke and Wayne Carter

photo by Doug Ingram

ized and led by our Chief Judge Gregory Andrachuk, this process went off very well, and it seemed that most received scores better than expected, and learned a little about how much fun it can be to participate. While some

(Continued on page 6)

(Continued from page 5)

ECAIP, continued

parts of preparing a Jaguar for concours competition can be difficult and costly, it became clear to many that simple and inexpensive attention to detail and cleaning makes the biggest difference. Hopefully, this experience will lead to many of our members dabbling in concours next season, especially in our Club event on August 6th. Thanks to Doug Unia and Cliff Davis for helping out with the judging.

gratulations go out to the winning Jaguar team which included JCCV members Bob Bowen, Jean Margison, Malcolm Taylor, Lana Taylor, along with Martyn Ward and Claire Atkinson from the OECC.



photo by Alan Margison

The victorious team with their trophy.

Rolls Royce and Bentley were the featured marque, and

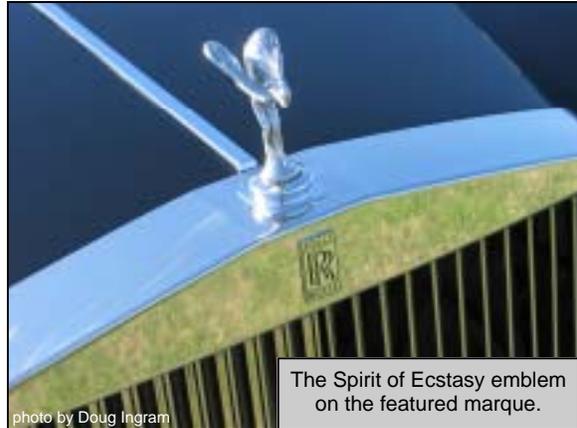


photo by Doug Ingram

The Spirit of Ecstasy emblem on the featured marque.

there was an impressive collection of both displayed under the wings of a Firecat air tanker. Nearly



photo by Alan Margison

Team Jaguar stacking gold bricks in the Italian Job competition.

Jaguars continued being in the spotlight all day, with Team Jaguar winning the first ever "Italian Job" competition. This less strenuous event replaced the tug-of-war featured at ECAIP in the past, and involved the team passing gold bricks down a line and stacking them at the end. Well, not real gold exactly, but pieces of wood representing the loot

that the thieves were after in the movie. If you have seen *The Italian Job*, you'll know what this is all about, if not - it is worth seeing. (The original version that is, with Michael Caine and Noel Coward, not the recent remake.) Con-

(Continued on page 10)



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THE PRESIDENT'S RUN TO MOUNT WASHINGTON - PART ONE

September 17 - 19, 2004

report by Malcolm Taylor

The weather did not look promising. All week there were grey clouds and sudden downpours, with a chill in the air that normally comes later in the season. Dave and Barb Cooke, Bob and Anne Bowen, Brian and Barb Evers, and Malcolm and Lana Taylor, along with their Jaguars, were due to initiate the first President's Run to Mount Washington on the evening of Friday, September 17th. Brian & Barb had headed up island earlier in the day while the rest of us met at Tim Horton's near Home Depot late in the afternoon. The trip over the Malahat was pleasant and swift with surprisingly little traffic. After a relaxing meal in Duncan, we headed north once more with the weather still being cooperative. Once the traffic thinned out even more, we were able to make a good pace on a great road. We chose the new Island highway as we just wanted to get up to the mountain as soon as possible.



Confused? Not us! Having a look at the boardwalk map.

photo by Dave Cooke

wards, the ladies put on a wonderful spread of finger food including cheese, bread, chips, vegetables and dips, and some out-of-this-world stuffed mushroom caps made by Barb Cooke. The guys sat around with a beer and watched a video about a replica Jaguar C-Type kit.

The afternoon was brightening up and we decided to climb back into the Jags and prowl off to Comox. Bob and Anne Bowen led us on a tour of every country lane around Comox and Courtenay, finishing up at Filberg Lodge. This is one of the most amazing houses I have ever seen. It was built entirely from wood by Robert Filberg, who was a logging king in the area. The grounds were a delight and were heavily populated with extremely tame deer. The sun came out,



photo by Malcolm Taylor

Tame deer on the grounds of Filberg Lodge.

The road from the highway to the mountain village is always an interesting run, but at night in a fast Jaguar it was exhilarating. In the edges of the headlights numerous deer could be seen at the side of the road, reminding us that this is wilderness and care is a must. We quickly got our keys, unloaded the cars, and settled into the condos. After a few pleasantries and a night cap we retired, with the Jaguars at rest in the underground parking.

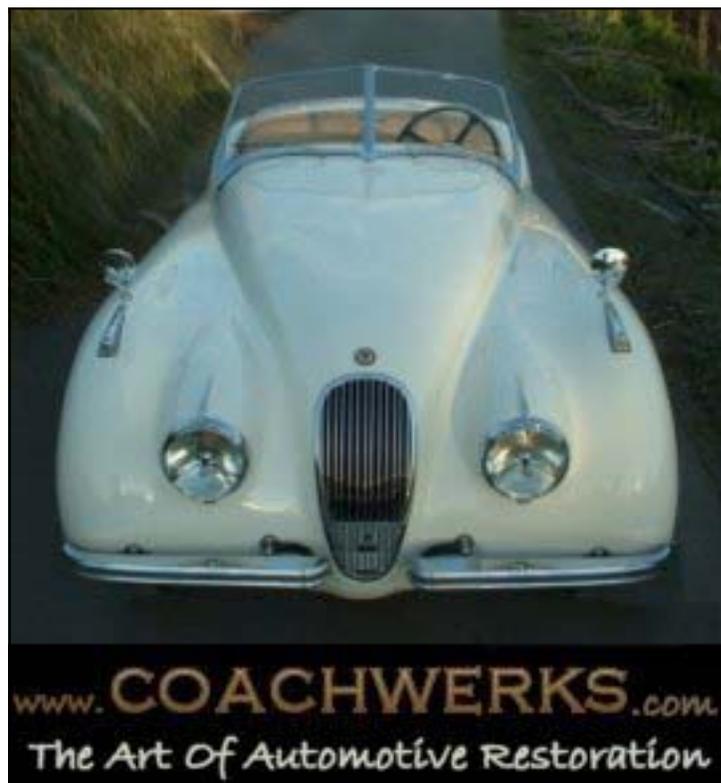
The morning dawned somewhat grey but dry. We got together for an excellent breakfast at Fat Teddy's Restaurant. There is something especially nice about Saturday morning breakfast shared with friends in a nice atmosphere. Following breakfast, we returned to the condos for warm clothing as we were off to stroll the boardwalk through the woods and meadows. The scenery is just



Four Jags in a row . Parked at Filberg Lodge.

photo by Dave Cooke

stunning and the boardwalk is very well laid out. After-



(Continued on page 13)

CONCOURS CONFIDENTIAL

How I survived our mock concours....

by Dave Cooke

I must admit that in spite of the assurances from our Club's Jaguar concours veterans that the events are a light and breezy, fun way to meet people and to get more enjoyment out of our cars, I was hesitant to register for the JCCV's "mock concours" that was held at the Old English Car Club's English Car Affair in the Park on September 12th. I envisioned the esteemed judges examining every nook and cranny of my 'pride and joy' and looking upon me as an unfit owner for not having previously tended to the car's numerous shortcomings. I expected that after having spent hours of preparation toiling over the car's shine, her leather, her glass, her carpets, and the many other things that make her beautiful, I would leave the judging field disheartened and at the point of tears. How wrong could I have been?

Indeed, the week before the "mock concours" I cleaned everything that I thought I could possibly clean. I repaired and remounted that missing mud flap. I picked those dreaded pine needles out from the most impossible places. I washed, clayed, and waxed the car from top to bottom. I generally bonded with my car so that she was an extension of my inner self and at long last she was ready. Bring on judgment day!

My concern over the unsettled weather was unfounded as the Sunday morning sky broke clear and bright. As I left the house and drove into the morning sun, all my work seemed worthwhile. The glint on the bonnet spoke to me and I fully appreciated that this was a special car. But wait a minute! What was that? Sunshine may cause the bonnet to gleam and glint, but as I discovered, it also reveals streaks in the glass, fingerprints and dirt that would otherwise lie hidden under the lights of my garage. Gasp! More buffing required.....

The moment of truth finally arrived. Gregory Andrachuk and Doug Ingram approached my Jag, clipboards in hand, looking severe. Referring to the JCNA Official Concours d'Elegance Judging Score Sheet, Doug gave me the preliminary "this is what we are going to do - you may feel a little discomfort" chat before we started. The only thing missing was the dreaded snap of the rubber glove! I braced myself and they began.

It was explained that as I was being judged in the "Driven" Division, I only needed to prove that I had the correct Jaguar engine for my car. That having been easily established, I was allowed to close the bonnet. The state of engine would not be judged. Next came the examination of my running lights. Blast! They found an unlit high beam bulb.

With all doors open, Gregory went over my interior, checking carpets, headliner, dash, seats, trim, etc. The glove box and the cubby were left closed. Meanwhile, Doug was busy ticking boxes on his sheet. He immediately spotted my 'parking lot rash' and tactfully suggested that I consider a trip to Dentex. He continued ticking his sheet. The spots of rust just forward of my rear wheel-arch were an obvious loss of points as well. Gregory called me over to point out some faded trim and to discuss the problems that I was having with the leather of my front seats. So far, so good, these were items that I knew about and that I had planned on tackling one day soon. But then there were the little kickers.

Doug docked me points for some smear of goop on my left rear window that I had missed. I was further astonished and docked points when Gregory found three pine needles on the carpet of the front door sill. Where these came from I have no idea!

The end result, as explained, was a score of 9.954 out of 10 that seemed to me surprisingly high considering all my car's faults. With that, the judging was over and contrary to my earlier fears, I still felt great about my car!

So now that I have described my first concours event, let me share my inner thoughts on the sport.

Will I enter a concours event again? Yes, you bet! There is something very satisfying in getting the car up to its best possible standard. It is also very useful to have an outsider's expert opinion of the car. Those problem areas that had gone unnoticed, or that after time I had become numb to were pointed out so that I am now much more inclined to finally undertake the necessary repairs. The assessment form also serves as a terrific 'to do' list that will motivate me to improve my car point by point.

(Continued on page 9)



It's time! That's Judges Doug and Gregory, and me - waiting with trepidation.

(Continued from page 8)

CONCOURS CONFIDENTIAL, continued

If you are competitive by nature, the challenge of striving against others for the highest score may appeal, or the personal satisfaction of improving your own subsequent scores may be all that you are after. Either way, you will benefit by having your pride and joy judged by an experienced, JCNA endorsed judge.



photo by Dave Cooke

You may wonder how your own personal modifications to your Jaguar will affect the outcome of the score. Since a set standard must be maintained in order to make judging as fair and uniform as possible, points are deducted for non-authenticity. The rule states: "The item must be as it was specified and intended to leave the factory by Jaguar Cars". Now if you like your modifications, this is something that you will accept, or if you are serious about achieving the highest possible concours score, you may consider temporarily removing the modifications. For a full explanation on the dos and don'ts, you can find all rules, regulations, and protocols on the JCNA web-site at www.jcna.com.

In summary, I consider this "mock" Concours d'Elegance event to have been a very positive and enjoyable experience. I always like discussing ways of improving my car and I certainly appreciate the advice that was provided by the concours experts. I will definitely register for the JCCV's first officially sanctioned JCNA Concours d'Elegance that will be held next summer, August 6th 2005. Please plan to be there too and join me in my newly found fun of "concouring"!

The XJ6 was released to the public on September 26th, 1968 in time for the British Motor Show of that year. Other new models produced around the same time include the Ford Escort, the Vauxhall FD Victor, the Sunbeam Rapier fastback, the MGC, the Austin 3 litre, and the Triumph 2.5 PI. None of these outshone the Jaguar, which was subsequently to be voted Car of the Year by *CAR* magazine, a unanimous decision by fifteen panelists from seven countries. The XJ6 was the most important and technically advanced car that Jaguar had ever built.

CLEANING THE SHINY BITS

chrome and stainless trim

by Gregory Andrachuk

What is it about Jaguars that makes us want to turn back for a look after we have parked them? What is it that makes other people stare at our cars at a stoplight? Jaguars are unfailingly elegant: simple, smooth, flowing lines and just the right amount of brightwork to bring the car to life. There are two kinds of brightwork on our cars: chrome and stainless steel, and they need different treatments to keep them looking shiny and scratch-free. On newer cars, the door and window surrounds (including the front and rear windscreens) are usually stainless steel, while the door handles, bumpers or bumper blades are usually chrome. Almost all brightwork on older Jaguars is chrome.

First rule: never use an abrasive ("polish"), if possible, on chrome. Chrome plating is very thin and is easily scratched and even worn through by aggressive polishing. The best treatment for chromework is simply a gentle washing followed by a good waxing. If the chromework needs cleaning beyond the washing, then the use of a gentle "cleaner" wax will both clean and protect the chrome.

But if no cleaning is needed, then a quality carnauba wax without cleaning agents (these are usually a combina-

tion of mild abrasives and solvents) is best. This is the same sort of wax that should be used on paint which is in good condition. Every time a "cleaner wax" is used, the surface is being polished, that is, a fine layer of the finish is being removed (and this applies to chrome and paint).

Stainless steel is a different matter. On this material a good quality metal polish can be used with wild abandon,



Autosol brand metal polish.

photo by Doug Ingram

but the results will vary according to the polish used. My favourite is AUTOSOL,

(Continued on page 10)

(Continued from page 6)

ECAIP, continued

150 British cars were on the field, including some rarely



photo by Doug Ingram

Bentley: elegant, smooth, fast, and luxurious.

seen examples of Jensen and Singer. The Rover Club was over from Vancouver, and they had a good range of models on display. Without exception, ECAIP is the best place to see the widest range of British vehicles on the Island.



photo by Doug Ingram

Some of the display inside the Museum.

Attendees had free access to the BC Aviation Museum all day, and those inter-

ested in airplanes had their fill of the amazing collection. Museum staff and volunteers were on hand to answer questions, and they did a great job of hosting the event.

The Bill Vance Award for British Motoring was presented, with the well-known automotive journalist himself making the selection and presentation. This award is given to the entrant whose car best represents the spirit of British motoring, and we are very proud that Bill chose JCCV members John & Judy Gordon, for their 1954 XK120 Drop Head Coupe. Congratulations John and Judy!



photo by Doug Ingram

JCCV member John Gordon (L) accepts the Bill Vance Award from Bill Vance.

With ECAIP being the last major event of the season in our area, it was difficult to have it come to an end. Once again, it was a highlight of the year, and I'm sure all those in attendance will look forward to the 11th Annual next year.

(Continued from page 9)

THE SHINEY BITS, continued

and another good one is FLITZ. These bring up the finish of the stainless marvellously (door and glass trim as well as stainless sill plates). Again, as the metal is being polished, a

certain amount of the surface is being removed. This appears as a black residue on the polishing cloth (and your hands, and if you are not careful, on the leather!

(If you have Leatherique Prestine Clean, there is no need to panic.) Finish buffing with a soft, clean cloth.

That is all there is to it, really. The simple rule again: wax with little or preferably no abrasives on the chrome, and a good metal polish for the stainless.



photo by Doug Ingram

Using Autosol to polish stainless steel trim. Autosol has abrasives, so should not be used on chrome.

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TECHNICAL CORNER

a look at brake fluid

is it time for a change?

by Doug Ingram

When is the last time you thought about the brake fluid in your car? If you aren't certain, or worse don't know that there is such a thing in your car, then it's time to pay attention to this often neglected but vital fluid. We can all agree that brakes are rather important, and the fluid is a critical component of your braking system. Many vehicle owners have little understanding of the importance of brake fluid, but unlike the other fluids in your car, if it fails the result can be catastrophic.

The job of brake fluid is to transmit pressure from the brake pedal to the brake pads or shoes. When you step on the pedal, you move a piston in the master cylinder which forces fluid out of the master and into the brake lines, or tubes. At the other ends of the lines, the fluid pushes on pistons, which in turn push the brake pads (disc brakes) or shoes (drum brakes) into contact with the discs or drums. The friction between the pads/discs or shoes/drums is what stops the car. This is a very simple description, and many braking systems are more complex, with boosters, balancing valves, dual master cylinders, and anti-lock devices.

There are two basic types of brake fluid, depending on the primary base material - either glycol ethers or silicone.* Brake fluid characteristics are regulated, and are classified as DOT 3, DOT 4, DOT 5.1 (glycol types) or DOT 5 (silicone type). The DOT numbers refer to increasing standards, with DOT 4 meeting higher minimum standards than DOT 3, for example.

Brake fluids must operate effectively and reliably in an extreme range of demanding conditions. They cannot solidify (freeze), vapourize (boil), destroy rubber brake system components, be corrosive, or be excessively compressible. None of these would be

good for the performance of the car's brakes.

Even though temperatures in some parts of the world can get very cold, brake fluid has such a low freezing point that it is not an issue.

High temperatures are a very different story, however. In use, brake systems create a great deal of heat, and it is not uncommon for pad and rotor temperatures to exceed 600 degrees Fahrenheit! Some of this heat gets transferred to the brake fluid, and its temperature can exceed 300 degrees. If it gets hot enough for the brake fluid to boil and vapourize, or turn into a gas (which is highly compressible), the brakes will either fade badly or fail com-

(Continued on page 12)



Brake fluids must operate effectively and reliably in an extreme range of demanding

* There is a third, a mineral based fluid used in cars with central hydraulic systems, such as Citroen and Rolls Royce. As they are uncommon, we're not going to discuss mineral fluid in this article, other than to state that it is not compatible with either of the other types.

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(Continued from page 11)

A LOOK AT BRAKE FLUID, continued

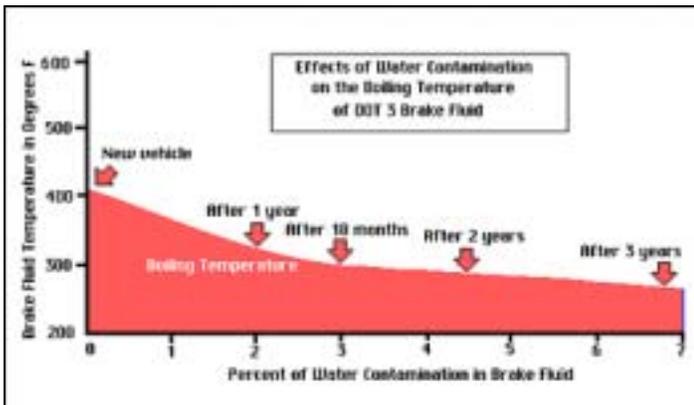
pletely.

Resistance to boiling is specified by the DOT rating. For example, DOT 4 fluids must have a minimum dry boiling point of 446 degrees Fahrenheit, and a minimum wet boiling point of 311 degrees. Huh? Dry and wet boiling points? Let's back up a bit here to see what this is all about.

A big problem with any braking system is the infiltration of water. Be very clear about one thing: water gets into all braking systems. You cannot keep the water out - it gets in at a molecular level through a process known as diffusion, in which water penetrates through the microscopic pores in rubber parts such as brake hoses, plastic fluid reservoirs, and other components. The rate of water infiltration varies with the operating conditions and the climate.

| COMPARATIVE MINIMUM SPECIFICATIONS | | | | |
|------------------------------------|-------|-------|-------|---------|
| Property | DOT 3 | DOT 4 | DOT 5 | DOT 5.1 |
| Dry Boiling Point with 0% water | 401 | 446 | 509 | 509 |
| Wet Boiling Point with 3.7% water | 284 | 311 | 356 | 356 |

There is a difference in what happens to the water once it is inside, depending on the type of brake fluid used. Glycol fluids (DOT 3, DOT 4, and DOT 5.1) absorb water,



and are thus called "hygroscopic". The water ends up being distributed fairly evenly throughout. Silicone fluids (DOT 5) do not absorb water, and the water collects in pools. Regardless of the type of fluid, the presence of water in the system reduces the boiling point, and vapourization will occur at lower temperatures. So, the dry boiling point is the temperature at which the fluid will change to a vapour when there is no water in the braking system, as when the fluid is new. The wet boiling point is that expected after approximately two years of use in average conditions, with 3.7% water content. It doesn't take much

water to dramatically lower the boiling point. See the Comparative Minimum Specifications chart above. Another problem with water in the system is corrosion, as even a small quantity of water can cause it, possibly leading to brake failure from leakage or seizure of the moving parts. Additionally, brake fluids have a limited life, not only because of water absorption but also because corrosion inhibitors and stabilizers are depleted over time. As well, wear particles and rubber fragments will slowly build up in the fluid.

Changing the brake fluid completely is the only way to overcome these problems and keep your brake system in good condition. You should do this no less



often than every 2 years, and more often if the local cli-

(Continued on page 13)



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(Continued from page 12)

A LOOK AT BRAKE FLUID, continued

mate is very wet or humid. This applies to all types of fluid - do not think that because your silicone fluid is not hygroscopic there is no water in your brake system! Changing brake fluid does not mean draining the system as for an engine oil change, but rather using the new fluid to push the old out. Pour new fluid into the master cylinder reservoir, then open the bleeder screw at each brake in turn and bleed until the new fluid is visible. Usually the old fluid will have darkened with age, so it's easy to know when you have done enough. Be sure to keep topping up the reservoir! Refer to the January 2004 issue of the Growler for an article about bleeding brakes.

Brake fluid should be stored in its tightly sealed original container in a clean, dry, cool location. Mark the date of purchase of all brake fluid, as unopened, tightly sealed containers, even with the seal intact, have a shelf life of only two years. Once you have finished bleeding the brakes, dispose of any leftover brake fluid from opened containers - it will rapidly absorb water and cannot be saved for later use.

A little more on silicone, or DOT 5 brake fluids. These have become somewhat popular in recent years, mainly because unlike glycol fluids, they do not attack automotive paint. Silicone fluids can be used in conventional braking systems, as they are compatible with standard brake components. However, they are not compatible with glycol based fluids, so they can only be used after a complete brake system drain, clean, and overhaul, including changing all the rubber components. Silicone fluids do have a higher compressibility than glycol, frequently leading to a soft or mushy pedal feel. This occurs because the chemical composition of silicone provides more room for air in between the individual molecules. Each of these little spaces add up to enough air in the system to create higher compressibility. I don't like silicone fluids, although I understand why some would want to use them.

Your next job is to add brake fluid changes to your list of routine maintenance items on all your cars. Doing so will ensure long-term brake system performance and safety.



(Continued from page 7)

THE PRESIDENT'S RUN, continued

and our afternoon was a marvelous excursion through some wonderful countryside. The trip back up the mountain in the daylight was a lot of fun. We had a chance to let the cars run a little more and the sweeping bends of the winding climb were just what Jaguars were built for.

After freshening up we gathered for a pre-dinner drink before heading up to Fat Teddy's for an excellent fireside dinner. After dinner, we sat around and told jokes and stories and did a great deal of laughing.

continued next month.....



**OUR
NEXT
MEETING**



**The next regular meeting of the
JAGUAR CAR CLUB OF VICTORIA
is on
Monday, October 25th
at 7:30 pm
in the Cricket Clubhouse
Beacon Hill Park
Victoria**

**Featured is a presentation by
Giuseppe Failla of Pirelli Tires, who will talk
about the rapidly changing technology of
keeping the rubber on the road.**

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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 Jaguar Victoria.

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

CONTACT ANY OF THE CURRENT EXECUTIVE IF YOU ARE
INTERESTED IN STANDING FOR ELECTION

JCCV Christmas Potluck Dinner

please let us know you are coming and what food you are bringing. Call Eileen Ingram at 250-370-2820 or eileensmith@shaw.ca

Don't miss this!
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

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 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



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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.

Sun, Oct 10th. The Metchosin Prowl, another JCCV Sunday drive and lunch. More information on page 14.

Mon, Oct 25th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation by Giuseppe Failla of Pirelli Tires.

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, at the home of Gregory and Darlene Andrachuk, 1524 Regents Place, Victoria, beginning at 6:30pm. Everyone welcome, please bring something to share. Please contact Eileen Ingram 250-370-2820. More information on page 14.



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1984 XJ Series III Sovereign, cranberry and doeskin, in excellent overall condition; always garaged. Approximately 165,000 well-serviced kms. Reliable and beautiful, but not being used. \$12,000 OBO. Former Andrachuk concours winner. Rick McNeill, 250-652-0886 (work) or 250-656-7006 (home).

Set of OEM domed Starfish wheels from a 1982 XJS. Stored since 1983, in excellent condition. Bob Waring 250-655-2685 or jrwar-ing@islandnet.com

1986 XJS-V12, black with red leather, 83,000 km, very good condition. Needs: tires, tune-up. Michael at 250-858-0126 or 250-383-7137.

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.

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.

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.

1982 XJ V12, completely restored, \$24,900 Chuck 250-382-5661.

1961 Mark 9, 3.8 litre rebuilt in 1988, California car - no rust ever. British Racing Green over Sherwood Green, dark tan leather, excellent wood, chrome all redone. New tires. Placed 2nd in North America in JCNA concours. US\$28,000. Also have 1961-62 3.8 litre engine from Mark 10 complete US\$1,500, and rust free sheet metal for Mark 9, hood and trunk for Mark 1/2, XJ6 gas tank. Bill Price 408-354-2410.

1980 XJ6, in excellent condition with only some minor rust. Good wood and leather. Air conditioning works well. 3rd owner. \$8,000 Lois Evans 250-746-6715.

Parting Out 1980 Series III Jaguar. No engine. Brand new 1988 VDP interior, all body panels are straight, glass is all good. Paul 250-727-6369.

1987 V12 VDP, 124K kms, well maintained, no obvious rust in usual places, runs well, has been stored for the past 2 years, interior very good, slight oil leak (engine?), good tires, brown exterior with light brown interior, a good example, owner unable to drive it any more. Offers on \$13,500. Contact Cathy 250-382-7640 or 250-881-3340 or Bob 250-477-7830 or bobinvictoria@telus.net.

1986 XJ6 project car, dark green, excellent tan leather interior, new tires and battery. Transmission failed. Asking \$1,800. Glen 250-385-0384.