

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #12

November 2004



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THE JAGUAR CAR CLUB OF VICTORIA

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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
The Jaguar Clubs of North America

www.jcna.com



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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

This beautiful 1986 XJ6 VdP is owned by JCCV associate member Mark Loschky of Bellevue, Washington. Mark's first Jaguar, he found this one in the modern way - on the internet. Although it was advertised for sale, its San Francisco based owner was reluctant to part with it, and for good reason: the car had clearly been loved and cared for since new, the wood was perfect, the interior appeared as if no one had ever sat in it, and there were fewer than 40,000 miles on the odometer. Mark persisted and finally drove it home in the spring of 2003. This past summer, Mark campaigned the car in JCNA Concours, and depending on the results of the remaining events in the southern USA, is a likely North American champion. Mark also owns an ex-Andrachuk 1987 V12 VdP.

Photo by Doug Ingram, taken at McMenamin's Grand Lodge in Forest Grove, Oregon, during the JOCO Concours in July 2004.

MESSAGE FROM THE EXECUTIVE

keeping you informed

The most important item on the Club's agenda this month is the selection of the executive who will serve in 2005. Back in June, at the British Car Picnic at Beacon Hill Park on Fathers' Day, the Club celebrated its first anniversary. As of now, we have 73 members. This is truly remarkable, and very rewarding for the five founding members who recall one year ago this month wondering if anyone at all would show up for the first meeting. Since then, we have had a lot of great times at car shows, on Sunday drives, at meetings, and in socializing and getting to know one another. Take a look at the past issues of the Growler to be reminded of all we have done.

Now it's time for the Club to move to the next step, to grow up another notch, and that means for other members to get involved. How about you? Neither being on the executive nor organizing an event is a huge commitment. Please think about how you might contribute, please come to the Annual General Meeting on November 22nd (see pages 13 and 14), and please help to guide your Club's future.

We have two new members - Stephen and Betsyn Clark of Victoria have a 1972 Series III E-Type as well as a 1959 XK150 FHC, and Mary Anne Cadeau who has a 2002 X-Type. Welcome!

The second annual JCCV Christmas Pot-Luck Dinner takes place the evening of December 11th. We are very fortunate that Gregory and Darlene Andrachuk are opening their beautiful home in Rockland to us once again. It's very important that you let Eileen Ingram know that you are coming and what you will bring. You can contact her by either telephone or email - see page 13 for more information. Don't forget your name tags, and don't miss out on this - last year's event was great, this one will be even bigger and better!

The approaching year end means that membership renewal time is nearly upon us. All memberships expire on December 31st. To make it easy, every member will get a membership renewal package by mail in early December.

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

This is the twelfth issue of this newsletter that I have assembled, and I have to say that it has been one of the smoothest. Contributions from the members makes my job simple, and I hope it continues. Let's have a look at what we have for you this month.....

Dave Cooke provided both words and photographs of the Metchosin Prowl which took place last month. See the details on page 5. This was another of Mike Skene's Sunday drives, and I was sorry to miss out. (Well, not really sorry, as Eileen and I were getting some sun on Oahu!)

Malcolm Taylor concludes his article about the President's Run to Mt Washington, beginning on page 7. This is a continuation from the October issue, and it's very clear that the participants had a great time. Thanks, Malcolm.

Next, turn to page 8 for Bob Waring's tales about his 1982 XJS. I was very pleased to receive this, as it provided me the opportunity to meet Bob and Jeanette, and to have a little time with their car when I went to take photos. They have had their Jaguar for 20 years, and it was very interesting to hear of some of their adventures. I'm quite cer-

(Continued on page 4)



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MESSAGE FROM THE EXECUTIVE, continued

Included will be a record of all the information that the Club has about you. Please review this carefully and mark any changes - if you have a new email address, have a different Jaguar than those shown, or if anything else needs updating, please let us know. If everything is correct, please indicate so, and return the information slip with your dues payment. It is important that everything is kept up to date. Regarding confidentiality, please be reminded that the Club's database is private, and will only be used for internal Club matters.

There's something else that will be coming in your membership renewal package - a member survey. This will be your opportunity to indicate your feelings and opinions about a range of topics about the Club. The results will be used by the executive for planning the future - it only makes sense to give the members what they want, and the survey will help to understand this better. It won't take long to complete, and we are hopeful that all members will participate. The completed survey can be sent in with your membership renewal, or if you would like to express yourself anonymously, in a separate envelope. Regardless, please respond - your input is needed!

The last thing item for this month is a reminder that there is no regular Club meeting in December. Instead, we'll enjoy the festive season on the 11th, and meet again in January. So, the order of things ahead is the Annual General Meeting on November 22nd, Mike Skene's West Saanich Wander on November 28th (see page 13), the Christmas dinner on December 11th, and the regular Club meeting on Monday, January 24th.

We hope to see you at all of these events!



(Continued from page 3)

EDITOR'S NOTES, continued

tain there are many other such stories. Why not share some of your experiences of Jaguar ownership with the other members of our Club? You could relate how you came to own your first Jaguar, or tell us about all the Jaguars you have owned over the years, or share an adventure you had in your Jaguar. If you want, you'll get lots of help in putting something together, and photos can easily be arranged, so it can be really easy. Just give me a call, or send an email.

Further on, see page 9 for some thoughts about the pending closure of Jaguar's Browns Lane assembly plant. Mark Stephenson is an active member of the Jaguar Club of Central Arizona, has been involved with Jaguars for many years, and his perspective is compelling for those of us who realize Jaguar must change to survive.

JCCV associate member Doug Dwyer sends in this month's technical article, beginning on page 11. XJ saloon owners will particularly benefit from his Top Twenty Repair Items, but there is much for those of us with other models as well.

I hope you enjoy this issue!



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Ouch! The photo below was posted at Jag-Lovers.org by XJ List member Arnoud, who operates a British car parts and service business near Sherpenzeel in the Netherlands. This XJ6 Coupe had been stolen, and the bad guy clearly wasn't up to handling it too well, as he drove it straight into a 16 inch oak tree. As sturdy and well built as these Jaguars are, the car must have been traveling at a high rate of speed for this amount of damage to occur. This Jaguar is unfortunately a write-off, and there was no indication as to the condition of the driver. Don't try this at home!



THE METCHOSIN PROWL

another JCCV Sunday drive - October 10, 2004

report and photos by Dave Cooke

Mike Skene added another excellent JCCV Sunday drive to his list of successes this past Thanksgiving Day weekend. The Metchosin Prowl got underway at 11:30am on Sunday, October 10th from the parking lot of Mayfair Lanes with 15 participants riding in 9 Jaguars. It was a pleasant surprise to see so many club members out for the run in spite of the somewhat questionable morning sky and in view of the drive taking place on a long weekend.

Before we departed the parking lot I had the pleasure of meeting Ron Caplan and June Wight who were driving in

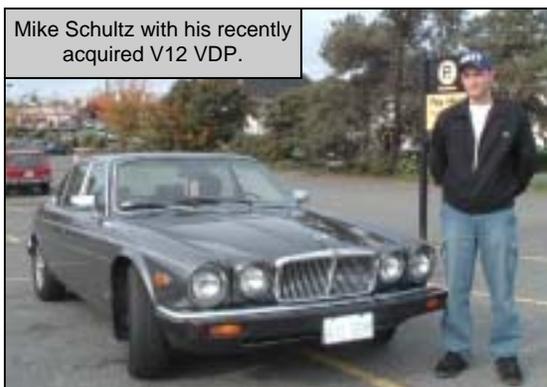


June Wight and Ron Caplan with his 2004 X-Type.

Ron's beautiful 2004 Jaguar Racing Green X-Type that he had recently purchased from Jaguar Victoria. It was also nice to meet Paul Gerrard's

better half, Pat, who no doubt provided Paul with the navigational expertise needed to achieve a perfect score on the Prowl question sheet! I was also introduced to Mike Schultz's newly purchased 1985 V12 VDP - a second Jag for Mike.

The Prowl took us through the Vic West area and then out along the Gorge Waterway which was absolutely delightful in the colours of



Mike Schultz with his recently acquired V12 VDP.

fall. Gorge Road West would have made a perfect postcard! We continued westward along Sooke Road past Royal Roads University as the Prowl question sheet tested our powers of observation. I was somewhat dismayed though, when I had to drive past Tom Cat Auto Recycling (a JCCV endorsed source of used Jaguar

parts) without stopping – next time for sure!

We drove towards Sooke and for a few moments we could stretch our cats' legs on the straight length of highway. Turning left just past 17 Mile House, we were treated to beautiful Gillespie Road, again in fall splendour, with enticing views of the inner Sooke Basin through the trees.

The drive ended at the Olympic View Golf Course with lunch at the clubhouse restaurant. What a great place!

We all enjoyed a very nice lunch seated by the picture windows overlooking



A group of JCCV Jaguars at Olympic View Golf Course.

the 18th green, with the green forest accented with the colours of fall and the beautiful Olympic Mountains in the background.

After lengthy calculations and markings, Mike Skene announced the winner of the competitive part of the event. Paul and Pat Gerrard received a perfect score of 20 out of 20 for observing all the key points along the way. They won the prize of a handy set of exercise dumb-bells.



The gang enjoys lunch while looking over the 18th green.

As the Metchosin Prowl drew to a close and we all went our separate ways on this Thanksgiving Day weekend, I thought to myself, 'Thanks for a great group of friends and thanks for a great day.'



JCNA NEWS

Twice each year, representatives from the five clubs in the Northwest Region of the Jaguar Clubs of North America meet to discuss issues of mutual interest and to formulate contributions and input to the JCNA board of directors. Doug Ingram represented JCCV at the most recent meeting, held on October 30th in LaConner WA. The meeting was chaired by our regional directors, Barbara Grayson of the Jaguar Owners' Club of Oregon and Marcia Croy Vanwely of the Canadian XK Jaguar Register.

The apparent lack of a firm publication schedule for Jaguar Journal was discussed, and this matter will be addressed with the JCNA directors with a suggestion that sufficient resources be allocated to ensure this important communication vehicle and member benefit is adequately supported. The interactions between the five regional clubs was reviewed, with the intent to strengthen inter-club communication and support. To begin with, it was decided to ensure newsletters were exchanged, and that events be cross promoted. Stew Cleave, Chief Judge of JOCO announced that the next regional concours judges school will be on Sunday, April 24th in Portland, in conjunction with the MG Club's annual auto jumble. Reminders were issued that early application for event funding from Jaguar North America is well advised, as the budget is expected to be lower this year. The wish for a North

American directory of JCNA members was expressed, and it was decided that this would be presented to the JCNA AGM in March. The next regional meeting will take place in the spring, prior to the AGM.

In other JCNA news, ballots for election of the 2005 directors will be included in the September-October issue of Jaguar Journal, which is en route to members now. Ballots must be returned by January 15th. Marcy Croy Vanwely is not seeking re-election; Stew Cleave and Phil Miller, both of JOCO, are seeking to succeed her. Please be certain that you only cast a ballot for the Northwest Region.

Importantly, if you have competed in any JCNA competitive events this season (concours, slalom, or rally), and are in line for North American or regional awards, you must ensure all your information posted on the JCNA website is accurate. The results posted there will be considered final, and it is up to each individual competitor to check that their scores, JCNA member number, and everything else is accurate. Go to www.jcna.com, and then click on Standings.

Early in 1956, William Lyons' knighthood for services to export was announced in the New Year's Honours List. He apparently received the news with some hesitancy, seriously thinking about whether to accept it, but eventually did, viewing it as an honour bestowed upon the whole company, and not just on himself. Sir William it is!



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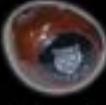
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THE PRESIDENT'S RUN TO MOUNT WASHINGTON - PART TWO

September 17 - 19, 2004
report by Malcolm Taylor

(Editor's note: Last month we followed the JCCV adventurers as they journeyed up-Island on the Friday, and then on their travels around the Comox Valley the following day. The story continues here.)

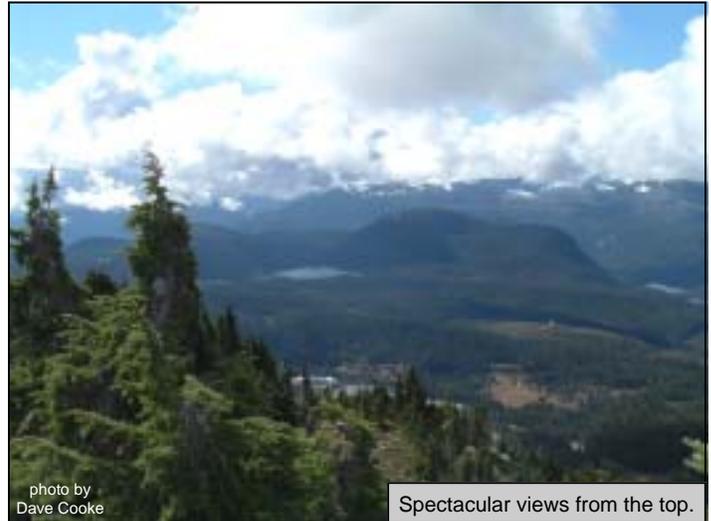
Sunday morning burst upon us with a clear blue sky and brilliant sunshine. Early morning coffee on the balcony with the sun glinting off the snow capped peaks seemed very rich and like a fine wine the moment was there to be savoured.

The Sunday morning buffet at Fat Teddy's was enjoyed by all. Afterwards, we assembled at the chair lift for our ride to the very top of the mountain. The view from the top



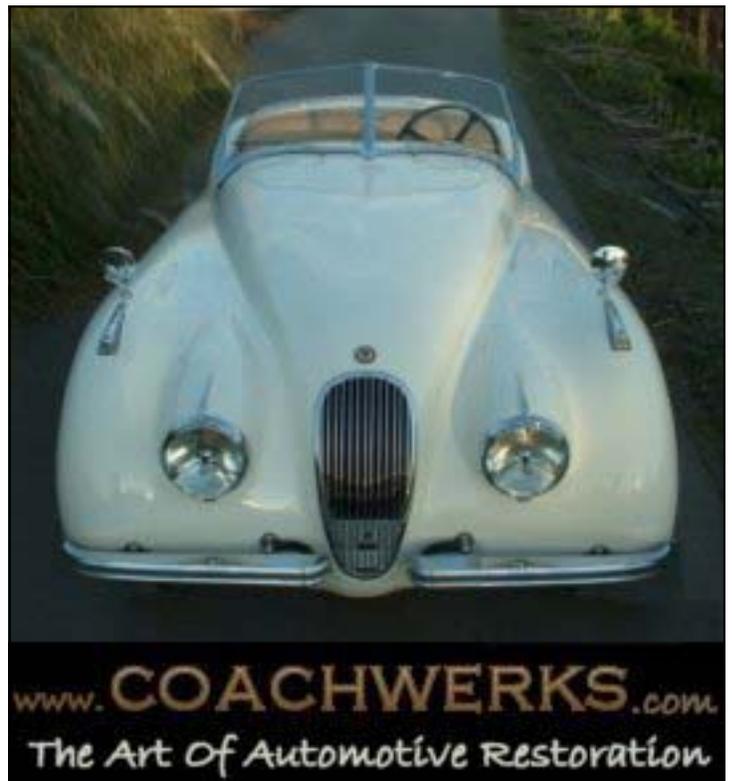
was spectacular with glimpses across the Straits of Georgia to the mountains on the mainland. Our ride down was highlighted by the sighting of a very large black bear, who was wandering around in a clearing near the bottom of the chair lift. Armed with our trusty digital cameras, some of us with insufficient brain cells, we set off in pursuit of the beast for a Kodak moment. Dave and I got pictures of the bear which seemed much larger when you were closer to it. For some strange reason my pictures seemed

to be suffering from camera shake! This was nature at its best.



One activity remained prior to departure. This was the JCCV qualifying racing with a convertible E-Type around a specified course. The E-Type was a 12 inch long radio

(Continued on page 10)



ABOUT MY JAGUAR

a 1982 XJS

by Bob Waring

Editor's note: many of our members have owned their Jaguars for many years and doubtless have a lot to share about their cars. In what I hope will be a series of these articles, JCCV member Bob Waring relates the modifications he has made to his 1982 XJS, along with other interesting information. Who's next? How about sending in a little piece about your car?

I would like to describe improvements I have made as the owner since 1984 of a 1982 Jaguar XJS, which has now covered



Bob Waring with his 1982 XJS.

127,000 miles, and due primarily to the modifications described below is in better than new condition.

Fuel has always been Chevron Custom Supreme, the oil Pennzoil 40 weight constant

viscosity with Molyslip additive, and the tires Michelin P215/60 R15 V M+S Radial X.

Air intakes - these were increased to 3 inches constant diameter with 4 1/2 inch long intakes, internally faired with steel wool reinforced J&B Weld epoxy and equipped with K&R air filters, resulting in no excessive noise but noticeably improved power. They are the type which do not require washing or replacement.

Hood (bonnet) - due to its lack of rigidity, its weight, and a tendency to subside and sit on the 47 psi fuel line directly below, I strengthened the hood with a heavy internal sheet steel mesh, also epoxied on. I then noticed an abraded groove across the upper side of the fuel line, which was fortunately rectangular in section, some being circular.

Safety harness - it should be noted that the original 1982 restraint harness cannot be relied on to secure the occupants during even a low speed loss of adhesion with partly worn original tires, as the driver can then be thrown up and away from the steering wheel and land on the passenger. This happened to us on a slippery hairpin at Anarchist mountain in BC, when I was just able to reach the steering wheel and regain control a few yards from a 600 foot cliff. This unpleasant experience resulted in my fitting aircraft type quick release seat harnesses, which are also much stronger, wider, and more comfortable.

Visibility and lighting - regardless of its size and weight, the XJS seems to have a visibility problem, even with a white one such as ours in broad daylight. I believe this is primarily due to its low height and a psychological block in

the mind of the average driver who assumes that only high and large vehicles actually exist, the rest being illusions. Fortunately the three rear endings I have endured have only re-

sulted in damage to the other vehicles. This is primarily due to an additional 70 pounds I added as a secondary rear bumper, the strong body structure, and the installation of two low mounted 100 watt KC

lights to illuminate ditches and corners.

Brakes - about 18 years ago I was able to obtain new Italian front brake discs, which had a lateral runout of half a thousandth inch. I also had Grade 12 bolts installed around the differential after two of the original Grade 10 bolts broke.

Steering and stability - from various sources I was advised to set up the front wheel geometry to give zero toe-in and half a degree negative camber, which has provided excellent steering response, and is perfect for long distance travel when the car almost steers itself.

Distributor - after about 30,000 miles I experienced a severe ignition problem which resulted in a great loss of power, ac-

companied by an erratic full throttle maximum speed of 50 mph. This was found to be due to sticking centrifugal weights in the distributor, caused by the failure of the original lubricant. I removed, cleaned, and lubricated this assembly, and there has been no recurrence.

Catalytic converters - I have heard that after considerable mileage some catalytic converters can break up, which could seriously damage at least one bank of cylinders, indicating their periodic replacement may be advisable.



The rear bumper modification improves traction and protects from rear end collisions.



V12 engine bay.

(Continued on page 10)

LET'S KEEP IT IN PERSPECTIVE

thoughts about the closure of the Browns Lane plant

by Mark Stephenson

Editor's note: Mark Stephenson has been a member of JCNA since 1990, held almost every club officer position in the Jaguar Club of Central Arizona, and was much involved in organizing the most recent Challenge Championship. Mark owns seven Jaguars - a 1952 XK120 OTS, a 1959 Mark 1, a 1984 XJ6, and four XJ6 VDPs - 1985, 86, 87 & 95.

We're all steeped in Jaguar lore, so news that Jaguar is closing the final assembly line at Browns Lane hits like a haymaker to the gut. Unless you own an X-Type, it is almost certain that your Jaguar began "life" there. Nevertheless, after the initial shock wears off, we need to ask, dispassionately, if it is a good decision.

The British auto industry has been structured inefficiently for nearly half a century. As the auto industry pulled out of the severe post World War II depression, additional manufacturing capacity was needed. Based on a misguided attempt to ameliorate regional unemployment, the British government would not let plants expand at their existing locations and dictated where new plants could be built. Automakers were forced to scatter plants all over the country. Sir William Lyons had the business acumen to buy Daimler, thereby gaining capacity at their relatively close Castle Bromwich plant, otherwise he probably would have had to build something near John O' Groats. By the 1970s, things had gotten so bad that British Leyland ran fifty-five factories. I don't think GM has fifty-five factories around the world, much less in one country.

Jaguar's current situation is analogous to and a lingering effect of the British Motor industry's post-war problems. Although consolidation has reduced the number of plants (and unfortunately many of the great British marques), some systemic inefficiency is still manifest. At Jaguar, most inefficient is transporting every painted XJ and XK body and some of the engines 25 miles from Castle Bromwich to Browns Lane to be mated with interiors and drive trains. Those who have visited Browns Lane know that an endless procession of lorries passes through the gates. These are specially-designed vehicles unloaded by specially-designed handling equipment, the bodies placed in specially-designed storage racks as they await their entry onto the assembly line. Doesn't it make far more sense to have the assembly line right at the end of the paint booths and ship the wood

bits from Browns Lane to Castle Bromwich?

The British government learned the hard way that the economics of manufacturing has the momentum of an aircraft carrier. Decisions based on altruism or sentimentality that seem to be beneficial to some and insignificant to an industry short-term, can sink the entire industry decades later. At the company level, you can't wait until you are heading down to make repairs. You can't keep shipping bodies to Browns Lane if it puts you at a cost disadvantage with likes of Mercedes, BMW, Audi, Lexus, Infiniti, Cadillac, Lincoln, etc., especially when the pound's strength against the dollar has Jaguars selling at a loss in their largest market, the USA.

We enthusiasts forget that the average person who walks into a Jaguar showroom cares little about Le Mans in the fifties, the E-Type in the sixties, the storm weathered in the seventies, the rebound in the eighties, Ford ownership in the nineties, the F1 debacle this decade, or where their last Jaguar was made. They're just seeking the best looking, best built, best engineered automobile for the money. Ask an American customer where Browns Lane is and you'll probably get a blank stare or a reference to the Civil War. If there is one person in a thousand who doesn't buy a new Jaguar because it's made at Castle Bromwich, I'd be surprised. I daresay that despite our attachment to Browns Lane, the name "Castle Bromwich" has far more caché.

At a time when Jaguar is hemorrhaging cash at a rate of hundreds of millions of dollars a year and when many of the luxury car manu-

facturers have eliminated the tariff and exchange rate issues by building plants in the USA, I'm surprised that there are still people who have not realized that Jaguar must be as efficient as possible if they are to continue their tradition of British craftsmanship. If the unions, government, or outside forces keep Jaguar final assembly at Browns Lane, either Jaguar will cease production altogether or they'll move at least some manufacturing out of Great Britain.

I don't consider those good alternatives.



The main entry gate at Jaguar's Browns Lane facility.



(Continued from page 7)

PRESIDENT'S RUN, continued

controlled model and the race track was marked out with bottles of wine, car polish, and cans of WD40. After one practice session each, the time trial began. In general, the quality of the driving was very sad, to say the least. Brian, who actually owns a convertible E-Type, took 1 minute 21 seconds, I managed 41.8 seconds, while Bob Bowen pushed me into third place with his very smooth 36 seconds. The winner was Dave Cooke with a staggering 17.13 seconds. Way too slick. We were convinced



photo by Barb Cooke

Serious competition in the parking lot.

that he cheated but couldn't see how! This little bit of silliness produced more fun and laughs than you can imagine. I recommend it at least once a week!

Back in the full sized Jaguars, we headed off down the mountain for our run home. We decided to take the Old Island Highway along the waterfront. What a marvelous drive, with almost constant views of the ocean, mountainous islands, and quaint marinas at almost every turn. The four Jaguars drew lots of admiring looks as they cruised along in the sunshine. With a stop in Duncan for coffee and doughnuts, we soon were back over the Malahat. It was a really fun packed weekend with constant laughter and good company. We will do it again! Next year seems good!

All this was had for the bargain price of \$180.00 per couple including two nights accommodation, two breakfasts, Saturday night dinner and the chair lift ticket up the mountain. A bargain at twice the price, I would say. Put a few good folks together, with a few Jaguars, and you can't help but have a great time!

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(Continued from page 8)

ABOUT MY JAGUAR, continued

Summary - these cars are completely reliable when properly serviced and operated, and this one has rewarded us with over 20 years of safe and high performance service. Most instances of mechanical failure or similar problems are due to ignorance or neglect. Regarding costs, mine has required about \$9,000 for maintenance and improvements over the 22 years it has been driven, requiring an average annual expenditure of about \$400. I am not surprised that 50,000 were manufactured.

Repair and maintenance references - I have almost exclusively had my car looked after by Frank's European Cars of Victoria since the day I bought it, except for wheel geometry (Fountain Tire), and transmission work (Steve Knapp, Sidney). Regarding acceleration, I believe the 3-speed GM is the safest transmission for this heavy vehicle, particularly on a slippery road.

The Book - there can never be sufficient thanks to Kirby Palm of Florida for his exhaustive description of all mechanisms and necessary maintenance in the XJS cars. Go to www.jag-lovers.org/xj-s/book/Jaguar.html where you can download his comprehensive book at no charge. It far exceeds in thoroughness any other manual I have seen. I hope it will be available for another generation of owners of this outstanding vehicle.

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The Top Twenty Most Common XJ Saloon Repair Items

by Doug Dwyer

Editor's note: Doug Dwyer is an associate member of our Club, and currently owns a 1987 XJ6 and a 1988 XJS. Doug has been wrenching on Jaguars for many years and his bank of knowledge of these cars is extensive. He lives in Longview, Washington.

Doug's advice here is aimed at the XJ series of saloons, particularly the Series III, which many of our members own. While the specifics may differ, the solutions Doug provides do apply to many other Jaguar models.

Here are a few quick remarks on some of the more common repair issues and questions. This list is not intended to replace actual trouble-shooting. More detailed information can be found in the archives of the Jag-Lovers website at www.jag-lovers.org.

Wipers don't self-park

The fault here almost always lies with the column mounted control switch and not with the park switch on the wiper motor.

Clunk, rattle, crunch noise over bumps

The upper bushings for the front shock absorbers are almost always disintegrated on these cars, allowing the shock to rattle against the inner fenderwell. New replacement bushings are available separately and many owners have successfully used generic bushings from a local parts supply. Also check the braces which run diagonally from the cowl to the fenders. Make sure they are tight....very tight. Anything less will allow them to make noise as the body flexes.

Power door locks inoperative or slow working

In about 80% of cases the recalcitrant locks can be brought back to life by removing the door trims and thoroughly lubricating all the linkages and sliding points. Use an aerosol lubricant - silicone spray works well.

Vibration felt when brakes applied

This is usually caused by warped brake rotors. Rotors can often be taken to a machine shop to be resurfaced but most owners replace them with new ones. The new ones are not too expensive and, since the job is labor-intensive, it makes sense to just install new ones.

Speedometer inoperative or erratic

In about mid-1982 or so (for North American market cars, later for the rest of the world) Jaguar switched from a cable-operated instrument to an electric one. A transmission-mounted transducer produces a signal which is sent to the speedometer. This transducer is the most common culprit when your speedometer acts up or just plain quits. Of course the electrical connections should be checked first.

Cruise control does not work

There are many possibilities here but often the fix is easy. First, check the 2-amp fuse (#12 fuse, main fuse box). Next check the vacuum bellows. This often leaks at the

edges and can be cleaned and resealed with silicone sealer. Don't forget to check the vacuum supply to the bellows. The hose may have perished with age.

Engine will not crank

Assuming the battery is good, here are a couple of quick checks. Examine the battery cables and terminals for cleanliness and tightness. Ditto for the two firewall-mounted junction posts. Also try tapping the starter relay (firewall mounted, silver, oblong). If tapping the relay brings the starter back to life then replace the relay or disassemble it and clean the contacts.

Power antenna won't retract all the way

Examine the mast for slight bends and gently reshape by hand, if needed. Thoroughly clean the mast and lubricate it with an aerosol lube (silicone, graphite, etc). In nearly all cases this is all that's required.

What is normal engine temperature?

Normal operating temperature is 88 - 90 degrees Celsius. This is the beginning of the green band on the tempera-

(Continued on page 12)

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TOP TWENTY, continued

ture gauge. If the cooling system is in good order you should have no problem staying at the 88 - 90 degree range unless you are in extreme conditions, i.e. bumper-to-bumper traffic and/or very high ambient temperatures. The auxiliary electric fan will come on at about 95 degrees. In high ambient temperatures I would say that anything over 100 degrees is cause for concern. In cooler temperatures, anything over 90 degrees merits investigation.

Identification of sensors on the water rail

On the fuel injected 6-cylinder cars, here's what the different sensors are and what they do, starting from the front position. First is the thermotime switch. This is a heated switch. It controls the cold start injector. This switch operates only when the starter is engaged and only when the engine is cold. Next is the sending unit for the dashboard mounted temperature gauge. Next is the fuel injection coolant temp sensor, which sends a signal to the boot-mounted Electronic Control Unit. This sensor is an important part of the fuel metering system. Rearmost is the temperature switch for the air injection pump and the canister purge system. On some non-North American and/or Series II cars this sender is replaced by a vacuum switch for the EGR-equipped cars.

Identification of firewall relays

On 6-cylinder fuel injected cars, starting from the right (viewed from driver's seat) you have: The all-red diode pack. This is not actually a relay. It has several diodes inside and directs the flow of voltage in the fuel pump circuit. Next is the fuel pump relay. Next is the main relay, which feeds the injector ballast and a portion of the fuel pump circuit. Furthest inboard is the silver starter relay. The fuel pump and main relays can be inadvertently reversed. The fuel pump relay is easily identified by the white/green wires, which are not on the main relay. Incidentally, the 6-cylinder cars do not have a cold start relay, while the 12-cylinder cars do. The repair manual is confusing in this regard. The Series II XJ6s with fuel injection have a large, single, combination relay in place of the diode pack, main relay, and fuel relay. This combination relay was also used on a few of the very earliest Series III cars.

Power windows inoperative

In a great many instances the cause is dirty contacts inside the window switches. The switches can be easily accessed by removing the console cubby box and releasing the switches from the rear by depressing the retaining tabs. The switches can then be pulled out the front. Do one at a time to avoid mixing up the wiring. A good aerosol contact cleaner (e.g. from Radio Shack) can be squirted into the switches through the small holes in the sides. Or, with care for the small springs inside, the switches are relatively easy to disassemble and the contacts can then be cleaned with a pencil eraser.

Tires

A very subjective topic. All owners agree that a high quality tire is called for. Jaguar specifies a V-rated tire for the XJ saloons and the vast majority of owners insist that this recommendation be adhered to. The V-rated tires have stronger casings and sidewalls. The Series I and II cars used a 205/70x15 or ER70x15. The Series III cars also used a 205/70x15. However, about mid-way through Series III production a 215/70x15 became standard issue on North American spec cars. All V12 Series IIIs used the 215/70 tire.

Interior lights inoperative from door switches

A few shots with your aerosol electrical contact cleaner will almost always bring reluctant door jamb switches back to life.

Erratic headlamp operation

In most cases the fuses (in under-bonnet fuse box on Series IIIs) are dirty, loose, or corroded. Easy fix.

Wheel alignment

Front wheel alignment on a XJ sedan is no more difficult than any other car, and, in fact, is easier than many. Jaguar specified that special links be used to compress the suspension to simulate a laden condition. Since our Jags are seldom driven fully laden, this step is not needed. The Jaguar adjustment shims are a bit unique but just about

(Continued on page 13)



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(Continued from page 12)

TOP TWENTY, continued

any alignment specialist will have something suitable as a replacement. Alignment of the rear wheels is limited to the camber adjustment only. It is a very labor-intensive job and seldom required.

Automatic transmission fluid

Have you looked in your manuals and wondered what Type G fluid is? You're not alone. It is an obsolete designation. If you have a Borg-Warner transmission (all 6-cylinder cars, V12's up to about 1978 or so) the correct replacement is Type F or Type FA, both of which are readily available. Some owners use Dexron and report a softer shift with no problems. If you have a 12 cylinder car with the General Motors TH400 transmission the correct fluid is Dexron and only Dexron.

Electrical gremlins

The horror stories are highly exaggerated. In many cases the problem is not a faulty component but instead a faulty fuse and/or dirty, loose connectors. If your Jaguar develops an electrical glitch, always start by checking fuses and connectors. Always! Don't assume a fuse is good just because it looks OK. Test it or better yet, replace it to be sure.

Shock absorbers

Shocks are available from Koni, Monroe, Bilstein, KYB, Woodhead, etc. However, the vast majority of owners seem to prefer and recommend the Boge brand. Boge was the OEM supplier for many years.

Cold water slosh on turns

When using your air conditioner it is normal for condensation to develop. The evaporator case has drains to let the condensate escape. These drains often clog and the result is cold, brackish water pooling in the case. It sloshes out on turns. With the car safely elevated the drains can be cleared by probing them with a piece of stiff wire. The two drain tubes can be seen from underneath the car, exiting the floorboards on either side of the transmission tunnel, just aft of where the engine and transmission come together.



Fazal Cader, recently elected VP of JCCV (Australia) and a member of JCCV (Canada), poses with the Jaguar RD-06 concept car at a recent event hosted by Jaguar Australia.

**OUR
NEXT
MEETING**



**The next regular meeting of the
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is on
Monday, November 22nd
at 7:30 pm
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includes the election of the executive for
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and
Election of Directors

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

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TIME OF THE ELECTIONS ON NOVEMBER 22nd

**SUNDAY
NOVEMBER
28th**

THE WEST SAANICH WANDER

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NOVEMBER
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Meet at 11:00am in the Mayfair Lanes parking lot across from Jaguar Victoria.
We'll depart at 11:30am, have a pleasant drive, and stop for lunch and conversation.

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

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

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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.



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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, Nov 14th. Annual Poppy Rally and Tour, a JCNA sanctioned event sponsored by CXXJR, held in Aldergrove BC. Rally \$35 per car, Tour \$5 per car, both plus \$15 per person for awards brunch. Contact Al Riches 604-942-7370 or amriches@shaw.ca

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

Sun, Nov 28th. The West Saanich Wander, another JCCV Sunday drive and lunch, organized by Mike Skene. More information on page 14.

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 or eileensmith@shaw.ca. More information on page 14.

Note that there is no regular Club meeting in December.

Mon, Jan 24th, 7:30pm. JCCV Regular Monthly Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.



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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).

Four original low mileage (1000 miles) aluminum wheels from a 1982 XJS. Bob Waring 250-655-2685 or jrwarig@islandnet.com

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.

1976 XJ6 Coupe, rare, collector plates, 104,000 miles, sable brown, daily driver, must be sold. \$10,500. Ian Foubister 250-655-0956.

1986 XJS, good condition, no rust, original paint, rebuilt heads, wire wheels, sunroof, winter stored and shop maintained. \$6,000 obo. Malcolm Hargrave 250-740-3223 or evenings 250-741-0084.

1988 XJ6, burgundy on tan leather, automatic, 2 previous owners, service records, 200,000 kms \$5,750. Dave Boulter 250-595-1073.

1975 XJ6 Coupe, new white paint with black vinyl roof and dark blue interior, needs a little attention but runs and drives well, offers. Mike Owen 250-655-4338.



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