

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #13

December 2004



INSIDE

- A REPORT ON OUR FIRST AGM
- RESTORE YOUR JAGUAR'S WOODWORK
- GET A BIRTH CERTIFICATE FOR YOUR JAGUAR



THE JAGUAR CAR CLUB OF VICTORIA

2017 Cadboro Bay Road, Box 112

Victoria BC Canada V8R 5G4

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

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	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 wouldn't be the holiday season without an appearance from St Nickoleaper. Here he is, dashing through the snow. Remember, he knows when you've been bad or good, so for goodness sake give your Jaguar an oil change, a Leatherique treatment, and an extra coat of wax. Ho! Ho! Ho!



WORDS FROM THE PRESIDENT

Dave Cooke

I would like to thank all those who came out to the Annual General Meeting and Election of Directors on that wet night of 22nd November. I would also like to thank Digby Clarke for his contribution in moderating the formal proceedings of the night.

If you were unable to attend the meeting, you are likely unaware of the new makeup of the club executive for 2005. Malcolm Taylor and Bob Bowen, who were not only instrumental in forming the club, but who have also given yeoman's service over the past 18 months in their respective positions as President and Secretary, announced that they would not stand for re-election. The assembled members subsequently voted in agreement with the executive committee's nominations and elected the following members to the Executive for 2005:

President	yours truly, David Cooke
Vice-President	Gregory Andrachuk
Treasurer	Doug Ingram
Secretary	Harvey Humphrey
Director	Howard Liptrot

Well then, as your new President, let me first say that I am very honoured to have been nominated and elected to this position. I would also like to say that you have elected a great Executive Team who will lead the club with energy and commitment over the course of the next exciting year.

One of the Executive's first order of business will be to tabulate and study the returns of the Club Survey that you should have received by now along with your membership renewal forms. This will be an exciting undertaking and the results will hopefully serve as a guide for both the Executive and the Club as a whole when making decisions about specific issues and when determining goals for the future.

Looking down range a little, we have a major Club event happening next August when we host our first JCNA sanctioned concours, 'Concours on the Island'. This will attract attention and participation from all over the JCNA Northwest Region and as a new club it is important that we get it right. I am sure we will. It will be a terrific show

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

I'm hoping that the only snow your Jaguar sees this winter is the soft, dry type that our golden leaper is coursing through on the front cover. This is the season for remembering the enjoyment we had in the season past, and thinking about the fun ahead next year, while doing those longer term projects on our cars. I hope you have a safe and happy holiday season.

There's lots of good reading in this issue, starting on page 5 with a report on the most recent Club Prowl through West Saanich. Gregory Andrachuk has provided an update on the on-again restoration of his Mark 2, beginning on page 7, and we have an informative article from Bob Higgs of Ontario who explains in detail how you can restore your Jaguar's woodwork. You'll find this starting on page 10.

If you were wondering what to get your Jaguar for Christmas, the answer may be on page 12. There you will see instructions for obtaining a Production Record Trace Certificate, more commonly referred to as a Heritage Certificate, which is issued by the Jaguar Daimler Heritage Trust. It might be just the right thing.

Enjoy!



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(Continued from page 3)

WORDS FROM THE PRESIDENT, continued

with spectacular cars, good friends, and good fun, all under beautiful sunny skies.

Of course, your new Executive will always be looking for ways to increase club membership and encourage maximum participation in club events. If you have ideas for an event, please contact any of the executive members and let's see what can be done.

In closing, I would like to say that JCCV ends the year in great shape. Our membership is strong and growing. Our finances are sound, and our future is bright. We now look forward to another wonderful Christmas season with our friends and families. As your newly elected club president, I extend you my best wishes for a very happy holiday and look forward to seeing you in the new year.

MESSAGE FROM THE EXECUTIVE

keeping you informed

Thanks to all the members who attended our Club's first ever Annual General Meeting, which included our first ever executive elections. The results and a report on the Meeting can be found on page 9 of this issue.

We have three new members since the November *Growler* was published, which brings our total to 76. Morley and Leah Axelson of Nanaimo own a 1986 XJS, Don and Donna Colborne of Victoria have a 1964 E-Type OTS, and Skip and Joelle Owen of Salt Spring Island have a 2001 XJR. Welcome to all of them!

All memberships expire at the end of this month, so it's now time to renew. You should have already received your membership renewal package in the mail. Included is an information slip, showing all the details we have about you in the Club's database. Please confirm that the information is correct and send the slip in with your renewal payment. And, have a look on page 13 of this issue, as we have an incentive for you to renew early.

Also in the renewal package is a 2 page member survey. Your response to this would be greatly appreciated, as the compiled information will help the new executive to guide the Club over the coming year. A summary of the results will be published in a future issue.

One of the businesses we have a discount arrangement with is the JB Auto Group. The procedure to take advantage of this is to show your JCCV membership card in one of their stores, and they will issue you a JB Group Club Card, which is what you actually need to get your discount.

We have a new advertiser on page 8. Big O Tires on Quadra Street in Victoria has a couple of very good offers for Club members - check this out!

Happy holidays to all!

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THE WEST SAANICH WANDER

another JCCV Sunday drive - November 29, 2004

report and photos by Dave Cooke

The West Saanich Wander got underway from the Mayfair Lanes parking lot on the last Sunday morning in November. The beautiful blue sky and warm sunshine, a welcome change from the more typical November weather of earlier in the week, brought out 16 club members and guests in seven Jaguars and two non-Jags for



Mary Anne Cadeau does a few last minute mechanical adjustments.

what was the last Prowl of the year.

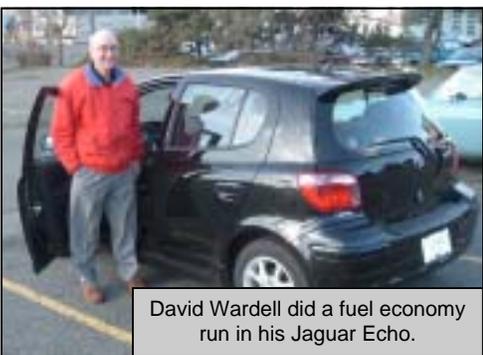
Mike Skene did another great job of organizing the monthly Prowl. The route for this run took us through the Blenkinsop Valley, along Cor-

dova Bay Road, across the north end of Elk Lake, out to the Keating area and then south through the core of Saanich along Old West Saanich Road. We caught glimpses of Prospect and Beaver Lakes as we cut back eastward across the peninsula on country lanes I didn't know existed.



Prowl organizer Mike Skene, ready for any conditions.

Eventually we emerged from the woods at what I recall from long ago as the Enchanted Forest of Humpty



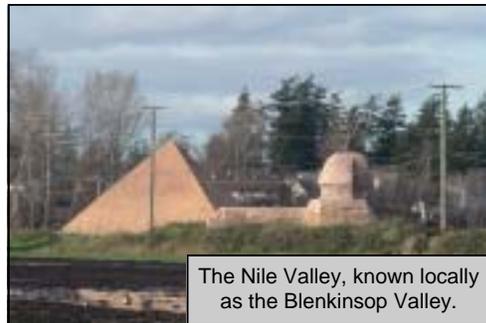
David Wardell did a fuel economy run in his Jaguar Echo.

Dumpty Park. From there it was a short leg to the Fireside Grill where we converged for a terrific Sunday Brunch. Mike had arranged for our group to have the separate dining room upstairs that

made for an ideal spot in which to discuss the drive. Recognition was given to the noteworthy effort of Digby

Clarke in his 2000 S-Type to be the first car to arrive at the restaurant. I might add that this was achieved at the expense of his score on the question sheet. It was determined that Digby needs a navigator.

Paul Gerrard in his 1971 E-Type was the last to arrive. In spite of his care and methodical approach to the drive, without Pat as his navigator he was at a disadvantage and was unable to achieve the high score this month.



The Nile Valley, known locally as the Blenkinsop Valley.

The high score for this month's Prowl, embarrassingly, went to yours truly and my better half, Barbara. Navigating in our 1984 Buick Skylark, Barbara was able to



The gang lunching at the Fireside Grill.

answer all the questions and clues and achieved the run's high score. Thank you, Mike, for the prize of the tool kit.

It was nice to see one of our newest mem-

bers, Mary Anne Cadeau, participate in her beautiful black 2002 X-Type. At this time of year many of us have our Jags tucked away for the winter, so it was also good to see Dave and Marie Wardell join in the fun with their Toyota Echo.

The West Saanich Wander was another Club success and we thank Mike for his efforts in making this happen. I encourage others to take part in these Prowls as they are great fun and a good way to get to know other people in the Club.



Prowl winner Barb Cooke with her classic Jaguar Skylark.



200,000 MILES AND GOING STRONG

one Jaguar owner's experience

by Brent Smith

Editor's Note: If you grow tired, as I do, of all those self-proclaimed "experts" who claim that Jaguars are unreliable and troublesome, you'll enjoy this piece. Brent Smith lives in Atlanta, Georgia and is just one of the many nice people I have met on the Jag-Lovers email lists on the internet.

As an appreciative reader of Jag-Lovers and this XJ group list for the last seven years, I wanted everyone to know that my 1987 XJ6 SIII just passed the 200,000 mile mark (the last 100,000 put on by yours truly). It is my daily driver (about 12,000-15,000 per year). Even with this use, it is gorgeous and a real head-turner. Since it has been garaged its entire lifetime in the US Southeast, the original Talisman Silver paint is still in very good shape. Apparently, this light silver was only used in the very last months of production. Even the interior leather (Isis Blue) and the wood are excellent (except for cracking on the



Another Jaguar enthusiast - Brent Smith with his 17 year old, 200,000 mile XJ6.

console piece).

My XJ has been very reliable and relatively inexpensive to maintain (not that I haven't spent a lot of "fiddling" time). With Coventry West nearby, life is pretty easy. Everything works (at the moment): climate control, cruise, etc. Recently, I replaced the headliner and power steering hoses and had the radiator rodded out.

An interesting note after 200k is that the engine remains untouched: no valve work and original head gasket. The car performs well and just passed the Atlanta emissions test, as it has every year. Also, the water pump and fuel pump are original.

The recent discussion about these cars being unreliable--and a bit of pride--led me to send in this message.

Thanks for all of the help!



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MARK 2 REDIVIVUS

a restoration in progress

report and photos by Gregory Andrachuk

Having been the frustrated owner of a Jaguar Mark 2 for the past two years, I am now happy to report that there is some hope that the car will be back on the road in the next couple of months after its mechanical restoration.

The car: my dream car, in fact many people's dream car: a 1966 Mark 2 saloon with the 3.8 litre engine, automatic transmission, power steering and brakes and air conditioning. Colour: Pale Primrose with black leather.

Condition: nearly pristine. The car has only 17,000 original miles registering, and the mechanical and cosmetic



It began here - my 1966 Mark 2, on the previous owner's drive in the Manitoba bush.

condition of the car confirms this reading. How can a nearly 40-year-old car have covered only 17,000 miles? Simple. It was an original Winnipeg car, never winter driven, owned first by the proverbially aged couple, bought by my previous owner from the estate when it had just 14,000 miles on it, and rarely driven until I acquired it in December, 2002. There is absolutely no corrosion anywhere in the body, and no body damage. The chrome is excellent and the rubber bits are still fresh-looking. The interior too is nearly showroom-fresh, but more on that later.

An older car with low mileage presents its own challenges. When I acquired the car, I found that it ran beautifully: it started "on the button" (literally) with a fully functional Automatic Enrichment Device: basically a small additional cold-start carburettor. These sometimes give trouble, but not in this case. The engine is very strong and smooth, and the car very fast indeed. I now know why this was called the "gentleman's express" and why it was the favourite of well-heeled thieves in Britain. There were, however two major problems with the car: first, it was

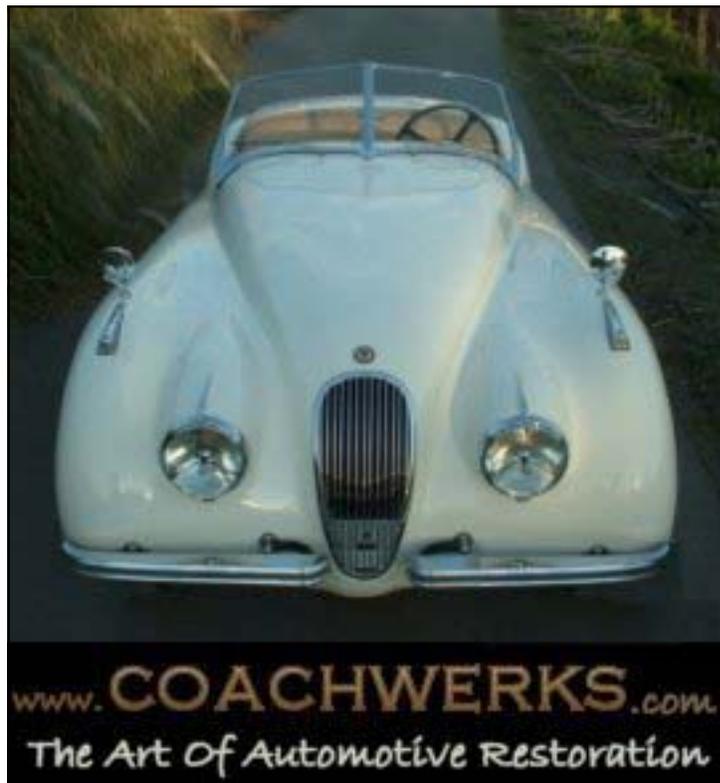
leaking nearly a litre of fluid from its Borg Warner autobox daily. The seals had simply perished from lack of use. Second, the brakes felt a bit "wooden". I could cope with that because they seemed to be limbering up a bit with use until one day on Douglas Street I had to make a rapid stop. I stopped all right - one lane to the left! Fortunately there were no cars in that lane and fortunately I was not in the left-most lane to begin with. That made my decision easy. The Jaguar went the next week to Frank Becker at Frank's European Cars (hereafter known as Frank-the-mechanic). Frank can fix anything, when he wants to.



The 3.8 litre XK engine sporting a fresh coat of paint.

So into Frank-the-mechanic's emergency ward went the

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MARK 2 REVIVIVUS, continued

Primrose Princess, keeping company with Mike Skene's Mark 2 which had taken up permanent-resident status "beyond the pillars". For those who are not familiar with Frank's shop, "beyond-the-pillars" is the area Dante referred to when he penned his famous line regarding the entrance to the Inferno: "Abandon hope all ye who enter here". (See the February 2004 issue for photos of Mike's car, "Beyond-the-Pillars". Ed.) My Mark 2, happily, was placed right at the front of the shop (perhaps we could refer to it as "Purgatorio") where it could provide delight to passers-by and torment to your faithful servant and scribe. In any case, progress is now being made, and rather rapidly.

I had used the rest period to stock up on virtually everything I felt I would need for the once and once-only restoration: all belts, hoses, gaskets, plugs, filters, suspension bushings, electronic ignition, electronic fuel pump, new

water pump, new wing lights, new-old-stock roof mounted aerial, a period radio (does it work????), door seals, new headliner kit, new chrome wire wheels (thanks to our club member James Ross) and hubs, new narrow Coombs-style rear fender skirts, all books and manuals (thanks to Larry Atkins for some of



A museum piece. The York A/C compressor waits for attention.

these)...the list is nearly interminable. I used a variety of suppliers, all very reputable: Canadian, American, and British, and I would be pleased to give information in this regard to anyone with an early saloon. The carburetors were rebuilt to as-new condition by club member Doug Unia, whose workmanship is amazing.

The transmission will be rebuilt, the brake calipers have been refurbished and re-sleeved, and the starter motor and generator will be refurbished by Frank-the-mechanic. The air conditioning was dealer-installed in Winnipeg.

This Mark 2 is late enough that it has the indentation in the engine bay wing area to cope with the York compressor. The compressor itself will be refurbished and the lines re-arranged for a more tidy engine bay. To date the engine has been removed, the transmission sent out, the front suspension rebuilt, and the brakes done, along



Refurbished brake components ready for service.

with minor bits and pieces.

The interior: apart from a slightly soiled headliner, and some leather pieces which had cracked from age, the entire interior looks virtually new. The door panels are straight and not puckered, the armrests still retain their shape, the wood glows, the plastic is shiny, the chrome trim



The Primrose Princess in a shocking state of deshabillee.

is perfect, the windows seal properly and move smoothly. A very satisfying place to be, indeed. Copious amounts of Leatherique Rejuvenator softened and cleaned the already-good leather wonderfully, but there were a few deep cracks which had broken through. These areas of the seats will be refurbished by Styles Upholstery with a couple of new leather pieces in a matching grain, and they will also replace the headliner. This job, however, will wait until the car is painted. But that will be another story. More anon.

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JCCV ANNUAL GENERAL MEETING

November 22, 2004

report and photos by Doug Ingram

The first Annual General Meeting of the Jaguar Car Club of Victoria was held on Monday, November 22nd at the Cricket Clubhouse in Beacon Hill Park.

With 25 members in attendance, the meeting was called to order by President Malcolm Taylor, who began by welcoming new members and guests and introducing the executive that had directed the Club since its inception in May of 2003.



Outgoing President Malcolm Taylor and Vice-President Gregory Andrachuk.

Dave Cooke provided a brief and interesting history of the Club, which reminded us all how far we have come in a short time.

Malcolm turned the meeting over to member Digby Clarke, who had taken on the task of running the

formal proceedings. Digby's great experience and skill were very evident, and he did an excellent job of ensuring that the business was conducted appropriately, efficiently, and completely. For this, the Club owes him great thanks.



Members in attendance.

He began by introducing member Roger Barrie, the honourable Sergeant-at-Arms, who bore a leaper-ended "mace" and was suitably decked in pith helmet. Digby continued by reviewing



Dave Cooke provided a brief history of the Club.



Honourary Sergeant-at-Arms Roger Barrie kept order.

the process that was to be followed, and set the tone for the proper decorum. The outgoing members of the executive, President Malcolm Taylor and Secretary Bob Bowen, spoke in turn and reflected on their experiences with the Club and on the executive. A break was called to give the opportunity for members to thank Malcolm and Bob for their contributions.

After the break, Digby presided over the elections of the executive for 2005. He reviewed the nominations as brought forward by the current executive and called for nominations from the floor.

There being no additional nominations, Digby called for a vote by show of hands for acceptance by acclamation of the 2005 executive. With a clear majority of those present in agreement, the executive for 2005 was declared to be:

President: Dave Cooke
Vice-President: Gregory Andrachuk
Secretary: Harvey Humphrey
Treasurer: Doug Ingram
Director: Howard Liptrot



Digby Clarke presided over the AGM with great expertise.



JCCV Executive for 2005. Left to right, Director Howard Liptrot, President Dave Cooke, Treasurer Doug Ingram, Vice-President Gregory Andrachuk, and Secretary Harvey Humphrey

Digby then declared the Annual General Meeting closed.



TECHNICAL CORNER

Woodn't It Be Nice

refinishing your Jaguar's woodwork

article and photos by Bob Higgs

Editor's Note: Bob Higgs, aka "Peddlarbob", lives in Brooklin, Ontario, and is a member of the Ontario Jaguar Owners' Association. He has much experience in refinishing the beautiful woodwork found in many Jaguars, and is always willing to share his knowledge. You can contact Bob directly at peddlarbob@sympatico.ca. Bob currently owns a 1985 XJ6 VDP, a 1986 XJ6 which is receiving an AJ6 engine transplant, a 1987 V12 VDP, and a 1992 V12 VDP.



I don't possess any woodworking skills beyond the norm so there was one job that I kept putting off because the thought of doing it myself made me very nervous. That was the dashboard, and mine, as all others, had turned the usual dull, cloudy, orange-yellow colour. In addition, I had allowed other people to condition my mind to believe it was the actual wood veneer that was discoloured, cracked, and bleached by years of sitting in the sun.

I found by accident that a very hot iron placed firmly on the wood surface will turn the old finish into a milky white colour and start forming bubbles. It will become soft and pliable allowing easy removal with the use of a scraper. My preference is using a dull wood chisel. Be careful not to overdo the heating or you will turn the veneer black, which you will find difficult to near impossible to repair.



The required tools.

This process can be used on the door trim pieces as well but be very careful with the heat on them.

As you remove the old finish, you will discover in most cases that the

cracks and discoloration are confined to the old finish and have not penetrated into the veneer. In reality the walnut veneer will be well preserved, only showing slight traces of bleaching but otherwise will be undamaged. This minor bleaching is easily repaired. After a light sanding using 400 grit paper apply a Minwax stain called #224 Special

Walnut. Apply sparingly by putting a little on a lint free rag and dabbing it in the places that required darkening. If you over apply you will make the dashboard look too dark so be careful. You should allow time for this to thoroughly dry. Then give the dashboard another light sanding with the 400-grit paper. Resist over doing the sanding. Although this veneer is very robust it is a little on the thin side and can easily be sanded right through.



The products of choice.

The finish that I have personally used with the most success is the Minwax fast drying Polyurethane clear gloss. This is available in spray cans, which is the type I have used on the dashboards. There is another version of the same product I have used

(Continued on page 11)

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(Continued from page 10)

WOODN'T IT BE NICE, continued

very successfully on steering wheels and gearshift knobs and that is one that you apply by using a lint free cloth. I will acknowledge there are alternative finishes available that will possibly do as good a job. However, this is the one that I have found that most closely duplicates the finish found on the new replacement dashes. Whichever one is chosen, the finish is best-applied utilizing long smooth strokes with the spray can.

The first couple of coats will probably make you wish you had never started this job. They take a long time to dry and look terrible. The wood does absorb a lot of finish. With subsequent dashes that I have tackled, I have learned to resist sanding between the first 2 coats. Maintaining coverage and sealing the veneer is all-important at this stage. Thankfully this is a very forgiving process, which is one of the nice features about doing this job. If you make a mistake, don't let it dampen your enthusiasm. With careful use of the sander all your errors can be erased. The key word with this process is "patience" - you have to have patience if you want to achieve a perfect result.

Continue to apply coats of the Polyurethane giving the wood a light sanding between each coat using well worn 400 grit paper. With successive coverings even dings and minor gouges gradually became invisible. Use every coat that you apply as a learning process, practicing laying the finish on in uniform strokes and experimenting to discover how much to apply to get that just perfect finish. You will find this experience useful when it comes to applying the final coats. Don't worry about how many coats of finish you have put on, you are sanding most of it away between coats. Eventually you will achieve a completely smooth flat finish devoid of all blemishes.

When you are ready to start the final coats you will need a virtual dust free environment in which to work. I constructed a tent using plastic sheeting. This proved to be inexpensive and adequate for the job. You really have to take extra precaution at this stage to prevent dust from settling on the finish. In order to accomplish this, wipe every thing down thoroughly with tack cloths before placing them inside the tent. The slightest piece of dust in the finish will spoil the entire job.



My improvised spray booth.

Right from the start of removing the old discolored finish from the dash, you can never be quite sure what the grain pattern will finish like. The biggest reward for engaging in this work comes as each successive coat is applied and you see the grain and the col-

ours come alive and become more defined.

After the final coat has been applied and you are satisfied with the result, allow about five days of drying time and then, using a product called 3M Finesse-it finishing polish, polish out all the minor blemishes. This particular Polyurethane takes five weeks to fully cure after which time you should apply a good coat of Carnauba wax polish. If this polish is applied before the Polyurethane is totally cured it only serves to prolong the curing time. This drying time does not mean you cannot re-install the dash immediately, it just means be careful as you can easily mark it.

It is absolutely amazing when you realize how little work this takes and how inexpensive it is to complete, but it makes such a tremendous improvement to the look of the car.

A word of caution. Some wood components, such as the shifter and computer panels on an XJ Series III, cannot be treated using this method. The veneer used on these pieces are wafer thin, much like paper, and can be damaged very easily. I have found that the old finish can be removed by using one of two methods. Carefully hand sand the parts or use a very mild paint and varnish remover, but in both cases extreme care must be taken so as not to damage this very fragile veneer. The refinishing is done in the same manner using the same process.



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GET A HERITAGE CERTIFICATE FOR YOUR JAGUAR

a service of the Jaguar Daimler Heritage Trust

by Doug Ingram

The Jaguar Daimler Heritage Trust was established as the historical arm of Jaguar in 1983, and maintains a unique collection of motor vehicles and artifacts manufactured by Jaguar and the many other marques associated with the company.

The JDHT allows enthusiasts to experience Jaguar's heritage in its natural setting - the spiritual and historical home of the company at Browns Lane, Coventry. As well as housing a priceless collection of cars, the Trust offers photographic services, historical research, car hire for film and weddings, and approved parts for classic Jaguars.

Since 1931 when Jaguar began making the SS1 and until the 1980s, every car made was individually recorded with a hand-written entry in large ledgers. When this system was computerized, the original ledgers were turned over to the JDHT Archives.

Using these original records, the JDHT offers owners of classic Jaguar and Daimler cars a production record trace service. By completing an application form, you can obtain a Heritage Certificate for your car.

A JDHT Heritage Certificate provides all relevant information on your car taken from the original records. It will confirm the original numbers and colour

scheme, give the dates of build and dispatch, as well as the original destination of the car. Where recorded, the name of the first owner and the original registration mark are also included.

This service is available for all cars that are more than ten years old, including Swallow bodied cars, SS Jaguar cars 1935-1940, Jaguar cars from 1945 onwards, and Daimler cars from circa 1959 onwards.

For our members, the same build record information is housed in the Jaguar North American Archives in Mahwah NJ, and for ease of communication and payment, we can apply for our Certificate there. The cost is US\$40 for the general public, and US\$25 for members of Jaguar Clubs affiliated with JANA. The form to complete and send with payment can be found at <http://www.jag-lovers.org/jdhtform.htm?nuc=1> (for members not on-line, get a form at a JCCV meeting or contact the writer). Be sure to provide all the information requested, and you will also need to send proof that you own the vehicle, such as a photocopy of the registration. It takes 3 to 4 weeks for your Certificate to arrive.



OUR NEXT MEETING



The next regular meeting of the
JAGUAR CAR CLUB OF VICTORIA
is on
Monday, January 24th
at 7:30 pm
in the Cricket Clubhouse
Beacon Hill Park
Victoria
Presentation TBA
BE THERE!

ITS TIME TO RENEW!



All memberships in the Jaguar Car Club of Victoria
expire on December 31st.

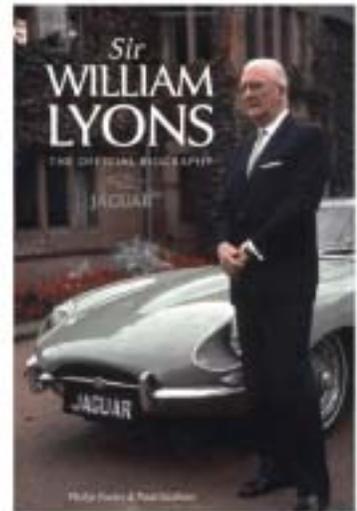
By now, you should have received your
membership renewal package in the mail.

Please send your renewal in right away!

If you have not received your renewal
package, contact Doug Ingram (contact info on p.2)

Renew your membership by January 10th
and you could win a copy of
Philip Porter & Paul Skilleter's book,
"Sir William Lyons, the Official Biography"

draw to take place at the January meeting



TECHNICAL NOTE

by Mike Brossard

At the October meeting, I reported a problem with my 94 XJ6. The wiper wouldn't park properly, and moved across the windshield slowly, most frequently when the brake was applied. Very mysterious. Also, the CHECK ENGINE alert lamp would flicker, which it is not supposed to do. A spurious VCM code would also appear. All these gremlins were most active in damp or wet weather.

I took the car to Frank's European Cars. Frank diagnosed an electrical ground fault, and after a few hours, located the source of the problem. A grounding point located on the firewall behind the valve cover had suffered electrolysis, corroding the metal of the firewall. Evidently, the lack of proper grounding of several circuits caused stray currents to travel around, resulting in the problems which would obviously be aggravated by moisture.

Frank cured the problem by removing the grounding wires of all the affected circuits from the corroded point, and securing them to a new heavy gauge battery cable, which he grounded by securing its other end to the transmission bell housing. I also sprayed the corroded firewall areas with Rust-Check. All is now well.

For anyone else experiencing strange phenomena similar to mine, the car's electrical grounding points are a good place to start checking!



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COMING EVENTS

here's what's ahead

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.

Thu, Mar 31st-Sun, Apr 3rd. JCNA Annual General Meeting, Wyndham Palace Resort, Downtown Disney, Orlando Florida. Info at www.jcna.com.

Sat, May 21st. Vancouver All British Field Meet, Van Dusen Gardens, Vancouver BC.

Sat-Sun, Jun 4th-5th. Pacific Jaguar Enthusiasts Group Concours and Slalom, Pitt Meadows, BC

Fri-Sun, Jul 8th-10th. Rally in the Valley, hosted by the Okanagan British Car Club, Kelowna, BC. Info at www.obcc.com.

Sat, Jul 16th. Jaguar Owners' Club of Oregon Concours, McMenamin's Grand Lodge, Forest Grove, Oregon.

Sat, Aug 6th. Jaguar Car Club of Victoria Concours, location TBA.

Fri-Sun, Aug 19th-21st. Canadian XK Jaguar Register Concours, Rally, and Slalom, North Vancouver, BC



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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 jrwaring@islandnet.com

1987 XJ6, only 63,000 km, sage green, oatmeal interior. \$10,400 with wire wheels, \$8,900 without. 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.