

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #14

January 2005



INSIDE

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- A SWEET SUMMER WITH AN SS TOURER
- AN OXYGEN SENSOR PRIMER



THE JAGUAR CAR CLUB OF VICTORIA

2017 Cadboro Bay Road, Box 112

Victoria BC Canada V8R 5G4

www.jaguarcarclub.ca

founded 2003

The Island Growler is published monthly, and is distributed by mail and electronic file to members of JCCV.

Submissions are encouraged.

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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.

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



2005 EXECUTIVE

President	Dave Cooke 250-474-7117 dbcooke@shaw.ca
Vice-President	Gregory Andrachuk 250-595-7453 v12-vdp@shaw.ca
Secretary	Harvey Humphrey 250-658-0725 humphreysidney@shaw.ca
Treasurer/ Membership Administrator	Doug Ingram 250-370-2820 dougi@shaw.ca
Director	Howard Liptrot 250-389-0755 lizandhoward@hotmail.com

APPOINTED POSITIONS

Chief JCNA Judge	Gregory Andrachuk 250-595-7453 v12-vdp@shaw.ca
JCNA Representative	Doug Ingram 250-370-2820 dougi@shaw.ca
Webmaster	Dave Cooke 250-474-7117 dbcooke@shaw.ca

MEMBERSHIP

Membership in JCCV is open to anyone interested in and enthusiastic about Jaguar automobiles. There is no need to 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

Gracing this month's cover is the beautiful and elegant 1995 XJ6 that belongs to JCCV members David and Marie Wardell. This was the first year of the X300 body style, and marked a return to Jaguar's traditional contoured sheet metal over the headlamps, which was absent in the XJ40. Powered by the 4.0 litre AJ16 all alloy 24 valve engine, this car has plenty of power for luxurious cruising. This is the fifth Jaguar that the Wardell's have owned. Photo by Doug Ingram.



WORDS FROM THE PRESIDENT

Dave Cooke

Well, 2004 is behind us now. While the year was a success, as measured by the activities and healthy state of our Club, on many larger fronts, 2004 was a difficult year. Of course, the great tragedy of the tsunami made all other woes of the world pale in comparison. Its far-reaching effects are beyond comprehension and I can only hope that none of our members suffered the loss of family or friends who may have been in the region at that unfortunate time.

It is a shame that it is only after disaster or tragedy strikes elsewhere, that we actually appreciate how Fate has smiled so kindly upon us. I think we in JCCV should always be humbly aware of our good fortune in being able to enjoy our respective luxuries, and in particular, the beautiful cars that we drive. I hope that we will bear this in mind when we consider reaching out as a Club this year to contribute to an appropriate charity.

Now on to a cheerier topic - New Year's Resolutions.

Like nearly everyone, I usually struggle with New Year's Resolutions. Last year it was, 'I will finish those household projects.' The year before, 'I will stop procrastinating.' The year before that, 'I will read more' or it may have been, 'I will lose 20 pounds' etc. etc. and blah, blah, blah...

This year I had an epiphany. It struck me like a bolt of lightning! A New Year's resolution doesn't have to be a blight - why not make a resolution that is fun to fulfill? I have therefore declared this New Year to be the year that I fix all those faults not of my own, but rather, of my Jag.

There are three benefits to this strategy. Firstly, evenings and weekends can be spent tinkering on the car, free from any guilt of not progressing those overdue and boring house repairs. Secondly, I can argue with firm conviction that I am merely fulfilling my resolution, when I am actually having fun with my car. Thirdly, and perhaps most importantly, by honouring my resolution, I will be preparing my car for this year's JCCV Concours on the Island. So there it is. Be it so resolved!

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

I always like changing the calendars at the end of December, as the hours of daylight slowly increase, and we can look forward to all that we will do and accomplish during the coming year. Summer just seems so much closer in the first week of January than in the last week of December!

This month's issue of the Growler has some good stuff to enjoy. We start with a pictorial of the Club's Christmas dinner on page 5 - if you were there it should remind you of the great time we all had, and if you were not, you can have a glimpse of what you missed. Thanks to all who were so tolerant of my camera.

Member Peter Williamson relates a very entertaining article about an SS Tourer he owned nearly five decades ago. This car was built in the days before there even was a Jaguar. I am rather certain that other members have similar tales to contribute, so how about it? Let's get your story in print for all to enjoy. Contact me and we'll make it very painless, I promise!

Then, it's the next installment of Gregory Andrachuk's story of the restoration of his Mark 2. Having the repairs to

(Continued on page 4)



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WORDS FROM THE PRESIDENT, continued

On the topic of JCCV business – by the time you receive this newsletter, your Executive will have held its first Executive Committee meeting for the year. As I write this, a fairly full agenda is being prepared for that meeting. Near the top of the list on items for discussion will be the results of our recent members' survey. We will also be discussing upcoming events, guest speakers for monthly meetings, and a new venue for monthly meetings. Rest assured that the Executive will work hard and with your participation and help, 2005 will be a terrific year for this Club.

I wish you all the best for a prosperous and Happy New Year.



(Continued from page 3)

EDITOR'S NOTES, continued

the upholstery is a big step. Hopefully, we'll continue to hear more as his project progresses.

If you have a fuel injected Jaguar, you'll want to pay attention to a vital component, the oxygen sensor. You carburetor folks can ignore the primer which begins on page 11, but for the squirt'n'burn crowd, it's very important.

And, for all those who might contemplate combining a spring vacation to a warm place with a chance to meet Jaguar enthusiasts from all over the continent, there is information about the upcoming Annual General Meeting of JCNA. See this on page 13.

OK, that's it for this month - I hope you enjoy it! I'll start thinking about February.....



MESSAGE FROM THE EXECUTIVE

keeping you informed

It's membership renewal time, as you are already aware. You received a renewal package in the mail last month, there was a notice in the December Growler, and more reminders are in this issue. As of the date of this writing, more than half of our members have renewed. It's easy to overlook things like this, especially during the busy holiday season. Remember that only members who have renewed for 2005 will receive the February and subsequent Growlers, so please get your renewals in by the end of January!

For those who did meet the early renewal deadline of January 10th, as announced in the December Growler, the draw for the book will take place during the meeting on January 24th. Someone will go home with a brand new copy of "Sir William Lyons, the Official Biography" written by Philip Porter and Paul Skilleter.

In due course you will receive your 2005 JCCV member-

(Continued on page 8)

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JCCV CHRISTMAS DINNER

Saturday, December 11, 2004

report and photos by Doug Ingram



Plenty of good conversation.



Eileen carved the ham.



John Fitzgeorge-Parker & Gregory Andrachuk.



Overflow seating on the stairs.



Let's eat!

Forty-five JCCV members were on hand for the sumptuous feast and elegant surroundings that marked the Club's second Christmas potluck dinner on December 11th. By all accounts, the event was a huge success. The food was plentiful, varied, and delicious. The Andrachuk's beautiful Rockland home provided a relaxed and comfortable setting. The conversation and camaraderie of the members was wonderful. At the beginning of the festive season, it was a perfect opportunity for enjoyment and appreciation of all that we have.

Thanks go to Eileen Ingram for coordinating the food, to Gregory and Darlene Andrachuk for allowing us to use their home, and to all who contributed food.



Photo by Mark Loschky

John Braybrooks & Doug Ingram.



Ross Kennedy & Harvey Humphrey.



Wayne Carter & Donna Williamson.



Peter Williamson & Mary Braybrooks.



Mike & Sheila Skene.



Marian Carter & June Wight.

JCCV CHRISTMAS DINNER, con't



Digby Clarke.



LeiMomi & Mark Loschky.



John Gordon.



Darlene Andrachuk, Sheila & Roy Pringle.



Paul Gerrard.



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THE SWEET SUMMER OF MY SS TOURER

remembering a Jaguar of the past

by Peter Williamson

Let me tell you about my first Jaguar, an SS Tourer four-seater from 1934 or 35. This was the predecessor to the legendary SS90 and SS100 two-seaters and in 1955, was rather more accessible to me and my very limited means. This was a big, rangy two-door sports car, not as lean and menacing as the Alfa-inspired two-seaters, but nonetheless exciting. It had a long bonnet, sculpted radiator shell topped by a functional radiator cap between impressively large headlamps and swept wings, (a vehicle of that type demands to be described in British terms!). The coachwork was a muted red, reminiscent of Frank Lloyd Wright's Indian Red seen on Cord roadsters of the same era. True, my Jag was in less than concours condition, but it made a marvelously dramatic statement - what an image maker for an impoverished but ambitious young man! The 19 inch wire wheels with knock-off hubs and huge brake drums gave excellent handling, as long as the road was smooth; rougher sections slowed the car down almost as if she were protesting such tactless treatment. The heart of this old Jag was the engine; instead of the original, bland Standard side-valve unit, a racy 1948 2.5 litre Jaguar engine had been fitted, with dramatic results limited only by a heavy thirst distinctly urging moderation.

With a then non-licensed friend, I bought this awesome machine in the spring before my twenty-first birthday, with the understanding that I would be the sole driver until he passed his test. For that idyllic summer I enjoyed a largely unwarranted notoriety comparable, perhaps, to that generated by a Lamborghini in a small town today. The Jaguar, however, had a great advantage over such exotica: with four seats you could take your friends with you. In fact, on one occasion we packed in four couples, rather like those student phone box stunts. Yes, typically irresponsible, I suppose, but laden with bodies, elbows and knees interweaving uncomfortably, I had to drive cautiously, springs bottoming frequently. In those austerity-

fraught times just having a car was a thrill to us youngsters, and the Jaguar's cachet was light years ahead of the humdrum offerings like Ford Prefects and Morris Minors, let alone the prewar bangers. My co-owner and I got great satisfaction from driving top down beaming at the public along the seafront promenade. (I stress, with only the four occupants envisioned by William Lyons.) It was, in Wordsworth's phrase 'very heaven'. On the open road, I enjoyed the machine from a different heavenly perspective, thrilling to its surge of power and its road holding, impressive for the time. In 1955 any engine over 1172cc was considered profligate, so this one, more than twice as big, gave a special thrill as it pushed the narrow tires

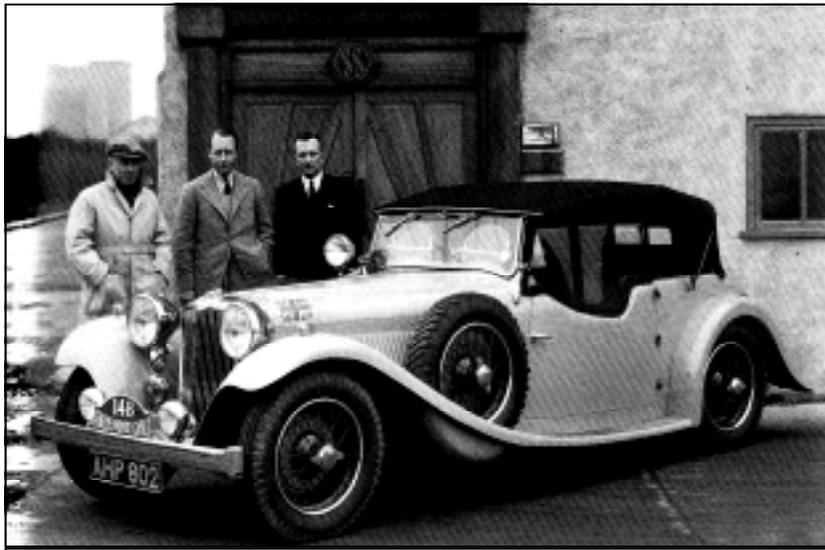
(tyres?) to the edge of protest around the many bends of pre-motorway British roads.

Even as I write, I recall with pleasure sitting low behind the positively female double curve of the dashboard cowl, the big speedometer and rev-counter, and the close-up, four-spoked steering wheel. The view along that long, lean bonnet, with the chrome-nacelled headlamps and swooping wings ('fenders' for the uninitiated) makes today's jelly mould econoboxes seem like bumper cars at the fair-ground. I never knew

what horsepower the later engine produced, certainly more than enough for my (mainly) restrained driving, but the memory of the organ-note exhaust lingers on. I drove through the tiled vault of the Mersey Tunnel once, and kept the car in second gear at 2500rpm, at little more than the 40 mph tunnel speed limit for the full three miles, simply to revel in the glorious coinciding harmonics, a veritable organ solo rarely achieved since!

Of course, there was a downside to my fabulous art deco Jag; it was, after all, fully twenty hardworking years old, with sundry rattles and creaks, a leaky hood and side screens, and an endless thirst for oil. I discovered the latter on the first longer trip, the red light flashing to demand, to my horror, three quarts of oil, but the engine happily

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An SS Tourer like that described by the author in this article. This photo shows a 33 year old William Lyons (on the right) with the 1935 Monte Carlo Rally works-prepared car and its crew, co-drivers Reuben Harveyson and Brian Lewis. Note the carved plaque and doors of the SS Cars Ltd offices.

(Continued from page 7)

SWEET SUMMER, continued

resumed its sweet note after its thirst was satiated. (I've heard of many later Jaguars with similar idiosyncrasies, all part of the experience, I understand...)

Sadly, I had to part with my half of this early Jaguar legend after less than a year. My co-owner, now with the



Two more examples of the SS Tourer, like the one owned and enjoyed by the author nearly 50 years ago.

necessary driving license, took a job away that required transportation, and he persuaded me that his need was greater than mine. This point I could have argued, but I reluctantly eased out of the deal, to leave him as sole owner. There were consolations, however, as I acquired a 1929 Brooklands Riley, a restored quasi-racing car, more stark than the Jaguar, and nowhere near as sociable. But that's a story for a different car club!

We have a new advertiser this month - check out the ad for XKs Unlimited on page 15. This is a great company to deal with, and they stock a comprehensive range of parts for virtually every post-war Jaguar, right up to the most recent. Their catalog is superb, containing much more than just listings of parts. Their service and restoration departments are renowned for the quality of their work. You can find them on the internet at www.xks.com. Give them a try!

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MESSAGE FROM THE EXECUTIVE, continued

ship card, along with an update of our discount program. And, after the end of January we will submit our membership list to Jaguar Clubs of North America, and shortly after that you will be receiving that membership card as well.

High on the priority list for your executive is compiling the results of our member survey. For those who have not returned a completed survey, please do so right away. If you need another copy, please contact Doug Ingram. The executive eagerly awaits the survey results. We aim to please, and knowing what you want will help!

Another high priority item is finding a new location for our monthly meetings. Can you help? The criteria are: central location (close to the Hwy #1 corridor), decent facility, good parking, room for 35 or so attendees, and reasonably priced. If you have any suggestions, please contact our President, Dave Cooke, as he is coordinating this important task.

What ideas do you have for a Club activity this year? Would you be willing to help organize a Club run? Now is the time to make yourself known, as the Club's activity schedule is being formulated. Please contact any member of the executive with your ideas.

That's it for this month, see you at a meeting!

MARK 2 REDIVIVUS

Part Two

a restoration in progress

report and photos by Gregory Andrachuk

In last month's report on the restoration of my 1966 Mark 2 3.8 saloon I indulged myself in a welling hope that the car would soon be on the road. I have not entirely given up, but it may take a little longer than anticipated. Frank-the-mechanic is working to rule (his rule). But still, I mustn't despair; the car still sits in Purgatorio, not Inferno (see last month's article for an explanation of these terms). And that, surely, is reason enough to cling to hope.

As I write, the transmission is in the process of being rebuilt. Before being removed it operated perfectly, despite the constant exsanguination of Type F fluid, so apart from new seals it may need little else. The front suspension has been completely rebushed, cleaned and painted and is ready to install. The engine has been cleaned and painted and the colour Jaguar used on the head of the 3.8 engines was replicated by JB Auto on Government street (I took advantage of my JCCV discount). The steering box, which on these 60s saloons often leaks, is bone dry and therefore has not been touched (I suppose we had better check that there actually was fluid in there). The differential also was leak-free, but a new seal will be put in as a matter of course.

This month's big news is the interior. The car had seen less than 17,000 miles of use when it came off the road, but some of that had obviously been in the Manitoba sun. So while the interior was remarkably unworn, the top of



The rear seat - multiple applications of Leatherique Rejuvenator Oil has made the leather soft again.

the rear seat, and the "yoke" panel on the driver and passenger seat bottoms were quite stiff and the foam flattened because the leather had dried and shrunk somewhat. Multiple treatments with Leatherique Rejuvenator Oil did a marvellous job of softening the leather, but unfortunately almost 40 years of neglect had permitted what

were normal creases to develop into cracks.

Since Frank-the-mechanic already had the deed to my house, I decided to go for broke, or rather, more broke. The seats were removed and taken to my favourite auto trimmer (and one of our advertisers), Styles Upholstery. Now, when I took the seats in (two years ago on February 9th), I was unaware of the very close relationship, in fact



Rear seat central armrest - new padding made all the difference.

sympiotic relationship, between Styles and Frank-the-mechanic. Unknown to me, both Frank and the Styles crew had decided that I already had too many Jaguars and certainly didn't need this one on the road within any reasonable length of time. Paul, Kevin, Rob...in fact the whole crew had obviously read and taken to heart the sign which Frank-the-mechanic has hanging behind his counter: "I can only please one person per day. Today doesn't look good for you. Neither does tomorrow." My seats were accepted with Styles' normal good cheer (in fact I have often remarked to them that they have WAY too much fun doing what they call work), and the leather and seat frames were thrown into their version of Frank's Purgatory. As I said, that was two years ago. My periodic visits were tolerated in a good-natured way, but no there was no evidence of any progress being made.

You can imagine my alarm when Paul phoned me this week. My first thought was that his business has suffered a fire or a break-in and that the only thing missing or damaged was my leather. Happily, that was not the case. I was told that my seats were ready, and that I could collect them in exchange for what little Frank-the-mechanic had left in my retirement portfolio.

Joking aside, the men at Styles did their usual superb job.

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MARK 2 RESTORATION, continued

The damaged panels had been replaced expertly and the seats look simply superb. Surprisingly, the original foam could be reused - it retained its as-new form once the stiff leather was removed. New canvas decking was used as a base and the springs were retied. The result is very gratifying indeed. One further bit of work: Jaguars are luxury automobiles, and as such, the saloons all have a central armrest in the rear seat. It is a characteristic of the original Mark 2 armrests that the foam padding on top tends to degrade with heat or age or both, leaving the



The front seat cushions - new yoke panels, new canvas decking, retied springs. Now they are like new.

leather cover loose and wrinkled. This is the case with virtually every one I have seen, although the brochure photographs clearly show that these armrests were well padded when new. Styles repadded the central armrest so that it is now as it was intended to be.

There will be more on the interior in further installments of this saga.

It goes without saying that the reader is to take my comments regarding those who are helping me to resuscitate this car as humorous. I have nothing but the highest regard for the people I mention in these articles; otherwise, my cars would not be entrusted to them. Both Frank's European Cars and Styles Upholstery have worked on my Jaguars for years. Wait....that isn't exactly what I meant....



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
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TECHNICAL CORNER

A Primer on the Oxygen Sensor

by Doug Ingram

Internal combustion engines make power by burning a mixture of air and fuel. The proportions of each (called the air-fuel ratio) affects the amount of power created, the running characteristics of the engine, and the amount of emissions in the exhaust. As engine speed and loads increase, the amount of air flowing through the engine increases, so to maintain the optimum ratio, the amount of fuel must increase also. In older engines, the carburetors manage this function, while more modern engines rely on fuel injection systems.

The oxygen sensor, sometimes known as the Lambda sensor, is a key component of many fuel injection systems. It senses the oxygen content of the exhaust gas and sends this information to the control unit which uses it to maintain the ideal air-fuel ratio.

How It Works

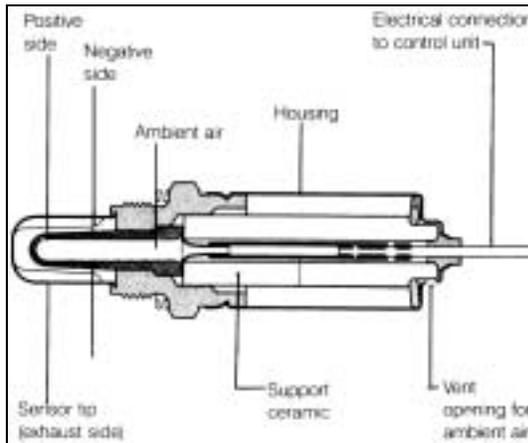
The oxygen sensor generates a voltage that is based on the variation between the amount of oxygen in the exhaust and the amount of oxygen in the ambient air. The ceramic sensor tip protrudes into the exhaust system, usually very near the manifold. This tip is hollow and the



Oxygen sensor mounted on exhaust downpipe. It threads into place.

sensor is designed so that the interior of the tip is exposed to ambient air. The inside and outside of the tip are covered with electrodes that create a voltage based on the relative oxygen levels present. When the air-fuel mixture is rich and there is little oxygen in the exhaust, the difference in oxygen levels generates a voltage through the sensor's electrodes, usually 0.8 to 1.1 volts. When the air-fuel mixture is lean and there is more oxygen in the exhaust, the sensor's voltage output drops to 0.1 to 0.3 volts. When the air-fuel mixture is perfectly balanced and combustion is cleanest, the sensor's output voltage is around 0.45 volts. The oxygen sensor's voltage signal is

monitored by the control unit (ECU) to regulate the fuel mixture. When the control unit sees a rich signal (high voltage) from the oxygen sensor, it reduces the amount of fuel in the mixture. When it receives a lean signal (low voltage)



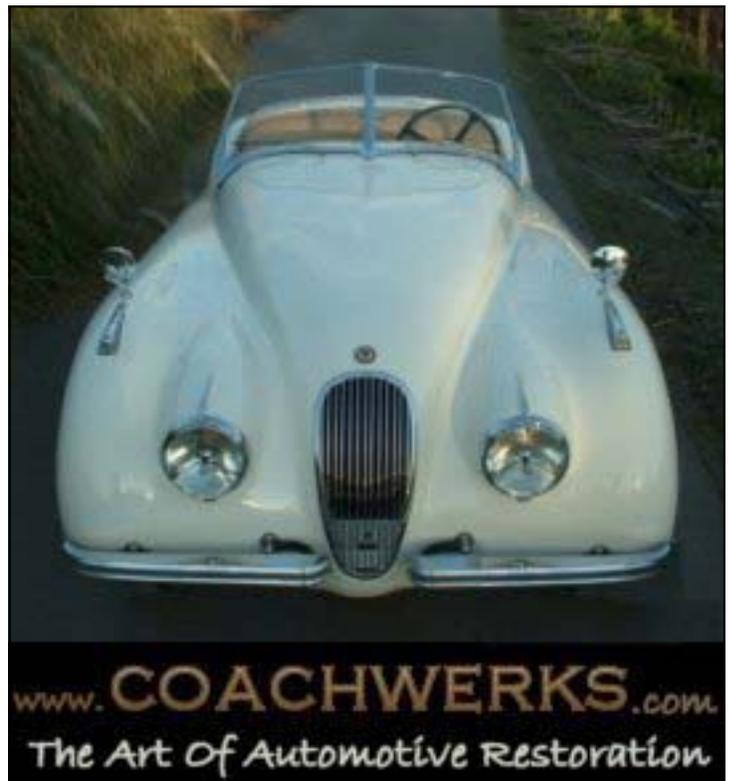
Typical single wire oxygen sensor. This type does not have a built-in heating element, and relies on engine heat to bring it to operating temperature.

from the oxygen sensor, it increases the amount of fuel.

The sensor requires heat to function (nearly 300 degrees Celsius), some have a built-in heating element to

speed the warming process, which improves drivability and reduces emissions when the engine is cold.

(Continued on page 12)



(Continued from page 11)

A PRIMER ON THE OXYGEN SENSOR, continued What Happens As It Gets Old

As an oxygen sensor ages, combustion contaminants build up on the tip. The sensor's ability to respond to changes in the air-fuel mixture is decreased, and the control unit makes adjustments based on false, or old information. As well, aging may cause the output voltage to decline, giving information that the air-fuel mixture is leaner than it is. The result can be a mixture that is too



Most Jaguars use Bosch oxygen sensors. This is the single wire type, and is pictured with a plastic cap on the tip, which is removed before installation.

rich causing fuel consumption and emissions to rise. In these situations, any change in the engine's performance will occur gradually, but will tend to get worse.

The sensor can fail completely if it becomes contaminated with lead from leaded gasoline or contaminants from excessive oil. Other factors such as road salt, oil, dirt, and mishandling can also damage a sensor.

With a failed sensor, the control unit will be unable to make the correct air-fuel adjustments, causing the mixture to run rich, which results in much higher fuel consumption and emissions. In addition, the catalytic converter can be damaged, as rich running creates extra heat, which can cause the internal parts of the converter to melt, creating a partial or complete blockage, and back pressure in the exhaust system. The result can be a drastic drop in per-

formance or outright stalling.

How Do You Know If It's Failing

If your car has lost several miles per gallon of fuel economy and the usual tune up steps do not improve it, your oxygen sensor may be suspect, although bear in mind that there are many other fuel economy destroyers. Your car may have a sensor warning lamp, which is usually activated after a set mileage since it was last reset. And, newer cars may show failure codes which point to the oxygen sensor. In these cases, the sensor may not need replacing, but it and its wiring should be tested. Oxygen sensors can be tested in place or on the bench; the testing procedures are beyond the scope of this article, but if you want to try it yourself, there are instructions at www.jag-lovers.org/xjlovers/xjfaq/o2.htm.

The recommended replacement intervals for oxygen sensors range from 30,000 to 50,000 miles for the single wire unheated type used on some cars to as late the early 1990s, to 60,000 miles for the heated type used from the mid 1980s to the mid 1990s, to 100,000 miles for the later types. However, as with other components, if proper testing shows that the sensor is functioning within specification, there is little to gain from early replacement.

The oxygen sensor is often ignored, and many car owners don't even know if their car has one. However, proper functioning of this critical device is very important, so pay attention!

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JAGUAR CLUBS OF NORTH AMERICA

47th ANNUAL GENERAL MEETING

March 31 - April 3, 2005
in Orlando, Florida



Looking for a tropical paradise? Well . . . you have found it!! The 2005 Jaguar Clubs of North America Annual General Meeting is in sunny Orlando this coming spring! The following is to let all Club members know about the highlights planned for the weekend. We hope you will join us and stay longer to take advantage of our unbelievably low room rate in a fantastic Disney resort.

PLACE: Wyndham Palace Resort & Spa,
Downtown Disney Resort area

DATES: Thursday, March 31 through Sunday, April 3, 2005

HOST CLUB: Jaguar Club of Florida (Orlando)

SCHEDULE OF EVENTS

Thursday, March 31, 2005

Board of Directors arrives, Hospitality Room open

Friday, April 1, 2005

Board of Directors Meeting 8:00am - 3:00pm

Delegates and guests arrive

Seminars on "Judging the MK-2" and "Troubleshooting the XKE " 3:00 - 5:00pm

Reception and Tropical Buffet at Paradise Cove (some awards) 5:45pm

Saturday, April 2, 2005

Annual General Meeting 8:00am - 3:00pm

Seminars on "Chief Judge Training " and "JCNA Slalom & HPDE" 3:00 - 5:00pm

Cocktail Hour 6:30pm

Banquet and Awards 7:30pm

Sunday, April 3, 2005

Richard Petty Driving Experience at the Walt Disney World Speedway

Each JCNA club may send two official AGM delegates, but there is no restriction on the number of club representatives wishing to attend the AGM as guests. Use the registration form to sign up for selected activities. Please make copies of the form as needed, or download it from the JCNA website, (www.jcna.com) or JCOF website (www.catdriver.com). These sites also have more information about the AGM and its activities, including helpful links to the websites of our hotel, sponsors, and other places of interest.

HIGHLIGHTS: We are planning a warm Florida reception at Paradise Cove Friday night, partially sponsored by Collier Jaguar of Orlando. You'll want to attend this relaxing waterside party very close to the resort, with tropical buffet, libations, and transportation included. Some of the 2004 JCNA awards will be presented at the reception (Rally, Slalom and Newsletter).

Arrive early enough to attend one of our great seminars on Friday afternoon: "Judging the MK-2" by George Jones and Gary Hagopian and "Troubleshooting the XKE" by Dick Maury of Coventry West. On Saturday, two more important semi-

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JCNA AGM, con't

(Continued from page 13)

nars are being offered: "Chief Judge Training," by Dick Cavicke (Chair, Judge's Concours Rules Committee), and "JCNA Slalom & HPDE" by Steve Weinstein & Gary Hagopian.

Our Saturday evening celebration at the beautiful Wyndham Resort begins with a Cocktail Hour and special entertainment, followed by a gala Awards Banquet. This will surely be an evening to remember. We hope that your 2004 winners will attend and receive their awards in person.

Those of us with the "need for speed" will put on helmets Sunday morning for a Richard Petty Experience at the Walt Disney World Speedway (www.1800bepetty.com). Call toll free 1-800-BE-PETTY to book directly (space is limited) for the following Jaguar Club rates:

Ride Along - \$79.20 per person plus tax

Rookie Experience (8 laps of driving) - \$341.10 per person plus tax

King's Experience (18 laps of driving) - \$674.10 per person plus tax

Experience of a Lifetime (30 laps of driving) - \$1124.10 per person plus tax

HOTEL: We have arranged superb conference facilities and a block of guest rooms with a Jaguar Club rate of \$112 per night (also good for 3 days before and after the event) in the fabulous Wyndham Palace Resort and Spa, 1900 Buena Vista Drive, Lake Buena Vista, Florida 32830-2206. Book directly with the hotel at 407-827-3333 and ask for the Jaguar Club of Florida rate. Online booking will be available soon through a special link on the JCNA.com website. The hotel website (www.wyndham.com/hotels/MCOPV/main.wnt) provides a full tour and answers to frequently asked questions.

The resort's special privileges include continuous complimentary transportation to all Disney theme parks, dining with favorite Disney characters, access to championship Disney golf courses and more. You can restore body and soul with a workout or world-class treatment in their European-style spa, or go outside for swimming, tennis, and volleyball. At sunset, savor exceptional cuisine at Arthur's 27 on the 27th floor. Stroll to Downtown Disney for shopping, dazzling entertainment and nightlife.



EXTRAS: You will enjoy discount Disney World order forms for a one or two day "after 2 p.m." ticket to any of the Walt Disney World theme parks. These tickets are good for any one park, (unlike a Park Hopper, which is good at all four parks). The two-day "after 2 p.m." ticket can be used at the same park for two days or at a different park each day. Orlando and Central Florida have a lot to offer other than Disney.. Other nearby theme parks include Universal Studios, Islands of Adventure, and Seaworld.



TRANSPORTATION: We recommend that flights be booked as soon as possible for the best price and availability. Orlando International Airport is 17 miles from the hotel. Shuttles typically cost \$17 one way, booked in advance with Mears Transportation at 407-423-5566 or online (www.mears transportation.com). Cabs range from \$35-\$46 each way. A cab can hold up to 5 adults, so depending on how many people are arriving at once, a cab may be more cost effective and time efficient as well.

SPONSORS: Please note and support our generous sponsors that are helping make our 2005 JCNA AGM enjoyable, including Jaguar Cars, Jaguar Credit, Collier Jaguar of Orlando, SNG Barratt, XKs Unlimited, Pirelli, Parish-Heacock Classic Car Insurance, and Coventry West.



Ginger Corda, Co-Chair
Lakeland, Florida
863-646-5339
cordag@aol.com

Please contact us with any questions.
We hope to see you this spring!

Jerry Wise, Co-Chair
Tallahassee, Florida
850-385-1166
jwise@jcna.com

ITS TIME TO RENEW!



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

Membership renewal packages were sent in the mail in early December.

If you have not already done so, please send your renewal in right away!

This is the last newsletter for members who do not renew by January 31st. Don't miss out - act today!

If you did not receive, or have misplaced your renewal package, contact Doug Ingram (contact info on p.2)

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COMING EVENTS

here's what's ahead

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

Mon, Feb 28th, 7:30pm. JCCV Regular Monthly Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Mon, Mar 28th, 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. More information on page 13.

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

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

Sat, Jun 11th. Jaguar Drivers and Restorers Club JCNA Slalom, Emerald Downs, Seattle, WA.

Sun, Jun 19th. Fathers' Day British Car Picnic in the Park and the 2nd Anniversary celebration of JCCV, Beacon Hill Park, Victoria, 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 JCNA Concours, McMenemy's Grand Lodge, Forest Grove, Oregon.

Sat, Aug 6th. Jaguar Car Club of Victoria JCNA Concours, Victoria, BC.

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

Sat, Sep 10th. Jaguar Drivers and Restorers Club JCNA Concours, Newcastle, WA.



IT'S TIME TO RENEW!

**Memberships expired on
December 31st.**

**If you have not yet done so,
Please renew now!**

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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.

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.

1992 XJS, 4.0 litre six cylinder, Jaguar Racing Green with original cloth and leather interior, 144,000 kms, well cared for, recent Michelins and brakes. Runs beautifully, looks gorgeous. \$13,900. Bob Whelan 250-385-0674 or 250-883-1631.

1985 V12 VDP, approximately 189,000km, very good condition, gold with tan leather interior. \$4,000. Vince Reilly 250-598-6906.