

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #15

February 2005



INSIDE

- A LIFE WITH FIVE PUSSYCATS
- ARE YOUR TIRES SAFE?
- RESULTS OF OUR MEMBERSHIP SURVEY



THE JAGUAR CAR CLUB OF VICTORIA

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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 Tuesday 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 Tuesday of each month, except December, at 7:30 pm in the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive) in Victoria. Our AGM is held with the November meeting.

We are affiliated with
The Jaguar Clubs of North America

www.jcna.com



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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 information, email us at jaguarclub@shaw.ca or drop us a note in the mail. We'll send you complete details.

If you believe that a Jaguar is more than just a car, you are one of us!

COVER PHOTO

Larry Atkins has owned this 1967 E-Type 2+2 for more than 20 years, and it occupies garage space alongside his 1969 E-Type OTS, currently under restoration, and his 1966 E-Type OTS which awaits restoration in a partially dismantled state. Larry's primary enjoyment from the Jaguar hobby is in the restorations, but he really enjoys stretching the 2+2's legs out on highway runs. With the classic enclosed headlamps, triple SU carburetors, and full synchromesh gearbox, late Series I cars like this one are considered by many to be the best.



WORDS FROM THE PRESIDENT

Dave Cooke

At this time of year it always seems a little difficult to get off the couch and go out into the cold garage to work on the Jag. Equally difficult is to venture out on a dark, rainy night to a Jag Car Club meeting. It was nice therefore, to see that so many people made the effort and attended the January meeting. After all, it is all too easy to watch the days slip by and then the next thing you know the sun is shining and you want to be out on the road, but the cat needs work.

I always get such a tremendous boost of inspiration from our meetings, that I look forward to popping out to my garage in the evenings, cold though it may be, and tinkering on those things that were discussed with the group. That's the great thing about the club; the support and enthusiasm we can lend each other in our shared hobby.

Doug and Gregory certainly inspired us all with their polishing demonstration at the last meeting. It was impressive to see how the weathered and oxidized paint from an old Morris Minor's wing that I dug out of my barn, and the newer, clear-coated finish on an XJ40 door, kindly donated by Tom Cat Auto Recycling, came up to a high gloss after a few minutes of their work. Thanks to their tips we should all be able to have our cars gleaming like never before, ready for the first outing of the year.

Speaking of our club outings, or Monthly Prowls, the club has decided to set a standing day of the month for these events. It seems most logical to hold the drives on the Sunday following the monthly meeting. We also think that by shifting the start time to around 1:00pm, the drives might be more convenient to more members. Instead of stopping for lunch, we would stop for afternoon tea. Mike Skene has done a great job for us in organizing all our runs to date. I am sure he would appreciate a hand in this task and I encourage other members to step up and volunteer to organize a Prowl for a month of their choosing.

We have made progress recently in finding a new home for our club. As you will read elsewhere in this issue, our regular monthly meetings will henceforth be held at the Royal Oak Lions Clubhouse at 4525 West Saanich Road

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

I really should explain. When I first started editing *The Growler*, I thought it would be a good idea if each month's issue was in the hands of the members at least a week prior to the monthly Club meeting. With the time it takes to assemble it on the computer, and then the time for the printing, mailing, etc. it soon became clear that the deadline for submissions needed to be three weeks ahead of the meeting. All good, until this month when our meeting day changed from the fourth Monday to the fourth Tuesday, which in this case meant 6 days earlier. All of a sudden, the newsletter needed to be done now! So, here it is, a little rushed (do you see any typos?) but out on time. Thanks to all who helped.

Many of our members have a long history with the Jaguar marque. I found out about David and Marie Wardell's life with Jaguars while enjoying their hospitality after taking photos of their XJ6 for the January cover. Not only have they had 5 Jags over a 50 year period, but their XK140 was bought brand new from Plimley's showroom at Yates & Vancouver in Victoria. Newcomers to Victoria may not know that the building that currently houses Moxies Restaurant was the home of a British car dealership for many

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WORDS FROM THE PRESIDENT, continued

(very close to the Fireside Grill). This central location should be a lot easier for everyone. The Clubhouse is well lit, with ample parking and it should serve our purposes nicely. Please note that due to the Lions' schedule we have had to change the regular monthly meetings such that we will now meet on the **fourth Tuesday** of every month.

It is encouraging to see how well we have started off the year. Our membership renewal numbers suggest that people are satisfied with the Club's performance to date, and as more members take advantage of the opportunity to become involved in Club events, we can look forward to a rewarding year.

I look forward to seeing you at our next monthly meeting.



(Continued from page 3)

EDITOR'S NOTES, continued

years. (A related note is that new JCCV member Linda Plimley, who along with partner Michael Betts owns both Chalet Estate Vineyard and a lovely Jaguar 420, is from that same Plimley family.) I was especially pleased when David was able to provide photos of all five Wardell Jaguars. Their story begins on page 5.

I have no doubt that there are more of you with interesting stories. Digby Clarke has stepped forward to take on writing a regular feature for *The Growler*, provisionally titled "JCCV Members and Their Jaguars". He'll be looking for material, so why not contact him and share your tales? Digby can be reached at digcare@shaw.ca or 250-386-3242.

Also in this issue are some important reminders about tire maintenance, beginning on page 9. Of concern to many of us whose cars see occasional use and not many miles is the issue of tire aging. Read this article, check your air pressure, and have a look at how old your tires are - you might just save yourself a lot of grief.

The compiled results of the Membership Survey which so many of you responded to are presented on page 11. There is a summary, and then more detailed scores for each survey question for those who are interested. This is good information, and valuable for your executive in planning the short and longer term future of the Club.

Next month, we'll be treated to another of Peter Williamson's articles, and I'm hoping there will be more from Peter in the future.

I hope you enjoy this issue!



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FIVE PUSSYCATS a lifetime of Jaguars

by David Wardell

My first experience with a Jaguar goes back some 50 years. I had driven to Vancouver in my MG-TF and went to Plimleys to see what interesting used cars were for sale. I spotted a 1951 Jaguar XK-120 Fixed Head Coupe in the customer parking lot. The salesman said it was about to be traded in on a new XK-140 and would probably be for sale in a few days. At that time I was living in the interior of BC and was just down in Vancouver for 2 days, so after some hectic bartering I abandoned my MG and drove back to the Kootenays in a 3 year old XK-120 with over 40,000 miles on the clock. This last minute purchase with no mechanical check and only a 2 or 3 mile city drive was a bit fool hardy but it turned out to be a fantastic car and really raised my sights on being a Jaguar owner.

One thing about driving in the mid 50's was the abundance of nice new roads, the lack of traffic, no radar and few patrol cars. The XK-120 handled well, even with those rock hard Dunlop Roadspeed tires, and it was geared perfectly for the mountainous roads. It would quite easily hit 120 mph and at that speed was just on maximum revs. I drove the Jag for about 30,000 miles in the next 2 years and the only problems I had were an iffy



electric fuel pump that needed an occasional thump with a screwdriver and a slight misunderstanding with a deer.

Pussycat number two turned up in November 1956 about three weeks before Marie and I were married. Plimleys in Victoria had a new XK-140 roadster in their showroom window, lavender grey with red leather upholstery. We looked it over and decided that we had to have it, even though the purchase price was \$4,270, which was way over our budget (remember 1956 wages!). Anyway we bought it and after the wedding went off on a driving holiday to California. Now in 1956, to get off the island, you had to take one of two trips on the CPR ferries. We took

the night ferry, very civilized with nice cabins and a white tablecloth breakfast , BUT you had to leave your keys in



the car and if you didn't get down to the car deck by 7:00 am, some deck hand would drive your baby off the ship. Well, wedding night and all, we were down in our car before seven. We drove to California and as you probably know, the older XK engines normally burn a fair amount of oil. I had a quart of Castrol in the trunk, but by the time we hit San Francisco we were down a quart or so. Do you think we could find a garage carrying Castrol oil?? I think most of them wanted us to go to a drug store for some castor oil. Somewhere around Monterey I found a sports car garage, but still no Castrol, so we got an oil change and used something more available.

We kept the XK-140 for about two years and I guess about 30,000 miles. It was trouble free except for a questionable clutch replacement at one week old. We found out later that our car had been driven up-island to a car show, obviously with the speedo disconnected!! Comparing the 120 to the 140, the 140 was better equipped but the high gear ratio made it a bit slower accelerating, especially at high speeds.

Enter Pussycat number three. A few years later we had the chance to buy a Jaguar Mark 1 3.4 saloon, light grey with blue grey leather. She was a good long distance cruiser with her 4 speed gearbox and overdrive as long as it was dry weather. The rear track on the Mark 1 is narrower than the later Mark 2, and she was quite a handful at highway speeds, in the rain, on a motorway. She was

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FIVE PUSSYCATS, continued

another reliable Jag except for a little incident in the Sacramento Valley. We were cruising along when the normal



purr turned into an angry roar. I stopped on the side of the road and found that the stainless flex pipe from the manifold had split. As we were hundreds of miles from a Jaguar friendly mechanic, we had to make do. I found a cou-

ple of beer cans, cut the bottoms out and Marie supplied a metal clothes hanger. I fitted the cans over the break and tightened the wire with the shaft of a screwdriver. It worked like a dream and when I got back to Victoria, the mechanic said the beer cans were nearly welded on to the flex pipe.

A few cars later came Pussycat number 4 and it is a sad tale. We had a call from our favourite salesman at Plimleys that a client was trading two Jaguars, a Mark 2 3.8



and a Mark 9. We were too late for the 3.8 but bought the Mark 9. She was a pampered low mileage, dark blue car

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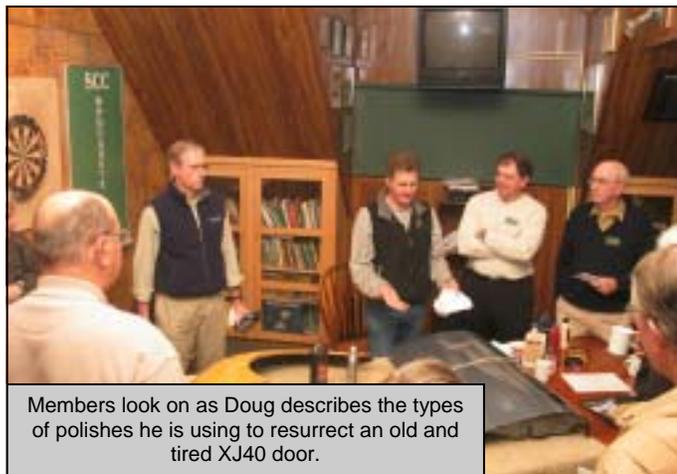



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JCCV MEETING Monday, Jan 24th, 2005

report by Doug Ingram, photos by Dave Cooke

Twenty-one members were on hand for the January meeting, which was the first chaired by our new President, Dave Cooke.



Members look on as Doug describes the types of polishes he is using to resurrect an old and tired XJ40 door.

the lucky winner of the draw. Gordon took home a copy of the Official Biography of Sir William Lyons, by Philip Porter and Paul Skilleter.



Gregory is bring back the paint on a rear wing from President Dave's old Morris Minor.

From among all the members who met the early membership renewal deadline of January 10th, Gordon Dixon was

A good deal of time was spent trying various polishes to revive painted body panels - the results were amazing!

JAGUAR UNVEILS ADVANCED LIGHTWEIGHT COUPE CONCEPT

a replacement for the XK

Jaguar Cars revealed a new concept car, the Advanced Lightweight Coupe, at the recent Detroit Auto Show.

Featuring aluminum accents and leather, the 2+2 sports telematics, a paddle-operated gearshift, and aluminum bodywork and chassis. Few details have yet emerged as to performance, but it is believed this model is destined to be the new XK.



In terms of design, the company states that the concept "represents the very essence of Jaguar, its heart and soul. If you want to know what lies ahead for us, what direction we will take – this is Jaguar's answer", according to chairman and CEO Joe Greenwell.

The coupe rides on 21-inch alloy wheels with custom

Pirelli tires while new chrome gills behind the front wheels aid engine cooling and also improve aerodynamic flow to the rear. The car's cabin is more spacious and better packaged than previous Jaguar coupes, with impressive headroom and multi-directional sports front seats and individual bucket seats in the rear. The interior is trimmed throughout in a tan leather which has visible stitching on the hides that line the doors and the dashboard.



Aluminum inserts are spread throughout the car to accentuate the contemporary feel of the cabin. Its focal point is the central dashboard console that houses an advanced

The coupe rides on 21-inch alloy wheels with custom

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FIVE PUSSYCATS, continued

and was our first automatic car. The 3 speed automatic left a bit to be desired but it was a very elegant town car. Many of you may know that earlier the Queen Mother ordered a Mark 8 and had it delivered to Hooper Coachworks for some custom work. The powers that be at Jaguar heard about the modifications and had the car returned for additional "servicing". After a lot of photos and measurements the later Mark 9 came out with the picnic tables, 3 cigar lighters and a clock in the back. Unfortunately, after about a year's ownership we were hit by a car running a red light at Douglas and Pandora. The insurance company paid for all the repairs, but the car never seemed the same after and so we sold her.

Pussycat number 5, our present XJ6 X-300, is a 1995 model, black with "oatmeal" leather - a breakfast car!!! We have had her now over two years and enjoy her greatly.



She has surprisingly good acceleration especially when you have the transmission in sports mode. Gas mileage is quite good for such a heavy car, we average near 20 mpg around town and close to 30 on the highway. Our only repair to date has been a new oxygen sensor. We have put about 20,000 kms on her and she now has 96,000 kms on the clock. She's tucked away in her bed for the winter and will be ready to go for those club runs in the spring.

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MESSAGE FROM THE EXECUTIVE

keeping you informed

We finally have a new meeting place, and along with that a new meeting day. Our meetings will now take place on the fourth Tuesday of each month at the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive). This is just north of the Petrocan Station in Royal Oak. There's plenty of parking right at the door, no sodden grass to walk on, and no noisy cricket players in the summer. We also hope it will be a more convenient and central location. Have a look at the details and the map on page 13.

The dates for the JCCV Prowls, our monthly driving events, have been set as the Sunday after the monthly meeting, the first of the this season going on Feb 27th. (Now, there always has to be a complication, such as Easter Sunday being on Mar 27th, so the Prowl after the March meeting will be on Apr 3rd.) Mike Skene has once again organized the February event, but it's time for others to take a turn. It's a simple job, so how about volunteering to do just one of these events. Contact President Dave Cooke to get started.

Membership renewals have been very strong, with 64

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TECHNICAL CORNER

your tires: everything is riding on them

by Doug Ingram

There have been many in depth investigations of tire safety in the past few years, much of it initiated after the problems with Firestone tires on Ford Explorer vehicles became evident. Most of these studies have taken place in the United States under the auspices of the National



Bias ply tire on an XK120.

Highway Transportation Safety Administration. Publications of the NHTSA and other sources have been referenced in compiling this article.

Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, trac-

tion, and load-carrying capability of your vehicle. Under inflated tires and overloaded vehicles are a major cause of tire failure. To avoid flats and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires for cuts, slashes, and other damage. These measures will help you to avoid tire failure, such as tread separation, blowouts, and flats. Other benefits of regularly conducting basic tire maintenance and inspection are improved vehicle handling and increased tire life.

Tire Pressure and Load Limits

You'll find the recommended tire size, tire pressure, and vehicle load limits for your car in the owner's manual. These figures are usually also printed on decals attached to the door edge, door post, glove box door, or inside of the trunk lid. Tire pressures are based on tire size and the vehicle's design load limit, which is the greatest amount of weight the vehicle can safely carry. It's never stated, but ride comfort is also figured into the recommended tire pressure equation, as lower pressures will deliver a softer ride, which many drivers prefer. Very often, longer tire life and better ride characteristics can be had by inflating the tires 4 or 5 psi above the recommended levels. If you have any doubt about the pressure you should be maintaining in your tires, or if you have non-standard size tires, consult with a knowledgeable tire professional.

Manufacturers design tires to be used on more than one type of vehicle, with varying vehicle load limits, so they print the "maximum permissible inflation pressure" on the tire sidewall. This number is specific to the tire only, and is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions. The correct pressure for your vehicle is usually considerably lower than the maximum.

Checking Tire Pressure

Tires usually lose air over time, and can lose air suddenly if you drive over a pothole or strike a curb. As well, with radial tires it's very hard to tell if the tire is under inflated. Check tire pressure at least once a month using a good quality, accurate gauge (not the one attached to the air hose at the local self-serve). Don't forget about the spare! Tire pressure must be checked when the tires are cold. Note that the term cold does not relate to the outside temperature. A cold tire is one that has not been driven on for at least three hours.

When you drive, your tires get warmer, causing the air pressure within them to increase. To get an accurate tire pressure reading, you must measure tire pressure when the tires are cold. In practical terms, this means stopping at the nearest gas station after the car has been sitting at least three hours. To check tire pressure, follow these steps:

1. Determine the correct tire pressure.
2. Remove the tire's valve stem cap, and press the gauge firmly over it to take a pressure reading.
3. If the pressure is too high, slowly release air by gently pressing on the tire valve stem with the edge of the tire gauge and keep retesting until you get to the correct pressure.



Two types of tire pressure gauges.

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YOUR TIRES, continued

4. If the pressure is too low, add the missing pounds of air pressure and keep retesting until you get to the correct pressure.

5. Replace the valve stem cap.

Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in tread wear

indicators that let you know when it is replacement time. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with



Radial tire on an XJ saloon.

the outside of the tread, the tire is worn out.

Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by fastening weights on the wheel to counter-balance heavy spots on the wheel and tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires and prevents your car from veering to the right or left when driving on a straight, level road. Wheel alignment adjustments require special and precise equipment and should be performed by a qualified shop.

Tire Rotation

Rotating tires from front to back and from side to side can reduce irregular wear (for vehicles that have tires that are all the same size). Look in your owner's manual for information on how frequently the tires on your vehicle should be rotated and the best pattern for rotation.

Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be re-

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**OUR
NEXT
MEETING**



**The next regular meeting of the
JAGUAR CAR CLUB OF VICTORIA**

is on

**Tuesday, February 22nd
at 7:30 pm**

**in the Lions Club Hall
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**Presentation by Malcolm Ives
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JCCV MEMBERSHIP SURVEY

a summary of the results

compiled by Doug Ingram

Our Club's first ever Membership Survey was sent out in early December with membership renewal notices. We received 46 responses out of the 76 surveys that were distributed, for a return rate of 60.5%. This is a very good return, and indicates that the results have a high degree of validity. The results of the survey provide clear guidelines as to what is wanted by the members, and will be valuable to the Club executive.

SUMMARY

Working on our Jaguars: while we do the vast majority of cleaning and detailing work, the mechanical and repair work is split fairly evenly between doing it ourselves and paying someone else to do it.

Traveling: we are somewhat interested in short trips with the Club, but have little interest in longer tours.

Club Events: we are strongly interested in showing our Jaguars, are happy with the amount of driving and social time on Club runs, are very interested in events involving "how-to" workshops or car related businesses, and have a fair willingness to get involved in organizing events.

Club Meetings: we are happy with the frequency of the meetings, have some desire for more social time at meetings, and strongly believe there should be a speaker or presentation at every meeting.

The Newsletter: we have a strong desire to have the newsletter published monthly, and we place great importance on reading it every month. Advertising in the newsletter has some effect on our purchase decisions, and we have some interest in contributing material for publication.

The Website: we don't refer to the Club's website often but would use it for checking the schedule of events or looking at photos of activities.

Charity Sponsorship: we indicate little support for the Club to be involved in sponsoring a charity.

Importance Ranking: our highest ranked items in terms of importance are the driving events, the newsletter, and the meetings.

DETAILED RESULTS

Many of the questions on the survey asked us to indicate our degree of agreement or disagreement with a statement. For these questions, the results have been converted to a scale out of 100, where a score of zero would indicate that all of us strongly disagreed and a score of 100 would indicate that all of us strongly agreed. For these questions, the higher the score, the greater the strength of the agreement among us. Here are the results for each of this type of question:

1. I do most of the cleaning and detailing work on my Jag-

uar(s). Score 91.25

2. I do most of the maintenance and repair work on my Jaguar(s). Score 48.70

3. I am interested in traveling with the Club on short trips (2-3 days). Score 52.00

4. I am interested in traveling with the Club on longer trips (3+ days). Score 33.00

5. I enjoy participating in events in which I can display my Jaguar. Score 74.50

6. I am willing to help organize or help run Club events. Score 52.00

10. I often refer to the Club's website. Score 33.75

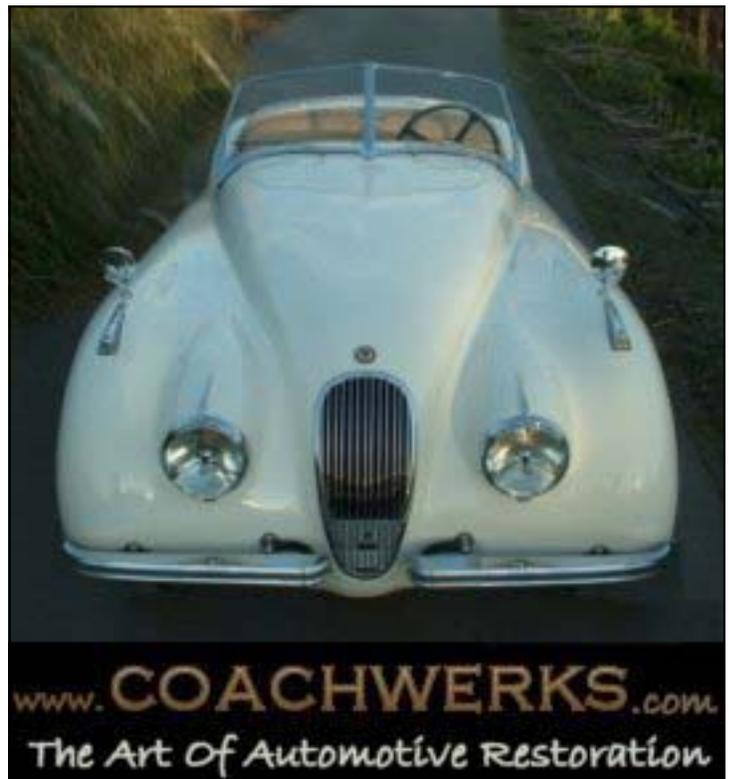
14. Having a guest speaker or presentation at Club meetings is important. Score 91.25

16. Reading every issue of the Club's newsletter is important to me. Score 82.50

17. Receiving the newsletter every month is important to me. Score 80.75

18. Advertisements in the newsletter influence my purchasing decisions. Score 54.50

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(Continued from page 11)

JCCV MEMBERSHIP SURVEY, continued

19. I am willing to contribute material for the newsletter.
Score 55.75

21. It's important for JCCV to be involved in sponsorship of a charity. Score 34.00

Questions about what happens at meetings and driving events were answered by whether we would like more, less, or the same amount of social time, meeting frequency, amount of driving time, etc. For these, scores of 50 indicate the current situation is about right, higher scores indicate more is wanted, and lower scores indicate less is wanted. Here are the results for each of this type of question:

7. How do you feel about the amount of driving on Club runs? Score 57.75

8. How do you feel about the amount of social time on Club runs? Score 54.75

12. How do you feel about the frequency of Club meetings, which are currently once a month? Score 59.75

13. How do you feel about the amount of social time at Club meetings? Score 67.50

There were two questions asking us to indicate our interest in certain things relating to Club events and the Club website. These results are expressed as a percentage of the us who expressed interest.

9. I would participate in Club events involving:

Jaguar maintenance, repair, or care workshops 82.50%
visits to car related businesses e.g. a restoration shop 82.5%

visits to other places of interest e.g. a pottery studio or museum 42.5%

11. The Club's website would be useful to me for:

schedule of Club events 75.0%
photos of Club activities 65.0%
links to related sites on the internet 62.5%
a forum for communicating with other Club members 42.5%

Lastly, the ranking of the importance of certain items, from most important to least. These are our cumulative results, with #1. being the most important:

1. driving events
2. the newsletter
3. meetings
4. showing my Jaguar
5. social gatherings
6. out-of-town/overnight tours

Any member wanting more details, or to see the raw results is welcome to contact our Membership Director, Doug Ingram.

PLEASE SUPPORT OUR ADVERTISERS!

(Continued from page 8)

MESSAGE FROM THE EXECUTIVE, continued

members paid up for 2005. New members in January include Linda Plimley and Michael Betts of North Saanich who own a 1969 420, associate member Steve Christensen of Seattle WA who has a 1990 XJS Convertible, Gary Diederich and Kim Recalma of Sidney who have a 1988 XJSC, and Bruce and Linda Hugo of St Helens OR who have a 1980 XJ6.

The Club's finances are very strong with membership renewals and newsletter advertising renewals coming in. We have \$6,387 in cash and bank deposits, and \$1,805 in regalia and Leatherique inventory. Outstanding bills amount to \$2,225 which includes our 2005 JCNA dues.

While it is a long ways off, and there is much fun with our Jaguars to come first, it's not too soon to mark Saturday December 10th on your calendar as the date for the 3rd Annual JCCV Christmas Dinner. The first two of these very enjoyable events took place at the home of Gregory and Darlene Andrachuk, and it's hoped that someone else will step forward to play host this year. Do you have a large welcoming home? Most of the work is done for you, it's really a matter of providing the space. If you would like to consider hosting this event, give our Christmas Dinner Coordinator, Eileen Smith a call at 250-370-2820.



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IMPORTANT NOTICE TO ALL JCCV MEMBERS

our meeting location and day of the week has changed!

Effective with the February meeting, we will be meeting on the fourth Tuesday of each month at 7:30 pm at the Lions Club Hall, at 4525 West Saanich Road, which is at the corner of West Saanich Road and Elk Lake Drive.

The February meeting will be held on Tuesday, February 22nd.

The new location is easy to find, and much more central. Coming north from town on Highway 17, take the Quadra St exit, and proceed north on West Saanich Rd. The hall is on your right just a little past the Petro Canada station.

Coming south on Highway 17, take the Royal Oak exit, take Royal Oak west to the lights, then Elk Lake Drive south to West Saanich, the hall is on your left.

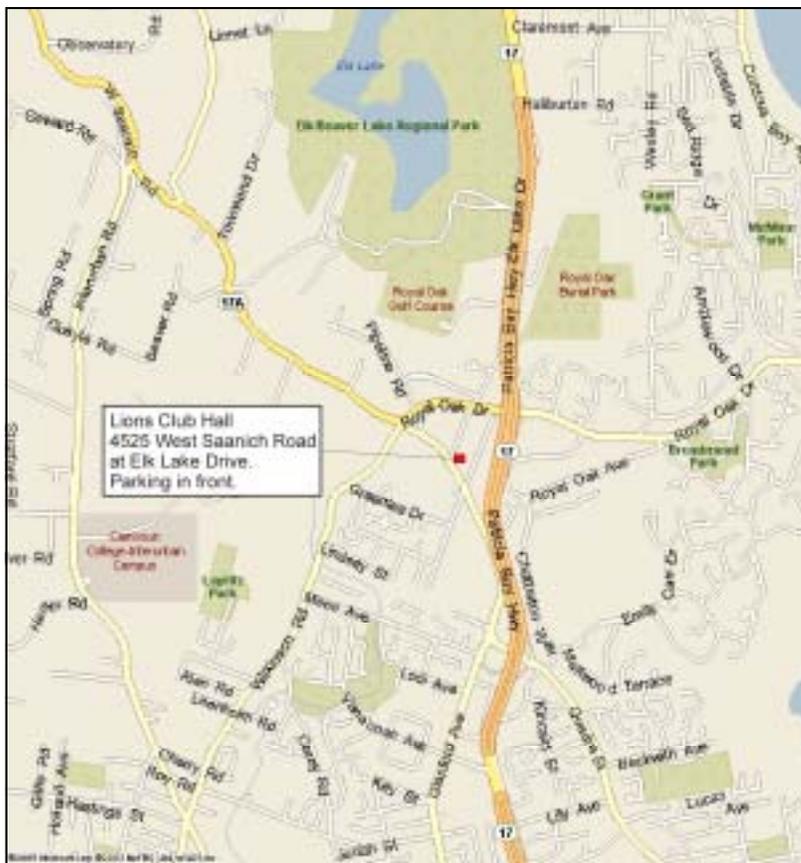
From the Western Communities or up-Island, off Highway 1 take Helmcken north, continuing on Wilkinson, then right on West Saanich. At Elk Lake Drive, the hall will be on your left.

There's plenty of good parking right in front of the building.

NEW MEETING LOCATION
LIONS CLUB HALL
4525 WEST SAANICH RD
AT ELK LAKE DRIVE

NEW MEETING DAY
THE FOURTH
TUESDAY
OF EACH MONTH

SAME MEETING TIME
7:30 PM



(Continued from page 10)

YOUR TIRES, continued

moved from the rim to be properly inspected before being plugged and patched.

Old Tires are Dangerous Tires

Tires, like any other rubber product, have a limited service life regardless of tread depth and use. The dangers of "aged" tires is a little known problem outside of the industry and one that is likely the cause of a significant number of tread separation problems. "Aged" tires are often unsuspectingly put into service after having served as a spare, stored in garages or warehouses, or simply used on a vehicle that is infrequently driven, such as on many collector cars. In many instances these tires show no visible sign of deterioration. Tire age can be determined through decoding of the required DOT number molded into the side of a tire; however, the DOT date coding is consumer unfriendly and confusing (see explanation below).

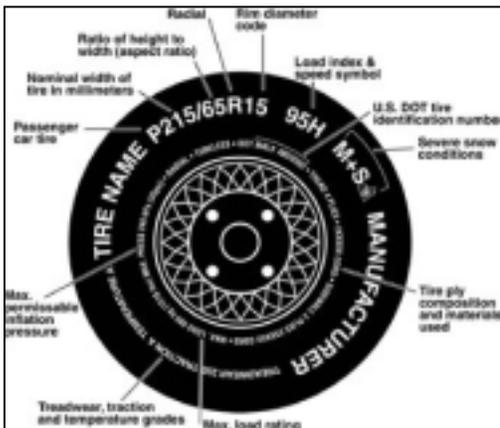
Studies have documented a trend of catastrophic tire failures in the USA in which the tires were six years or more old. There is also evidence that tire manufacturers have internal data related to tire aging that is never disclosed publicly. The British Rubber Manufacturers Association (BRMA), which consists of the same tire manufacturers who are present in the North American market, addressed this issue publicly. The BRMA recommended practice on tire aging states "unused tyres should not be put into service if they are over 6 years old and all tyres should be replaced 10 years from the date of their manufacture."

Environmental conditions like exposure to sunlight and coastal climates, as well as poor storage and infrequent use accelerate the aging process.

Check the date of manufacture of your tires - if they are more than 10 years old, regardless of how much tread they have remaining or how good they look, replace them!

What's on the Sidewall

Manufacturers are required to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.



Shown here is the sidewall of a popular "P-metric," speed-rated auto tire. "P" stands for passenger; "215" represents the width of the tire in millimeters; "65" is the ratio of height to width; "R"

means radial; "15" is the nominal rim diameter code; and "95H" is the optional service description that consists of the load index (95) and the speed symbol (H). Some older speed-rated tires may include the speed symbol immediately before the "R" instead of showing a service description.

A "B" in place of the "R" means the tire is belted bias construction. A "D" in place of the "R" means diagonal bias construction. "M+S" with the mountain/snowflake symbol is the designation that the tire meets the standards for use in severe snow conditions.

The maximum load is shown in kg (kilograms) and in lbs (pounds), and maximum pressure in kPa (kilopascals) and in psi (pounds per square inch).

The letters "DOT" certify compliance with all applicable safety standards established by the Department of Transportation (DOT).

Adjacent to this is a tire identification or serial number. This serial number is a code with up to 12 digits that are a combination of numbers and letters. The last characters are numbers identifying the week and year of manufacture. (Example: "1501" means fifteenth week of the year 2001.)



THE PENINSULA PERAMBULATION

the next JCCV Prowl
is on
Sunday, February 27th
at 1:00 pm



Need more info?
contact Mike Skene
250-592-1448
mikeskene@telus.net

We'll start from the parking lot opposite Jaguar Victoria on Roderick Street in Victoria. The route is 35 miles and will take approximately one hour to complete. Our destination is Butterfly Gardens Restaurant at the corner of West Saanich Road and Benvenuto Way, where we will stop for afternoon tea. Come for a nice drive and good company.

(Continued from page 7)

ADVANCED LIGHTWEIGHT COUPE, continued

Alpine telematics screen which provides user feedback in the form of a 'pulse' when you touch the on-screen buttons. The instrument binnacle has been designed to relate to the shape of the steering wheel and houses a high-resolution screen between its dials that provides the driver with a secondary source of infotainment and satellite-navigation information.

Behind the steering wheel sit the gearshift levers that operate an automatic paddleshift transmission – the first time this technology has appeared on a Jaguar. The paddles are mounted to the wheel itself, rather than the steering column, to ensure that at whatever angle the wheel is held, the driver doesn't have to take his concentration away from the road. Just the kind of touch you'd expect in



what is, first and foremost, a driver's car.

The new Jaguar will be the most potent 2+2 the company has ever created. Thanks to a technologically advanced aluminum architecture – which is around 40 percent

lighter and 60 percent stiffer than a standard steel body – and V8 power train assembly, the car will be capable of reaching 60mph in less than five seconds and a top speed of more than 180mph.

The aluminum chassis is constructed using Jaguar's revolutionary riveted and bonded technology, and is very lightweight, strong and stiff.



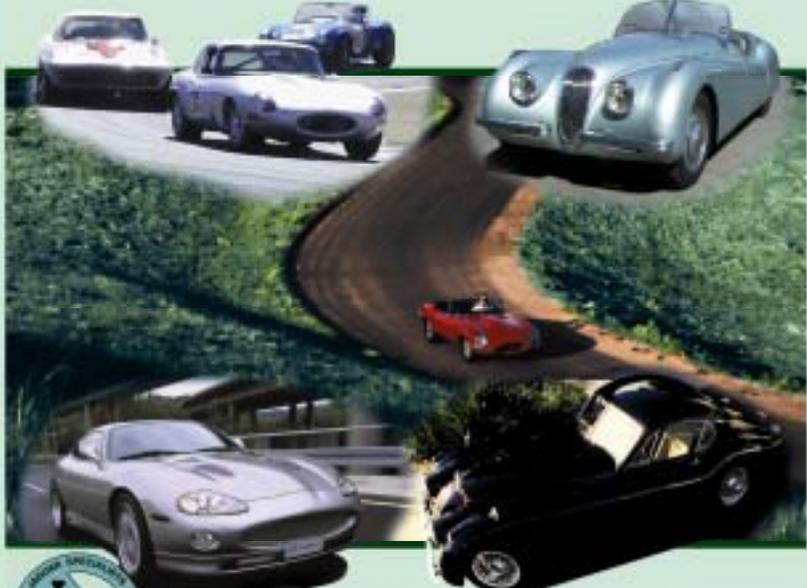
The coupe includes dynamic aids such as computer-controlled active suspension, as well as adaptive cruise control and active restraint technology system – all features that Jaguar already has on its production cars. Like Jaguar's XJ and S-Type saloons, it also features an adjustable pedal box.

"I firmly believe that Jaguars should appear powerful as well as elegant," said design director Ian Callum. "Look back at the great cars from our past and you will see that they were as muscular and taut as they were subtle and curvaceous. That's what confident Jaguar design is all about."

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COMING EVENTS

here's what's ahead

Tue, Feb 22nd, 7:30pm. JCCV Regular Monthly Meeting at the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive). Presentation by Malcolm Ives of Double S Stainless Exhaust Systems.

Sun, Feb 27th, 1:00pm. JCCV Sunday Prowl, "The Peninsula Perambulation". Meet in the car park opposite Jaguar Victoria on Roderick St. A drive followed by afternoon tea. Mike Skene 250-592-1448.

Tue, Mar 22nd, 7:30pm. JCCV Regular Monthly Meeting at the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive). Presentation TBA.

Sun, Apr 3rd, JCCV Sunday Prowl, Details TBA.

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

Tue, Apr 26th, 7:30pm. JCCV Regular Monthly Meeting at the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive). Presentation TBA.

Sun, May 1st, JCCV Sunday Prowl, Details TBA.

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 OR.

Fri-Sat, Jul 22nd-23rd. Western Washington All British Field Meet "A Salute to Rover", Bellevue WA. Info at www.abfm.com

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

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

Sun, Aug 28th. Pacific Jaguar Enthusiasts Group JCNA Slalom, Pitt Meadows BC

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

Sat, Dec 10th. 3rd Annual JCCV Christmas Dinner. Details TBA, but mark your calendar 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.

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, 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.

1995 XJ6 Vanden Plas, Moroccan Red (black cherry) with coffee & cream leather, local car with known history, all service records, books, and keys. 140,000 km. Beautiful condition - you'll not find a better one. Asking \$18,500. Brian 250-743-6756. (2-5)