The Award Winning Newsletter of
THE JAGUAR CAR CLUB OF VICTORIA
Victoria, British Columbia, Canada

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MEETINGS
JCCV meetings take place on the fourth Tuesday of each month, except December, at 7:30 pm in the Chiefs & Petty Officers Mess, CFB Esquimalt, at 1575 Lyall Street in Victoria. Our AGM is held with the November meeting.

SUBMISSIONS
Submissions such as articles, technical tips, event reports, travel reports, etc. are always welcome and are encouraged. We kindly ask that all articles follow the publication specifications provided below. To submit an article please send it to thegrowler@shaw.ca.

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This month was marked with real sadness as we said our final farewell to Bryan Bailey. Bryan and Julie have been enthusiastic and engaged members of our club for the past few years. Bryan passed away on March 22nd and he will be greatly missed. I was honoured to say a few words at his funeral service. I know I speak for all who knew him that we will miss Bryan's big heart, his sense of humour and his ability to live in the moment; to really relish and embrace the good things in life. We send out heartfelt condolences to Julie at this difficult time.

When you turn the pages of this edition of your Growler, you will find more about Bryan Bailey, as well as a few photos. We will remember Bryan with great fondness and we hope to continue to see Julie coming out to club activities. Julie is a true Jaguar enthusiast and an important member of our club.

Please refer to the calendar of events on the last two pages of this newsletter to see what is coming up in the next few weeks and months. I hope you will join in the many activities on the horizon.

The most important event is Jaguars on the Island and the date is the weekend of July 27th to July 29th. The organizing committee for this year’s Jaguars on the Island is getting into high gear now that spring has arrived. If you have not already done so, please mark your calendars and plan to attend. As in the past, my personal goal is to see at least one Jaguar on the field for each member of the club. If you have not already done so, I hope you volunteer to help the organizing committee to put this wonderful event together. Many hands make light work.

I look forward to seeing all of you soon at a club event: a coffee klatch, a prowl or a monthly meeting. All are enjoyable and give us an opportunity to drive our beloved Jaguars.

In the meantime, I wish you happy motoring.
When we left this saga of unreality, I had promised to write a further installment which would reveal which of these Jaguars is my personal favourite, and regale you with more of its history and why it qualifies as the one that I really do like the best.

The Jaguar in the stable that truly has my greatest affection was born in the year 1955. As far as I am able to piece together this story (as there are a few gaps that have to be inferred from the record), in that year, the wife of a rather famous - though nowadays likely not well remembered British Columbian - travelled to England to purchase from the factory in Coventry, and eventually bring home, a Jaguar car. Her name was Kathleen Louise Blaylock, and her British Columbia address at the time was a rather special house located near Nelson, B.C., the name of which (in the best English tradition) was “Lakewood”. It is fairly safe to assume, based on the tax discs and the licence plates that I still have for the car - the discs dated 1955 - that Kathleen insured her new Jaguar in England and likely drove it there during the summer of 1955. The last tax disc that I have for the car (which like all of the other documents is preserved in a wonderful “history album” passed on to me by the last owner when I purchased the car in 2006), expired at the end of September, 1955. It is stamped “Coventry” and dated August 29, 1955. Someone has handwritten (also in the English tradition) in very nice handwriting a simple description of the vehicle as “Jaguar”. Interestingly, the Jaguar was supplied with an “international touring kit” by the factory, which I understand is now an extremely rare item consisting of a rectangular cardboard box containing various spares and a special blanket that is to be kneeled on when changing a tire in order to preserve one’s clothing. Instructions for use of the blanket are hand-written on the box! I have been told that this kit is so rare that Jaguar Heritage had sought to be informed of its original contents as they had no record of what was in it.

I can only assume that sometime after the end of September, 1955, Kathleen had her lovely new Jaguar shipped to Canada where it resided at “Lakewood” in the ownership of Kathleen until the 27th of April, 1980. Kathleen’s husband was not able to accompany her on her trip to the U.K. in 1955, as sadly he had passed away ten years earlier in Trail, B.C.

To digress slightly, Kathleen’s husband was a chap called Selwyn Gwylim Blaylock. With special thanks to the current owners of “Lakewood” to whom I attribute ownership of the following material, their website contains this small history of Mr. Blaylock, which I have taken the liberty of reproducing here, in part, to add context to my story.

In 1899, after graduating from McGill University with a Bachelor of Science in mining and metallurgy, young Selwyn G. Blaylock heard the call of the West and left Montreal for the pioneer town of Trail, B.C. for a job opportunity at the smelter that the CPR (Canadian Pacific Railway) had recently purchased. The railway company had purchased the smelter to secure the movement of freight in the rapidly growing mining area called the Kootenays. The automobile and roads were still virtually non-existent.

Blay, as he was known to his friends, was a tireless worker during those early years forging a new business faced with daunting challenges. With his research team he developed a new floatation process that revolutionized the smelting industry. A smelter that to this point was a struggling venture was suddenly put upon the world’s stage because the production of the smelter was increased by more than 12 times. Shortly after this new success WW I was starting in Europe and the Consolidated Mining & Smelting Co. became a major supplier of war materials.

With the major successes of the smelter there were also controversial effects, which resulted in pollution of the Columbia River valley. The American Farmers Association sued Cominco for severe crop damage. They won, and Cominco was strongly urged to clean up the air that spewed from the smoke stacks 24 hours a day. Mr. Blaylock, who was then the general manager, turned the company’s “lemons” into “lemonade” by taking the sulphur out of the smoke and started a fertilizer plant that eventually became Elephant Brand Fertilizer, one of the most prominent fertilizer suppliers in North America.

In 1941 with the entry of the Americans into the Allied war effort, the Trail plant was again employed to be one of Canada’s main producers of war materials. In WWII the Trail plant also became involved in producing heavy water for the development of nuclear bombs in the Manhattan Project. This top-secret part of the CM&S operations was known as “Project 9”. Despite the pressures Blaylock’s workaholic nature caused him to rise to the challenge, transforming the CM&S again into an efficient production unit for the war effort.
as entertain his business colleagues and friends, Mr. Blaylock had a summer home for many years, on Roberts Bay, just outside Nelson. Because of the limitations for entertainment in the Kootenays, Mr. Blaylock would host lavish weekend getaways for CM&S executives, celebrities and leaders of industry from around the world. It was often said, during those years, that some of the most important decisions for supplies during both world wars were made on these weekend gatherings. In 1934 he decided to upgrade his original summer home with a new structure that would become one of the finest examples of Tudor architecture in North America. Mr. Blaylock engaged the services of a prominent architectural firm in Montreal that had designed the Banff Springs Hotel as well as other famous CP Hotels across Canada. One wing of his new extravagant residence was built to house the staff that Mr. Blaylock employed to help him with his busy entertainment calendar. In the construction phase of the project costs were of little concern, with the best of materials being shipped in from the four corners of the earth. The famous Kootenay Lake sternwheelers transported the bulk of these materials.

The mansion was completed as the world was edging closer to World War II. During the war, because CM&S Co. was so involved with supplying war materials and with top-secret operations like “Project 9”, the Blaylock mansion became a secret getaway for the purpose of top-secret strategizing for materials movements for the war effort. Again, Mr. Blaylock was able to mix pleasure with business by accommodating leaders of companies that supplied materials for the Allied war effort all through the Second World War.

Impressive chiseled granite walls and wrought iron gates mark the entrance to the 13 acres of the Blaylock estate. This property is an arboretum with grounds that are beautiful, lending peace of mind, with the elaborate mature rock gardens and cascading waterfalls, fountains, still ponds, and hidden pathways. Purple flowering thyme cushions your step as you climb to the quaint lattice-work gazebo in the upper rock garden, from where you can survey miles of surrounding scenery. A very special feature are the rare trees and shrubs the original owner carefully collected from all over the world over his lifetime of devotion to gardening.

Although Mr. Blaylock built this magnificent home for his retirement it wasn’t in fate’s plans. Within 6 months after his retirement in 1945, Mr. Blaylock became seriously ill and within two weeks in the Trail hospital Mr. Blaylock had died. His friend of many years, Archdeacon Fred H. Graham described him most accurately as “…large in heart, with a somewhat grim humor, which was almost always kindly, and of sound and sometimes subtle common sense. It was as if a great tree had fallen in the forest.”

Here is a photograph of the result of “Blay’s” labours to “upgrade his summer home”. This is (or, more accurately, was) “Lakewood”, and the home for some twenty five years of the lovely old Jaguar that now sits quietly and patiently in my own garage. Today this beautiful Tudor mansion is called “Blaylock Mansion” and is presently (to the best of my knowledge) a “spa”. You can visit Blaylock Mansion online at www.blaylock.ca. I also recommend browsing more of this history at www.michaelkluckner.com/bciw4blaylock.html.

I have heard a charming story that Kathleen used to drive her Jaguar into Nelson and on occasion acknowledge people she knew on the street, by reaching up through the sunroof and waving at them. Whether true or not, I often think of this when I slide open the sunroof in the summertime. It causes me to smile to myself. By the end of April, 1980 I must assume that Kathleen was getting well on in years, as her Jaguar was sold at that time by someone named Louise B. Beveridge from Toronto acting under Power of Attorney for Kathleen. I wonder, based on the first name and Kathleen’s second name, whether Louise was Kathleen’s daughter. I may do more research to try to find out, and to see if I can locate Louise to see if she can fill in more of this story for me. I have a copy of the Power of Attorney and the Bill of Sale as well as all of the insurance documents and transfers of ownership that later took place, right to the present day. In April, 1980 the Jaguar was sold to Able Irrigation Ltd. of Calgary, Alberta, and ownership transferred to a Lynn Chouinard for the sum of $1.00. In May of 1985, the
Jaguar was sold again, this time by Able Leasing Ltd. of Calgary (no record of how it got from Lynn to Able Leasing) to a P.C. (Pat) Wilkinson. The recorded mileage on the Jaguar at that date was 22,000 miles. Pat Wilkinson then sold the Jaguar, with 23,000 miles on the clock, to Joel Gorrie, who registered the car on February 4, 1986 in Calgary. Mr. Gorrie took the Jaguar to Expo 86 in Vancouver that summer, where it was registered in the Vintage International Antique Auto Show (July 7th to 9th).

I have the Judging Certificate with the Expo 86 logo on it. At the “Concours d’Elegance” the Jaguar received a Participation Award and won Third Place under the category of “Best Original 1946 through 1956”. The Jaguar received a badge and a “silver” plate trophy, both still with the car and both with the Expo 86 logo on them. Joel Gorrie, whose name will re-enter this history later on, advertised the Jaguar for sale on March 28, 1987 in the Calgary Herald, with 28,000 original miles. The car was purchased from Mr. Gorrie by Colchester Investments Ltd. which owned the car until November 3, 1997, at which time it was purchased by a doctor (GP) in Calgary by the name of Christopher Joel Gorrie – the son of Joel Gorrie who had owned the car previously. The mileage on the Jaguar at that time was 32,000 miles.

Christopher Gorrie had kept track of his father’s car and had watched it closely over the ten years that it was owned by Colchester Investments. He bought the car because he was concerned that it was not being properly looked after by the latter owners. Chris put much loving effort and attention into the Jaguar, doing much needed mechanical work and bringing her back to first class running order. The Jaguar went to many events and anniversaries during Chris’ ownership and he put another 8,247 miles on the Jaguar. He told us that the car was much loved by his young family. Unfortunately as a doctor with a young family, Chris had to eventually part with the car, and advertised her for sale on the JCNA website, and it is there that I first saw her. This is where Part 2 of this story merges with Part 1, as the Moyse family embarked in May of 2006 on a road trip to Calgary, staying enroute at former CP Railway hotels (Chateau Lake Louise, the Banff Springs and the Palliser in Calgary), to check out yet another Jaguar for the “fleet”.

As you will all have realized long before now, the Jaguar that has been the subject of this amazing history – now with a recorded 41,397 miles - is our 1955 Mark VIIM 3.4 litre saloon, registration number 739215DN.

There are two more wonderful stories to add to this incredible history. The first involves our own Bob Bowen, who came up to me at (I think) the first JOTI, and asked if I had ever seen a “continental spares kit”, and if so, would I like one for my Jaguar? Bob kindly provided me with his kit (quite possibly one of only two remaining in the world – the other already located in the boot of our Mark VIIM)!!!

The other story involves a wonderful Rover owner whom I met at the British Car Picnic in Beacon Hill Park. The Mark VIIM toolkit in the passenger door (there is a tool kit in each front door of a Mark VII) was missing a small spanner, and some former owner had substituted a Japanese spanner of similar size to complete the kit. This Rover owner, knowing nothing of this, came up to me brandishing a little spanner, and asked me if I happened to need one for the Jaguar. Incredibly, it was an original Jaguar spanner and the very one that was missing from the tool kit !!!! This kind gentleman gave me the spanner then and there and took the little Japanese one in “trade”. He could not hide the delight in his voice when he said “this obviously belongs with your car” !!!

Other than the mechanical work that has been done on the car, it is as it left the factory in Coventry in the summer of 1955. Original paint, original carpets in almost new condition, and everything else just as it was when new. When you climb in the car, the smell of “old original Jaguar” almost overwhelms you, and as you venture off down a country road in “magisterial” style and comfort you are instantly transported back in time to England and the summer of 1955. It is easy to imagine that the spirit of Kathleen Louise Blaylock is somehow there beside you in the big Jaguar with a smile on her face, getting ready to wave a hand out of the open sunroof should she see someone she knows from a long, long time ago…

This very special Jaguar is my favourite car.

My Favourite Car: Bitten by the Cat - Part 2 (cont.)

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Tales From The Restoration: After Thirty Years, Rusting On Blocks, the Old Fluevog Family Jaguar is back from the dead and ready to party. With a few changes.

She was a rusted-out hulk, ready for the scrapyard. Somehow, the Jaguar MK 10 that Sigurd Fluevog bought, back in 1965, had fallen into such egregious disrepair that any sensible person would write her off, without a second thought. But true Car Guys, like John and his late Dad, have a special kind of X-Ray vision that enables them to see the glory within (it works on people, too). Faced with the choice to scrap the classic or bring her back to life, John of course took the Fluevog route and committed to fully restoring this lost beauty, better than new. In the process, he couldn't resist getting out his sketchbook and ended up completely redesigning the car, inside and out. The frame was rebuilt; a V-8 engine was installed; the interior was transformed, the roof was lowered (think about that for a second: he chopped a classic Jaguar!). Two years and a whole lot of body work later, the world has one of the most original Fluevogs ever to strike the street (watch your local motorways - this automotive angel could descend upon a thoroughfare near you). You can't miss it - she's the car with the stitching on the side and Mister Vog behind the wheel. The one that almost looks like it could have come out of a Fluevog bag. All this is a very simple key to understanding John's mind: when he's drawing a shoe, he's thinking about a car; when he's drawing a car, he's thinking about a shoe. It's the Fluevog Continuum.

Source: www.fluevog.com
Isabel Weeks-Lambert
Barrister & Solicitor (British Columbia)
Attorney at Law (California)

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On the 16th of March John celebrated a big day, his 80th birthday. Initially he wasn’t going to make a big fuss about it, but his neighbours didn’t agree with that. So they did throw a party for him at his house. All day they made food and decorated the place. The house looked great. Food and drinks were awesome!

In the late afternoon guests started to arrive and the fun began. It was a very nice gathering. People were chatting, mingling and enjoying food and drinks. Everyone did have a good time and so did John! What a celebration!

John opened presents and read birthday cards. Simon Scutt did bring a special present: the license plate for their S-Type just restored. Which meant it was road ready!

Congratulations, John.

The advantage of being eighty years old is that one has many people to love.
~ Jean Renoir

This is a wonderful way to celebrate an 80th birthday. I wanted to be 65 again, but they wouldn’t let me
~ Art Buchwald

At eighty I have finally given myself permission to be wrong occasionally, after all I won’t remember it tomorrow anyway.
~ Unknown Author
At the beginning of March we attended the AGM in Chandler AZ. We arrived at the San Marcos Inn late on Wednesday evening, with just enough time to find a meal in downtown Chandler. Getting up early on Thursday morning we rented the only car Budget had left, a 2012 Camaro SS. We then left to meet the rest of the people involved on the tour. Leaving Chandler at 9:30am, we then proceeded up to Prescott AZ. While in Prescott, we had lunch at the same bar where Steve McQueen made the movie “Junior Bonner”. After lunch we continued on to Williams AZ on the I-40, and stayed overnight in an ex Santa Fe Railroad caboose. The next morning we got up bright and early for the drive to the Grand Canyon; it’s still very big and also stunning to the human eye. We then made a hard drive back to Chandler. On Friday, we had the opportunity to roam around, and meet new faces, and time to ourselves. That night we all went by bus to a western theme town for a big BBQ, and a western show. While standing in line, I was surprised to discover Norman Dewis standing in front of me, and he was friendly and talkative as always. Saturday was the AGM, and true to form, it was a long, and hard day with 140 people in attendance. After the meeting we had about two hours to change, attend the silent auction (Sherry won two bids), and the meet and greet. After supper we received our Northwest division award for the XJS, and continued to meet new people. If you ever have the opportunity to attend any of these events, you will be amazed at how many people you meet, and the walks of life they have taken. Everyone there had one thing in common, and are extremely friendly as well. Makes you look forward to the next time you can meet them again.
When I was introduced to Bryan and Julie Bailey my first thought, before a word had been spoken, was, “Gee, Buddy, how’d you get so lucky?” Two minutes into the conversation I knew. It wasn’t luck. Julie had simply found the nicest guy in Victoria and married him. He was certainly one of the nicest people I’ve ever met, and one of the best conversationalists. There are, in general, two kinds of people when it comes to conversation – talkers and listeners. To talkers, listening is what you do while awaiting your turn to talk again. To listeners, talking is the price you pay for being able to think your thoughts while someone drones on. Bryan was one of those rare exceptions – if one wanted to talk, Bryan listened. And he really listened. He gave the impression that there would be a quiz later, and he had to know what had been said in order to pass. If, on the other hand, one wanted to listen, Bryan would talk, and make it interesting, as if he wanted you to pass the quiz. I sat next to him at lunch on a prowl soon after we met, and we discovered a common interest in boating. I was a racing sailor, and Bryan was a cruiser, but we had mutual knowledge of anchorages and waters, and spent almost an hour sharing stories. Next prowl, I made a point of sitting next to him, and we spent another hour talking about development on the Peninsula. (We agreed on almost everything, which shows how intelligent he was.) Bryan was a stalwart and active member of JCCV, and of any organization and activity of which he was a part.

Bryan’s funeral was attended by two hundred people – neighbours, boating and car friends, members of the police community, anyone who knew him. Isabel presented greetings and condolences on our behalf, and did us proud. There are too few people like Bryan in the world, far too few. He made the world a better place, and his passing makes it a poorer one. Godspeed, Bryan. I’m glad I met you.

For those of you who missed the obituary in the Times Colonist, here it is:

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Sailboats were abound and so were a handful of Jaguars (11 in total) and other cars. It was a sunny day but it was definitely still winter. A total of 27 members braved the cool weather. After a coffee, some of the enthusiasts walked back to the "car show" in the parking lot. By this time a number of Jaguars were joined by Brian Spark's Triumph TR6 - top down of course. After all, it was a sunny day. Then we saw we had not one but two classic S-Types. John Fitzgeorge-Parker had his S-Type front and centre thanks to Simon. It was a debuting inaugural run for John and Simon. Merritt then joined the fun with his classic S-Type. Merritt and John and Simon were comparing classic S-Type original accessories such as new original spare head gaskets and fuel lines all packed in a Jaguar wooden box some 45 years ago. I mean don't all cars come with a custom wooden box full of spare gaskets and fuel lines? I did note that John's Jaguar still had the original seat belts and the buckles each had a leaper! The other two S-Types were the modern variety and when I looked in the trunk (boot) of mine there was no wooden box of gaskets. Then Dennis Dean arrived with a newly acquired 1965 Buick Riviera - he had taken delivery from the transport company at Blaine just two days prior. Then as in the American Graffiti movie Dick and Linda burbled in with their '32 Ford. (The burbling was from the small block Chevy now at 383 cubic inches.) It was interesting to watch over six feet tall Dick emerge from a chopped coupe. In this case, being an American hot rod it was a "coupe" and not a "coupé" as we say in Jaguar-ese. We always seem to luck out with the weather for our Coffee Klatches - maybe not that warm but not snowing or raining either. They are so much fun and this hobby is so much fun. As we move into spring let's have even more Jaguars out to Turkey Head. The parking lot is huge and somehow we always seem to squeeze in to the Oak Bay Marina Coffee Shop. See you at the next one!
Dana Styk - Real Estate/Mortgage Professional

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It was an enthusiastic and chatty group that gathered at the Broadmead RBC parking lot on a Sunday morning that threatened rain. (We were lucky—the rain held off until the end of lunch.) A big point of interest was the Aston Martin that joined the Prowl: "Guy magnet," observed Lou Watkins.

We meandered through Beaver Lake Park and across West Saanich Road to Interurban. A couple of dip-sy-doodles off Interurban, through the Wilkinson Valley and around the Charlton Road loop brought the group to Munn Road.

Then it was up and over through the Highlands, a detour around Langford's Mill Hill, and a return through the Atkins valley to the Old Island Highway.

A final ramble through the narrow, winding roads of deepest View Royal brought us up from the water side to the Four Mile Pub. The Sunday Brunch menu was still available as well as the regular menu, and the hungry Prowlers were seen devouring a wide variety of goodies.

While there were a couple of wrong/missed turns, everyone seemed to enjoy the route and a look at some of Greater Victoria’s more obscure neighbourhoods. Many thanks to Simon for stepping in when the reporter forgot to bring the camera.
#313-1967 JAGUAR XKE Series I convertible, S/N 1E13662, Eng. # 7E105219. Burgundy/black canvas/black leather. Odo: 87,553 miles. 100 test miles on bare metal rotisserie restoration. Concours-level paint over flawless preparation. Excellent gaps. All new gaskets and seals. Canvas top perfect. Interior materials and fit done to the highest standards. Rebuilt engine. Tiniest of nits discernible under intense scrutiny: Door sills have a very, very slight wave below the covering; chrome flaking from two spokes on the wire wheels. A stunning presentation. Cond: 1. SOLD AT $144,500. This car had it all: great colors, superb execution and attention to detail, and that luscious E-type body. It looked like a star ruby in the late afternoon sun. Sold for huge money and worth every penny.

#302-1986 JAGUAR XJ6 Series III sedan. S/N SJAJV134XGC453904. Beige/beige leather. Odo: 8,947 miles. Original, ultra low-mile Series III XJ with sunroof and factory alloys. Presents as nearly new; showroom-quality, save for a few door dings, lightly discolored carpet and faintly soiled leather. Nearly imperceptible rippling of body panels, likely from the factory. Interior paint, glass and wood excellent. Recent full service with new shock bushings and a/c compressor. Very nicely detailed underneath. The Series III cars benefited from a Pininfarina face lift and Bosch injection and electrics (albeit made under license by Lucas). Cond: 1. SOLD AT $28,080. A first-rate presentation of a beautiful car in elegant and understated colors. The condition told of a pampered life in a temperature-controlled Las Vegas garage. It sold for seemingly good money, but if this time capsule survives the next 25 years as well preserved, it will be a wonderful look back at a truly iconic British saloon.

#8-1937 JAGUAR SS 100 2½ Litre tourer, S/N 49026. Eng. # L1012E. Dark green/beige canvas/brown leather. RHD. Odo: 37,811 miles. Well restored and nicely maintained and presented. Paint shows minute flaws. Chrome is excellent, with a few areas of wear. Superb interior. The 2007 JCNA Pre-War champion. Cond: 2+. SOLD AT $319,000. A charismatic early Jaguar, imported to the U.S. shortly after WWII. The SS 100 is welcome at all vintage rallies and is an absolute hoot to drive. With a bit of freshening, this one could also be a concours champion again. Well bought below the market-correct low estimate of $325K.

#27-1955 MERCEDES-BENZ 300SL Alloy Gullwing coupe, S/N 1980435500208. Eng. # 9898055002181. Silver/blue-gray plaid cloth & blue leather. Odo: 2,069 miles. Excellent panel fit, paint, chrome. Superb interior. With fitted luggage and factory Rudge wheels. Ex-Ken McBride, one of 29 built. Recently gone over for correct-ness and mechanical sorting. Cond: 1. SOLD AT $4,620,000. Early production lightweight alloy Gullwings have always been prized. Since most were raced and damaged, this example's lack of a track record was a benefit. As it was superbly restored and presented, no one doubted it would make the $2.5m low estimate. And that it almost doubled it is no real wonder in this current market, which richly rewards the rare and well done.

The 2011 restoration work on this 300SL was done by Rudi Koniczek here in Victoria. A digital copy of the SCM article on the car's history is available, on request, from John Gordon.
The next meeting of the
JAGUAR CAR CLUB OF VICTORIA
is on
Tuesday, April 24th
at 7:30 pm
at the Chiefs & Petty Officers Mess CFB
Esquimalt, 1575 Lyall Street, Victoria

Tom Cino of T.C.Consultants

Tom Cino has been with T.C. Consultants on a full time basis since 1995. He notes that he provides vehicle appraisals and he has been accepted by the Small Claims Division of the Provincial court and also by the Supreme Court as an expert witness on the value of used vehicles. He notes that his work experience includes vehicle appraisals, sales and management at local Chrysler dealerships and also as a Total Loss Expediter for ICBC settling over 5,000 claims. Mr. Cino is quite familiar with values of the current generation of vehicles and also with values of collectible and classic/vintage vehicles. He has spoken to other car clubs in Victoria and shares his knowledge of the B.C. collector car program.

SEE YOU THERE!

JAGUAR PROWL
Sunday May 6th

WESTWARD HO
May 6th Sunday Prowl
David & Marie Wardell

Join us for an interesting tour through Metchosin and East Sooke with stops to view a very lovely heritage site, gardens and works of art. You will also get a chance to feed some wildlife. The run will conclude at an excellent waterfront restaurant for a late lunch.

We will meet at the Tillicum Mall (Burnside Rd. W.) in front of Home Outfitters at 11.30 am for a 12:00 noon start.

Please Note: The restaurant has limited space and we must reserve for our 2:00 pm lunch. Therefore please e-mail us at dnwardell@shaw.ca or phone us at 250-598-1409 if you intend to stay for lunch.

JCCV BITS & BYTES

Advice/Help
Hi my name is Jim McNair member # 247. I am wondering if there is anyone in the club that knows anybody that can install a new convertible top on my 1989 Jaguar XJS. I would be grateful if you could help.
Cheers Jim. Contact: mcnairsare@shaw.ca

Restoration Resource:
Italian Company specializing in the restoration of wood dashboards, steering wheels and knobs for vintage cars, interior wood (and exterior wood for woodies), boat panels, etc. These are handmade products of very high quality, and they have been in business since 1960. Their web address is www.virginiobrambilla.it.

Wanted to rent:
Secure covered parking for 2 Jags for approx. 6 months this summer. Electric required for battery conditioner.
Please contact Phil at 250-743-2246 or plosmith@telus.net.

Hi Fellow Jag owners. My name is Brian, I live in North Saanich and am the proud owner of a 1989 Jag XJS V12 convertible. I am in need of a tune up and was hoping your members might be able to steer me in the right direction to a decent and fair Jag mechanic. Any help or direction would be greatly appreciated. Thank you.
Brian Johnston @ dinojohnston@shaw.ca
Doug & Eileen Ingram invite you to participate in our sixth JCCV Summer Tour. We’re back after a couple of years off, and as in the past our tour will offer spectacular scenery, beautiful Jaguars, wonderful driving roads, lots of interesting things to see and do, great food and drink, and best of all, the company of a terrific bunch of people.

Our tours are very well organized, and while the pace is generally relaxed with reasonable distances each day, we will provide opportunities to stretch our Jaguars’ legs a little. And we take plenty of breaks each day to stretch our own legs as well. Our prime objective is just having fun.

Planning has to start now, so check the itinerary and consider coming along. There’s good reason that these tours have been very popular in the past, so don’t miss out. There’s no need for a firm commitment yet, just let us know that you are interested.

This will be another great JCCV Summer Tour!

If you are interested, might be interested, or need more information, act now. Bookings for our group must be made very soon. Don’t wait - call Doug at 250-216-6070 or email dougi@shaw.ca.
FOR SALE OR WANTED
Advertisements run for one issue at no charge. Place your ad with the editor at thegrowler@shaw.ca

1953 Jaguar XK120 Roadster
Telephone: (416) 640-4100 – David Knight or dknight@georgiancapital.ca

2000 Rolls Royce Corniche Convertible
Telephone: (416) 640-4100 – David Knight or dknight@georgiancapital.ca

For Sale:
1973 Jaguar Series 3 E-type 2+2
V12, 4 speed, 47,000 miles, recent clutch and brakes, completely tuned up for spring including valve clearances, carb rebuild, plugs, cap, rotor, wires, oil and filter. Everything functions as it should including A/C. Collector Plates. Serious inquiries only please $26,000 Contact: kbme@hotmail.ca or 604-463-6116

For Sale:
1971 XJ6 4.2 Jaguar
Black sunroof, on grey with burgundy hides, original steel rims & caps. Shows and runs very well, 12,500 miles. Asking $9,500.00. Dayton wire wheels optional. Call John Rose at 592-1670

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For Sale:
1994 XJ6 VDP
I am a resident of Vernon and have owned a very nice 1994 VDP since 1996 - the car only had 9,000 km on it when I bought it. I am getting on in years now and sadly, I am putting the vehicle up for sale. I have looked after it like the proverbial “baby” with any required maintenance being done as and when required. It now has 178 K km on the clock and I have kept full and detailed records of all maintenance, oil changes, gas, washes etc. since I took delivery of it in October 1996. It is in excellent condition mechanically, exterior and interior. I wondered if any of your associates would be interested, or if you could provide any pointers as to how best to sell the vehicle. I would like to see it go to a “decent” home as it is in such good condition. I would hope get around 5K for it, but will consider offers. The car can be seen on Kijiji, Kelowna @ http://kelowna.kijiji.ca/c-cars-vehicles-cars-trucks-1994-Jaguar-XJ6-Vanden-Plas-Sedan-W0QQAdIdZ365672502 Please contact: John Smith @ jsmith.api@shaw.ca Tel: (250) 545-6091

For Sale:
1971 XJ6 4.2 Jaguar
Black sunroof, on grey with burgundy hides, original steel rims & caps. Shows and runs very well, 12,500 miles. Asking $9,500.00. Dayton wire wheels optional. Call John Rose at 592-1670

This is your newsletter:
If you have an idea for a “latest update” or content for the newsletter, please contact the editors @ thegrowler@shaw.ca
The Sunriver Festival of Cars has been a hugely successful event, recognized by many as their favorite car event of the year. The opportunity came to take it to a higher level, and we just couldn't say no. So now it's the Oregon Festival of Cars, and it will be held in the Les Schwab Amphitheater in the Old Mill District of Bend.

This is one of the most exciting venues in Oregon. The Old Mill District is the newest, hippest area in Bend, kind of like Bend's version of the Pearl District or Rodeo Drive. It sits on the Deschutes River with fantastic views of the surrounding mountains. You cross an attractive foot bridge over the river to enter the three-acre amphitheater that is the site of numerous concerts, festivals and other events throughout the year. It's a vibrant, high energy location that sets the pulse for Central Oregon entertainment. The owners didn't know it right off, but it's also a fabulous site for a car show. Check it out for yourself at http://www.theoldmill.com.

The immediate advantage is space. We have three acres of grass to fill with beautiful cars, sponsors, vendors and other attractions. We also have additional space surrounding the facility for additional attractions. This lets us do most anything we want.

But most important, we have already been amazed by the level of interest and support we have received from the community. The eagerness displayed by the Old Mill District and its merchants is not all that surprising, but excited support is coming from all over Bend and the surrounding area. The Bend Visitors Association is so excited about the event that they relocated a mountain bike race to be sure it didn't interfere with the Festival. The Chamber of Commerce, local media, local charities, local businesses and a host of other organizations are enthusiastic about the potential. We are totally confident that we will have a successful event, and expect several thousand spectators to come through the gates.

As excited as we are about the future, we aren't going to forget our past and will always honor our roots. The Festival has always been, and always will be, about maximum fun and camaraderie among the participants. It's been fun because we have all enjoyed the opportunity to wrap up the car event year with a low-key event that we could take as seriously or whimsically as we wanted. We've all enjoyed being able to share the field with other car nuts of every persuasion, whether they drive Porsches, Audis, BMWs, Mercedes Benzes, Jaguars, Ferraris, Lamborghinis, or even really weird stuff. We've enjoyed comparing rides, making friends, swapping stories, and eating and drinking together. And we've learned from each other what the personalities of the various marques are, and why they appeal to their owners. It's been the most successful example of automotive multiculturalism around. All of that is going to remain the same, even as we move to a bigger stage. We promise.

The organizing team is working feverishly to design the best Oregon car event ever, and much remains to be worked out. Here's what we know so far:

- We'll have an organized drive from the Portland area to Bend on Friday morning.
- As always, we'll start with a Friday evening registration and reception. It will be at the Les Schwab Amphitheater, and most likely be accompanied by a BBQ dinner.
- You will have your choice of staging your car on the field on Friday evening or on Saturday morning.
- The Festival car show will run 10-3 on Saturday. The featured display this year will be British Cars. Yes, the missing parts, broken parts, parts on fire gang.
- Musical entertainment will be provided by the Dan Balmer Trio.
- The Festival emcee will be Keith Martin, publisher of Sports Car Market and American Car Collector magazines, star of the "What's My Car Worth?" TV series, and Boxster S owner.
- We are going to award more prizes this year, but don't worry. No one is going to be rewarded for having the biggest Qips. It's still going to be a shine and show type of event, and you will be very comfortable showing the car you drove to Bend, rock chips and all.
- The Saturday evening Festival Banquet will be held at Club Carrera, nestled among the cars. If you haven't been there, it's the gorgeous car storage facility operated by Carrera Motors.
- The ever-popular Sunday Dash will return. It's a two-hour romp through the high desert that starts with breakfast and ends with a great lunch at an attractive venue.
- The Festival has regularly provided substantial support to Central Oregon charities. This year we are partnering with The Center Foundation, which provides free orthopedic services to student athletes in the Central Oregon area.

We are also working on a lot of added features that have not yet been nailed down. We can't predict what will actually happen, but here are some things we've been kicking around:

- Carrera Motors is working on an off-road Cayenne demo, perhaps with factory support.
- Ron Tonkin Gran Turismo is working on factory support from Lotus.
- Closing down some of the adjoining streets to create a closed circuit for demo rides to benefit our charity.
- Wine pavilion.
- Beer garden.
- Country displays with food and product vendors and presentations about their automotive marques.
- A race driver speaker at the banquet.
- A grand exit parade over the bridge and through the Old Mill District.

You can follow developing information on the Festival at our website www.oregonfestivalofcars.com or catch us on our Facebook page, http://www.facebook.com/FestivalofCars.
# JAGUAR EVENTS 2012

**JCCV Events are printed in bold**

## April

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>Apr 13-15</td>
<td>XK’s Unlimited Open House, San Luis Obispo, CA.</td>
<td><a href="http://www.xks.com">www.xks.com</a></td>
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<tr>
<td>Apr 15</td>
<td>OECC British Car Restoration Fair and Swap Meet, Heritage Acres.</td>
<td><a href="http://www.oecc.ca">www.oecc.ca</a></td>
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<tr>
<td>Apr 22</td>
<td>St George’s Day British Motoring Show, Fort Langley.</td>
<td><a href="http://www.lambscarclub.com">www.lambscarclub.com</a></td>
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<tr>
<td>Apr 22</td>
<td>Turkey Head Coffee Klatch, 9am to noon</td>
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<tr>
<td>Apr 24</td>
<td>JCCV Regular Meeting, Tom Cino, details page 19.</td>
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## May

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>May 6</td>
<td>Sunday Prowl organized by David &amp; Marie Wardell. Details page 19.</td>
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<tr>
<td>May 20</td>
<td>Turkey Head Coffee Klatch, 9am to noon</td>
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<tr>
<td>May 20</td>
<td>Vancouver All British Run to Whistler. Park Royal Shopping Centre 8:00 AM ; Info:</td>
<td><a href="http://www.westerndriver.com">www.westerndriver.com</a></td>
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<tr>
<td>May 22</td>
<td>JCCV Regular Meeting, Jim Williams, details TBA</td>
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## June

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<tr>
<th>Date</th>
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<tr>
<td>June 3</td>
<td>Sunday Prowl. Visit to the home of Dick &amp; Linda Auchenleck. Followed by a barbecue at Howard &amp; Liz Liptrot's</td>
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<tr>
<td>June 8-10</td>
<td>Brits Best Classics ’12, Radium Hot Springs. Info: <a href="http://www.calgarymgbclub.org">www.calgarymgbclub.org</a></td>
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<tr>
<td>June 17</td>
<td>Fathers’ Day British Car Picnic, Beacon Hill Park. Info: Steven Bruce, 250 475-2700</td>
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<tr>
<td>June 17</td>
<td>Seaside Cruizers Show &amp; Shine, Qualicum. Info: <a href="http://www.seasidecruizers.com">www.seasidecruizers.com</a></td>
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<tr>
<td>June 23,24</td>
<td>Shawnigan Lake Show &amp; Shine, Shawnigan Lake School. Info: Lorne 250 516-8535</td>
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<tr>
<td>June 24</td>
<td>CJKJR Slalom, Scott Road Skytrain Station, Surrey. Info: Canadian XK Jaguar Register, <a href="http://www.jaguarmg.com">www.jaguarmg.com</a></td>
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<tr>
<td>June 24 - 5</td>
<td>Brits ‘Round BC 2012. Info: <a href="http://www.oecc.ca">www.oecc.ca</a></td>
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<tr>
<td>June 24</td>
<td>Turkey Head Coffee Klatch, 9am to noon</td>
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<td>June 26</td>
<td>JCCV Regular Meeting, details TBA</td>
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## July

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<tr>
<th>Date</th>
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<tr>
<td>July 1</td>
<td>Saltspring Canada Say Show &amp; Shine.</td>
<td><a href="http://www.saltspringcarclub.com">www.saltspringcarclub.com</a></td>
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<tr>
<td>July 1</td>
<td>Sunday Prowl organized by John Braybrooks and Brian Evers. Details TBA.</td>
<td><a href="mailto:braybrooks@telus.net">braybrooks@telus.net</a> or <a href="mailto:bswe@shaw.ca">bswe@shaw.ca</a></td>
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Early XJ and First-Generation XK8/XKR Catalogs Available From XKs Unlimited

San Luis Obispo, California, March 23, 2012
Known world-wide for its detailed XK and E-Type spare parts catalogs, California-based Jaguar parts supplier XKs Unlimited has also published catalogs for the early XJs and first-generation XK8/XKR. The Early XJ Catalog covers Series I, II and III XJ-6 and XJ-12 plus all XJ-S variants. It covers virtually every area of these classic Jaguars, from brakes to cooling and from engine parts to rubber seals.

The first-generation XK8/XKR catalog covers 1997-2006 cars and includes faster-moving maintenance parts plus a complete range of accessories.

To order either catalog – or a CD that includes all of XKs Unlimited’s catalogs -- log on to www.xks.com and click the "Catalog order Form" link at the bottom of the page. Or simply call 800-444-5247.

Printed catalogs are shipped free within the Continental U.S.