

CLUB NEWS



to his personal email Norman@jec-xjs-forum.co.uk He is also interested in hearing from members who would like to get involved in a particular Forum, either one of the existing ones or perhaps a new one for other models, like the S-type, Series XJs, etc.

Left: Forum co-ordinators getting together to discuss the way forward with existing and new model Forums.

Putting names to faces of Forum people – from left to right, John Spiller (X-type Forum), Norman Hicks (XJ-S Forum and all Forums Co-ordinator), David Ireland (XJ8 Forum Registrar), Peter Purdom (Main Club Committee with specific responsibility for the web site), Joe turner (XJ8 Forum), Rob Jenner (XJ40X-300 Forum) and Mike Horlor (XK8 Forum).

Forums

For the benefit of those not familiar with our fairly new “Forums”, these are being set up to enhance the Club services for the benefit of those members who own specific Jaguar models.

Our first was the XJ-S Forum which has now been running for over 12 months very successfully with something in the region of 1,500 XJ-S owners registered and a significant amount of feedback coming via the bulletin board on the web site accessible from the Club's site at www.jec.org.uk Aply run by Paul Sinnott and Norman Hicks, Norman, who now also sits on the main Club Committee has now taken on responsibility for helping the other Forums and setting up new ones.

We also now have Forums up and running for the XJ8 (X-308) saloons from 1997 to 2002, the XJ40/X-300 saloons, Mark 2s and their derivatives, XK sports (1996 to current) and even X-types.

The whole idea of the Forums is to bring together those members of the Jaguar Enthusiasts' Club who have specific interests in particular Jaguar models creating a range of services unique to them.

In April Norman arranged our first Forum Meeting to bring together the organisers of our existing Forums to chat about the way forward. This proved beneficial in taking up ideas and suggestions to move the Forums ahead and create more of interest to members. Over the course of the next few months you will see the results of these discussions and Norman would welcome your thoughts and comments,



Supporting the Club, Forum personnel cars at the recent Forum meeting.



JEC Tools & Spares

Annie Jenkins has, for some months now, been selling the Bilt-Hamber range of products and although her father Ken, had knowledge of the product, he thought it was about time he put them to the test properly.

This all started at the Littlecote (Southern Day) event last year when Ken saw a demonstration of the Deox gel product they produce. A very rust exhaust manifold was wire brushed to remove the surface rust and scale, then the gel was brushed on and the manifold was left overnight. The next morning the manifold was washed in cold water removing the residue of the gel and it was left to dry. The final result was amazing in that the rust had gone and the metal was totally clean.

Ken continues the story:-

"I decided to try Deox-c, another of the Bilt Hamber products. Just 1kg of powder was used, diluted into 15 litres of hot water. I de-greased several items and put them straight into this bath. These included an alternator that had been left outside for years.

"After three days I removed the alternator and it could be turned by hand and no penetrating oil could have been this effective! There was also a scaly thin steel item and although that came out in holes the remaining metal was bright and clean, even in the pitted areas. Blasting would have destroyed this item completely.

"My next step was to try the Deox-c product in my ultrasound cleansing tank. The solution was made up to the same dilution and this time I inserted ten very rust camshafts, allowing the tank to heat the solution up to 60 degrees centigrade, giving 15 minutes of ultrasonic cleaning. Again the results were amazing as most of the rust had fallen off in this very short time. I then gave the parts another 10 minutes, after which I removed the camshafts, wiped them dry and was amazed at the further progress. I can't think of another way to de-rust such items so effectively and quickly.

"That same solution is still in the ultrasound cleanser and it is still working after several weeks. I can't come up with a downside to this product. For example, I left an overrider in the solution for a week and then washed it off. The chrome was clean and undamaged! This stuff seems to get into every nook and cranny. Items like the overrider would either have been scrapped or had to be rechromed.

"The product is non toxic and biodegradable and it seems to last a long time. I certainly recommend it. I



have yet to try the other Bilt Hamber products but will do and report back later."

Top picture: The Bilt Hamber range carried by JEC Tools & Spares (see accompanying advert for contact details.

Right: The difference a few hours can make, the rusty bar on the right and the treated one on the left.

Below: Bilt Hamber Deox-c seems to handle anything, like this rusty wiper motor. After a few hours it is virtually rust free.

