

The Island **GROWLER**

Newsletter of

THE JAGUAR CAR CLUB OF VICTORIA

Victoria, British Columbia, Canada

Issue #5

April 2004



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- COME TO THE GREATEST SHOW ON BRITISH WHEELS



THE JAGUAR CAR CLUB OF VICTORIA
2017 Cadboro Bay Road, Box 112
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Submissions are encouraged.

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All information and advice is presented in good faith, and no liability whatsoever will be assumed by JCCV. Opinions expressed herein are not necessarily those of JCCV, the executive of JCCV, or of the editor.

Editor: Doug Ingram
250-370-2820
dougi@shaw.ca

ADVERTISING

Display advertising of possible interest to Jaguar enthusiasts on Vancouver Island is accepted. For rates, publication dates, and other information, please contact the editor.

Classified advertisements can be placed at no cost, and will run for three issues. Please contact the editor for more information.

MEETINGS

JCCV meetings take place on the fourth Monday of each month, except December, at 7:30 pm in the cricket clubhouse at Beacon Hill Park in Victoria. Our Annual General Meeting is in November.

We are affiliated with
Jaguar Clubs of North America
www.jcna.com



2004 EXECUTIVE

President	Malcolm Taylor 250-544-0927 skip1@shaw.ca
Vice-President	Gregory Andrachuk 250-595-7453 v12-vdp@shaw.ca
Secretary	Bob Bowen 250-477-7830 bobinvictoria@telus.net
Treasurer/ Membership Administrator	Doug Ingram 250-370-2820 dougi@shaw.ca
Director/ Webmaster	Dave Cooke 250-474-7117 dbcooke@shaw.ca

MEMBERSHIP

Membership in JCCV is open to anyone interested in and enthusiastic about Jaguar automobiles. There is no need to currently own one of these fine cars to be a member.

For more information, contact any of the executive or drop us a note in the mail. We'll send you complete information.

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

COVER PHOTO

Gracing this month's cover is the 1971 E-Type Series 3 2+2 Coupe of member Paul Gerrard. After a 2 year search, Paul found this car 6 months ago in Portland, Oregon.

It has a V-12 5.3 litre engine with 9:1 compression ratio, 4 Zenith-Stromberg 175CD carburetors, and an automatic transmission. It has 60,000 original miles on the clock, pollution control, air conditioning (made necessary by the tremendous heat coming through the firewall), and even has the original short-wave radio. It is one of only 5,182 left hand drive models made for export from 1971 to 1974, and cost 3,530 pounds when new. The previous three owners were all from Portland, and in true modern fashion, the sale was conducted over the internet. The only time Paul met the seller was in the Port Angeles parking lot where Paul handed him a cheque, and he handed Paul the car! Photo by Doug Ingram.

WORDS FROM THE PRESIDENT

Malcolm Taylor

Ladies and Gentlemen, welcome to spring! At last we are beginning to see some of the weather which helps to make our Jaguars so wonderful to drive and enjoy. Some of you have already taken part in one or both of the two Sunday tours organized by Mike Skene - the Saanich Prowl and the Tour de Britain.

Personally, I am looking forward to the BC Aviation Museum run on Sunday, April 25th. Old aircraft often remind me of the days when the Jaguar factory was manufacturing "stuff" for the war effort, including components for Stirlings, Lancasters, Spitfires, Oxfords and another "big cat" Armstrong Siddeley's Cheetah engine. Records from the time indicate that William Lyons and his chief engineer Bill Heynes spent fire watches together at the factory, planning their vision for the company after the war, and even designing the 6 cylinder engine which would become the backbone of Jaguar for the next 40 years.

Moving back to the present day we see another exciting event in Jaguar's long and prestigious history, the release of the first ever factory production station wagon, the 2004 X-Type Wagon. The first one in Victoria is now down at the dealership and very nice it is too.

The factory played with 'concept Wagons' in the past, including an XJ40 which looked really good. Lynx also produced the "Eventer" as a conversion on the XJS coupe. This was a very successful vehicle with a unique personality and now very rare and sought after. Take a detour to the dealership next time you are nearby, have a look at Jaguar's new baby and let us have some feedback on your impressions.

On that note about feedback, don't be afraid to submit your own articles and snip-its of information for the Growler. Our Club is run along the lines of "by the people, for the people" and you are the people so anything you want to say about Jaguar or the Club, please write it down and send it to Doug who will work his magic and get your name in print. Don't delay, do it today!

(Continued on page 4)

EDITOR'S NOTES

Doug Ingram

As I write this, the day is filled with sunshine and warmth. I make no secret that I am a summer person, that I love the warmth, and even relish the heat, so this unusually early stretch of summer-like weather suits me perfectly. I've lived on this Island long enough to know that we are bound to experience many rainy and cool days before the real summer firmly takes hold, so I'm going to enjoy the current conditions for as long as they last. I hope you are too. Feeling summer this early brings back many fond memories of trips taken in the name of the British car hobby, and certainly makes keen the anticipation of more to come.

I hope you will enjoy this month's issue of the Island Growler as you prepare for whatever it is you plan to do with the car hobby this year.

I've often wondered why the police in North America always seem to be driving abominable cars such as the Ford Crown Victoria. (I know this is an accurate description, as I had the unfortunate experience of renting one of these things during a recent vacation in Hawaii.) While

(Continued on page 4)



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(Continued from page 3)

PRESIDENT'S MESSAGE, continued

Well, that is enough from me, check your calendar of events as we have a whole lot of things coming up in the next 2 months, so I'll see you then.

Drive safe and drive often.



(Continued from page 3)

EDITOR'S NOTES, continued

recently looking around the internet, I came across the website of the Police Vehicle Enthusiasts Club, and found several pages of photos of Jaguars employed in police work in the UK. It makes sense, doesn't it? Jaguars are solid, fast, and powerful - exactly what is needed for catching the bad guys. You can see a few of the photos on page 5.

Malcolm Taylor continues his story of the restoration of the very rusty XJ6. If you missed them, the first two installments were in the January and February issues. The saga has taken an interesting turn, one that Malcolm had predicted.

Also in this issue, there is a report from Paul Gerrard about our most recent Club run, and some information about two major upcoming events - JONAT and the Vancouver All British Field Meet. Bob Bowen continues his interesting tales of Jaguar's past and present involvement in racing, and I relate my recent experience with doing an internal cleanse of an engine block.

Now, if all this isn't enough, and you are looking for more Jaguar related reading material, you might want to pick up a copy of the new monthly publication from the Jaguar Daimler Heritage Trust. It's a beautiful, glossy magazine called "Jaguar Heritage", and it's filled with well written, in-depth articles and colourful pictures about the history of our favourite marque. I found the first two issues at Bolen Books in Victoria, and Doug Unia reports that Chapters in Nanaimo carries it as well. Check it out - it's a good read and a high quality publication.

In and around all this reading, I hope to see you at a Club meeting, a Club run or other event, and on the road!

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MESSAGE FROM THE EXECUTIVE

Keeping You Informed

By now, you should have received your JCNA membership card and first copy of the Jaguar Journal. If you have not, or if there are any errors or problems with your JCNA information (misspelled name, for example), please contact our Membership Administrator (see page 2 for contact info).

Membership of JCCV currently stands at 56, and this month we welcome new members John & Judith Carroll of North Saanich (64 E-Type Coupe, 66 S-Type), Gordon & Sylvia Dixon of Victoria (01 S-Type), and John & Barbara Harris of Victoria (65 Mark 2).

JCCV finances continue to be healthy, with just over \$3,200 in cash and deposits on hand.

We have more Leatherique Rejuvenator Oil on order, and we have also ordered some of Leatherique's Prestine Clean, which is a superb leather, vinyl, and rubber cleaner. We'll let you know when these are available.

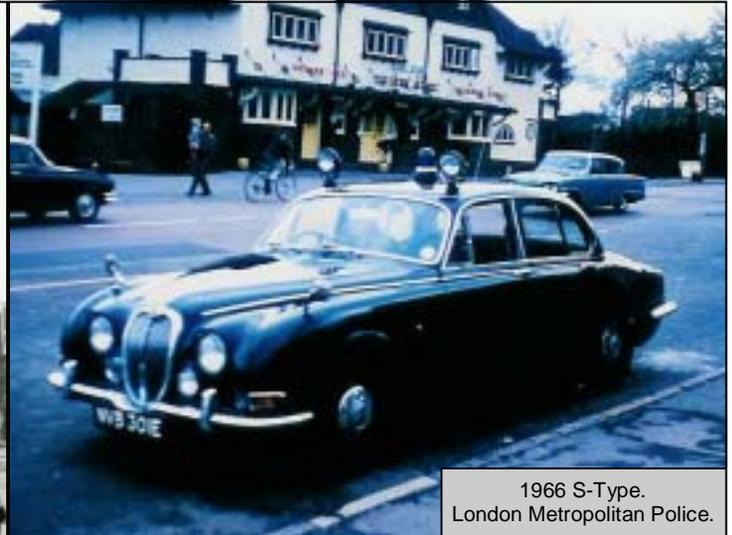
Last item for this month is a reminder to keep searching for an alternate meeting venue, one that is more central than our current location in Beacon Hill Park.

UPHOLDING THE LAW IN STYLE

Police Jaguars

all photos courtesy of the Police Vehicle Enthusiasts' Club in England

1966 S-Type.
London Metropolitan Police.
A classic scene: so very,
very English.



1966 S-Type.
London Metropolitan Police.

2001 S-Type.
West Yorkshire Police.



1967 S-Type.
Ayrshire Police.



1964 Mark 2s.
Staffordshire Police.



Mark VII, Mark VIII.
Worcestershire Constabulary.



1973 XJ6. Thames Valley Police.



1987 XJ6. Northumbria Police.



1983 XJS. London Metropolitan Police.



1985 XJ6. Sussex Police.

EXTREME MAKEOVER

A Heroic Restoration Of an Older Jaguar

Part Three

by **Malcolm Taylor**

A BUMP IN THE ROAD

The last time I visited our XJ6 in these chronicles was 2 months ago. What has happened? Unfortunately, not a lot. It is interesting how one of my main points about taking a restoration project to an ICBC shop has been clearly illustrated since our last installment. The onslaught of processed ICBC claims after the winter has suddenly arrived at Keating Collision, with the inevitable result that all restoration work has to slow down or stop all together. This can be very frustrating for both customers and the body shop proprietor. Cars which would have been finished and have vacated their space are now objects of some inconvenience for the shop as ICBC cars have to be in and out in the allotted time. As a result of this Wayne's XJ6 is now resting with its new coat of white primer and a large sheet of plastic to keep it clean.

However, we have to look forward to the day when the plastic comes off and the process resumes. The next stage is the painting of all the door frames on the body and the corresponding surfaces on the doors so that they can be mounted in readiness for the rest of the re-paint. I hope I will have much more progress to report by the next edition of the Island Growler. Watch this space!

Our project car languishes in a corner of the shop, waiting patiently for its turn in the paint booth.



photo by Randy Mair

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PAST EVENTS

The Tour de Britain

Sunday, March 28th

report by Paul Gerrard

An assortment of beautiful Jaguars, fourteen in all, met on Sunday, March 28th at Cattle Point under a sunny skies, after rain threatened earlier in the morning. Luckily,

There's always plenty of time for visiting on our Club runs.



photo by Dave Cooke

the fine weather held out through the duration of the run, which was a good thing as Mike Skene had devised a creative and challenging route which necessitated frequent stops to get out and write down the answer to the "clues".

If I had known it was going to be so challenging, I would have laid off the red wine the night before! I never did find what was on the pole in the Nicholson's front yard, mainly

Let's see..... XJ6, S-Type, XJS, XJ6, E-Type. A good sample of Club members' Jaguars.



photo by Dave Cooke

because I never even found the house! Obviously, others were having similar problems, because I encountered many head-scratching participants doubling back to find the elusive By-law number, or how many lions were on the Glenlyon-Norfolk School sign (the answer is 4, by the way, not 2 as I put down.....2 on each side, stupid!)

All in all, it was a beautiful day's driving, although I think we scared the Oak Bay natives at times with our antics. After returning, we proceeded in convoy from Cattle Point to the Embassy Motor Inn where we had a very pleasant

buffet lunch. These runs are great fun, and hats off to Mike for his creativity in working out the "British" route and clues, which must have taken quite a time to put together.

Any day is a good day for a drive in the Mark 2!



photo by Dave Cooke



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photo by Mike Skene



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THE GREATEST SHOW ON BRITISH WHEELS

The Vancouver All British Field Meet

Saturday May 22, 2003

PLAN TO ATTEND!

The Vancouver All British Field Meet, held on the Saturday of the Victoria Day Weekend each year in Van Dusen Botanical Gardens, has it all - it's not far away, it's not costly, it's held in a spectacular setting, and it features 500 plus British vehicles of all types and ages. You can leave the Island in the morning, participate in the show, and be back home the same day. It's also the real kick-off



This 1948 Mark IV was at the ABFM in 2002.

for the driving and show season in our area, so why not plan to attend with many of your fellow JCCV members?

You can do it as part of JONAT (see p.11), or

make a reservation on the first ferry of the morning to be sure you will make it to the field before the gates close. Register in advance (entry forms at a JCCV meeting or go to www.westerndriver.com) or register at the gate when you arrive. The cost is a reasonable \$25 (\$35 after April 30th), which gets you entry to the show, a dash plaque, and an event poster. There are class awards which are selected by the entrants, as well as a few

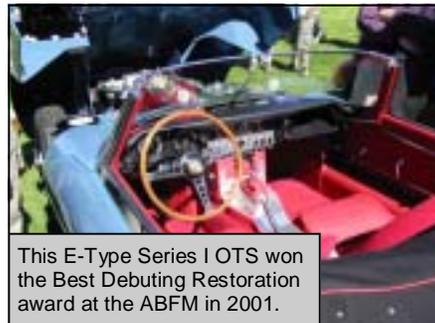
She took matters into her own hands, having discovered while en route to the Vancouver ABFM in 2003 that he had ignored her repeated requests to fix the problematic lower A-arm bushing.



judged special awards. But the emphasis is on participation and having fun, so don't worry if your car is less than perfect - those tattered bits are called character!

This year, the ABFM celebrates 100 years of Rolls Royce, and you can be sure there will be many beautiful examples of that wonderful marque on display.

So, make your plans. Spend a pleasant spring day in the company of thousands of other British car owners and enthusiasts among the blossoms and (hopefully) in the sunshine. You'll be glad you did.



This E-Type Series I OTS won the Best Debuting Restoration award at the ABFM in 2001.

If you have any general questions about the ABFM, please feel free to contact Doug Ingram at 250-370-2820 or dougi@shaw.ca.

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JAGUAR RACING NEWS

by Bob Bowen

Last month, we left off our history of Jaguar racing with the introduction of the XK120 in 1948. The two seat sports car, with an initial run of 200 aluminum bodied cars mounted on ash frames, was initially intended to be a test bed for the new double overhead camshaft, 3442 cc XK engine, which was destined for the new saloon car, designated Mark VII. The XK120, designed by Sir William Lyons, was an overwhelming success in its own right. Consumer demand, especially in the USA, necessitated full production but the decision was made to change to steel bodied cars due to the intense labour involved in hand forming aluminum panels. As delivered off the assembly line, the XK120 proved to be the fastest production car in the world. The race prepared XK120 performed admirably in the open wheel circuit races and rallies throughout Britain and Europe, driven by such notables as Leslie Johnson, Peter Walker, Stirling Moss and Ian Appleyard.

The true test of any vehicle design and durability is the 24 hour Le Mans Endurance Race. To compete at this level, Jaguar developed a closed bodied XK120 designated XK120C, more commonly known as the C-type, with the 'C' indicating competition. Jaguar's initial foray at Le Mans was not glorious but good enough to convince Lyons and engineer William Heynes that there was a future for Jaguar at Le Mans. The first C-types were built with weight reduction a priority to aid in acceleration and cornering. Braking was another consideration, with the drum brakes of the day inadequate for the high speeds attained and lack of cooling caused by the streamlined bodies. These problems, along with the introduction of smaller wheels, led to the development of disc brakes, pioneered by Jaguar.

The wooden ash frame of the production car was replaced by a 5/8" tubular structure supporting the body panels. In silhouette, the C-type was indistinguishable from the XK120 production car. But this is where the resemblance ended. The body shell was of one piece magnesium alloy construction with no boot opening or detachable fenders. The bonnet was a lift out panel similar in design to the prototype XK120 where the grill was separate from the bonnet.

Mechanically, the C-type had peaked, but it was felt that gains could be made through body design. Malcolm Sayer had joined Jaguar from the Bristol Aviation Company, and set to work designing the D-type. Sayer's aircraft experience proved valuable, and he reshaped the C-type body, incorporating a monocoque center section and a distinguishing tail fin. As built, the D-type attained speeds of 170 miles per hour, 32 mph faster than the C-type. The production D-type had variants such as a longer nose for greater air penetration, or the absence of the tailfin for

weight savings in short circuit races where high speed straight-line driving was not possible. This era also saw the development of fuel injection as a means to further gains of horsepower. The D-types were piloted by such renowned drivers as Stirling Moss, Mike Hawthorne and Phil Walters.

Successive victories at Le Mans propelled Jaguar forward in fame and fortune as the lessons from racing were poured into

the sport and saloon cars back at the plant. The XK120 evolved into the XK140, then the

XK150, while the saloons continued as Jaguar's bread and butter. The body style of the D-type became the inspiration for the E-type, which is probably the most recognized Jaguar ever. I will continue next issue with the successes of the E-type.

Turning to current news, three Formula 1 races have been completed in the 2004 season. This year Jaguar unveiled the Cosworth powered R5 Formula 1 car as the next step in its quest to regain its former stature as a world leader in elite automobile racing. R5 is proving to be a great improvement over last years R4, but only time will tell how much better.

The Australian Grand Prix qualifying results in early March were respectable, with Mark Webber driving on his home track placing sixth on the starting grid, while Christian Klein in his inaugural race lining up in eighteenth spot. Things were proceeding well as Mark was keeping pace with the leaders until gearbox problems forced him to retire early. Christian drove a determined race and finished in a respectable 11th place.

The Malaysian Grand Prix qualifying runs on March 21st were very exciting with Mark lining up in the number two position on the grid beside Michael Schumacher, while Christian sat in the number fifteen position. Mark's starting



position was the result of a certain amount of good fortune but nevertheless presented an opportunity to finish well. At the start of the race, Jaguar team and fans were

shocked to see both cars more or less stalled in the grid as the rest of the field streamed by. Eventually, the cars

(Continued on page 10)

were brought up to speed but a pall was cast on the Jaguar team. At the back of the pack Mark was dueling with Ralf Schumacher, who drives for the Williams-BMW team. Schumacher apparently came into contact with the back of Mark's car, which sustained some damage and caused a tire puncture. Mark was able to limp the car completely around the track as the tire lost air. He finally reached the pit for tires and fuel. To add insult to injury, Mark was assessed a drive through penalty for speeding out of the pit lane. As if things couldn't get any worse, Mark ended up spinning out on lap 25 to end the day for him. With patience and steady driving, Christian outlasted several cars and came in just out of the points in a respectable tenth.

The inaugural Gulf Air Bahrain Grand Prix was held on April 4. The brand new Bahrain International Circuit is a contemporary track with high speed straight-aways and many opportunities for passing, resulting in a very exciting



Christian Klein in action in Bahrain.

race. For Jaguar, this outing was a good one when compared with the first two races. Christian, getting better every race, qualified twelfth while Mark came in at fourteenth. The R5's showed their mettle - in spite of several spin outs both cars responded well. Mark gained Jaguar's first point in both the drivers' and constructors' points races by finishing eighth, while Christian was fourteenth.

The next Formula 1 race will be April 25th at the Imola race track in San Marino, followed on May 9th in Barcelona, Spain on the Catalunya circuit, then the Monaco race on May 23rd.

Maintaining their dominance from the past several years, Michael Schumacher and Ferrari finished first in all three races. The drivers' points race to date find Schumacher (Ferrari) with 30 points, Rubens Barrichella (Ferrari) 21 points, Jensen Button (BAR Honda) 15 points, while Mark Webber has 1 point. The Constructors point race have Ferrari with 51 points, Renault with 22 points, Williams/BMW and BAR/Honda tied at 19 points while Jaguar has 1 point.

There is a lot of optimism in the Jaguar Formula 1 group this year with the aim to be in the center of the field. Ferrari continues to dominate with arguably the best car and driver in the world. Williams/BMW has been consistently good and Renault is climbing up in the field. BAR/Honda which had poor results when Jacques Villeneuve was driving but is having some success with Jensen Button as their Number 1 driver.

More next month.....

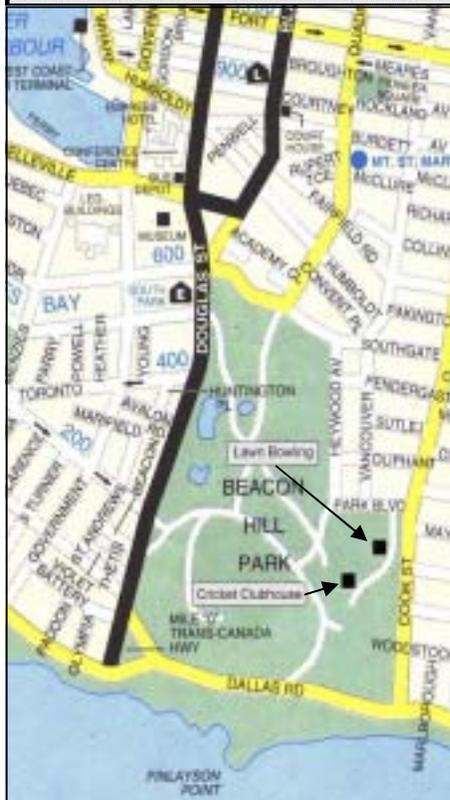


**The next regular meeting of the
JAGUAR CAR CLUB OF VICTORIA
is on
Monday, April 26th
at 7:30 pm
in the Cricket Clubhouse
Beacon Hill Park
Victoria**

**Featured is a presentation by
John Hopkins.**

John, of Automotive Sales in Victoria, distributes auto body and paint supplies, and will discuss automotive finishes.

Be there - don't miss out!



JCCV meetings are held in the Cricket Clubhouse in Beacon Hill Park. Take the access road off Park Blvd, just west of Cook St. Proceed past the Lawn Bowling pitch and the Park Maintenance Yard to the end of the road.

Remember, we are looking for a more central venue, so if you have any ideas, please let a member of the executive know.

See you at a meeting!

JONAT

Jaguar Owners' North American Tour

Coming to our area in May 2004

by Gregory Andrachuk
Sector Coordinator

By the time you read this, the Jaguar Owners' North American Tour will have begun in Orlando, Florida, making its way across the southern United States, then turning up the west coast, and scheduled to arrive in Victoria on Thursday, May 20th. Remember, the tour is open to any owner of a Jaguar, and is divided into sectors to allow participants to join or leave at any point. The Tour is organized to allow the maximum of individual flexibility with some structure to keep it moving along. After all, it is to end where it began in Orlando on July 10th.

The Victoria/Vancouver segment begins with the arrival of the participants on the MV Coho ferry from Port Angeles on May 20th. That evening, there will be a dinner at the Fireside Grill, where we will give a special welcome to



JCCV member Fazal Cader, visiting from Melbourne, Australia and participating in part of the Tour. On Friday, May 21st, the tour leaves the Harbour Towers Hotel in Victoria at 9:30am for Nanaimo to catch the 3:00pm ferry to Horseshoe Bay, with rooms set aside at the Lonsdale Quay Hotel in North Vancouver. The timing couldn't be better, as we will all be able to take part in the Vancouver All British Field Meet (ABFM) at Van Dusen Gardens on Saturday, May 22nd. A special section of the show field will be set aside for Jaguars participating in the Tour. If you have never visited this annual show, you are in for a treat: more than 500 British cars from pre-war to the latest models will be on display amidst the beauty of the gardens. On Sunday May 23rd, the Tour leaves for the BC Interior and the next sector.

This is all going to be great fun, with an opportunity to not only spend

some time with other members of our Club, but to also meet Jaguar owners from other parts of the continent, and indeed the world. Hopefully,



you will take part in some or all of the local activities - remember that you can do as much or as little as you like - there are many options. One worth mentioning is the participation in the Vancouver ABFM. If you cannot drive with the Tour to Nanaimo and North Vancouver on the 21st, you can still attend the ABFM by catching the 7:00am ferry at Swartz Bay on Saturday the 22nd (or the 5:15am sailing from Duke Point, or 6:30am from Departure Bay), all of which will get you to the show field on time. It's important to understand that if you want your car on the field, you **MUST** be on this early ferry (make a reservation!), as a later sailing will get you to the field after the gates close, in which case you can still come on the field as an attendee.

If you are going to take part, there are a few things you need to do now. You'll need a ferry reservation (1-888-223-3779 or on-line at www.bcferries.bc.ca), unless you plan to get to the terminal early enough to be assured of getting on. If you plan to stay at the Lonsdale Quay Hotel, you'll need a reservation for Friday May 21st, and possibly for Saturday May 22nd. Call 1-604-986-6111 and tell them you are with the Jaguar Owners' North American Tour. You also might wish to pre-register for the ABFM, which you can do at www.westerndriver.com, although it is possible to register at the field on the day of the event. Also, you should register for the Tour itself, at www.jonat.org or phone 1-888-566-2811.

Now, if all this is confusing, or if you have any questions, please contact me at 595-7453 or by email at v12-@

TECHNICAL CORNER

Improved Cooling Passage Flushing of an XK Engine Block

by Doug Ingram
photos by the author

The second of my two winter projects is carrying on well into spring, and I am not absolutely certain that it won't intrude into summer as well. Such is the fate of someone whose answer to the question "Since I've gone this far, shouldn't I do this other bit as well?" is inevitably a firm "of course!" Thus, the engine bay "tidy-up" of our XJ6 includes removing the head for a rebuild. That makes sense, right?

Now, stories are legion of the reluctance of the XK engine to allow its cylinder head and block to part company. There are those who have actually hung the entire front end of the car by the head for weeks without any movement. It all has to do with the union of the cast iron block, the alloy head, the steel studs, the gasket material, and the tendency for corrosion to build up where these elements come together. There is an easy solution to this problem, and it's hard to believe that it does not have universal acceptance. Doug Dwyer, one of our off-Island members who lives in Longview, Washington is an old hand at this sort of thing, and he advises that removing the head studs first makes it child's play. From personal experience, I can report that Doug is absolutely correct. I would strongly urge anyone else undertaking this project to follow suit.

Except for two at the front and two at the back, the head studs in XK engines built since the early 1960s pass through the coolant passages and thread into blind holes well down in the block. Make a religion out of changing your coolant every two years, and you have some hope

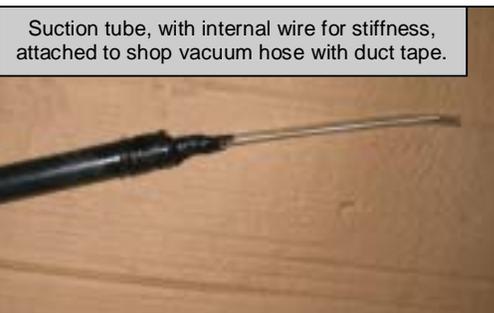
that the studs won't rust away to nothing.

With the studs and head lying on the bench I was faced with the need to flush the years of accumulated crud out of the coolant passages of the block. The best way to do this is to have the block boiled out - but since I didn't want or need to take it out of the car, I had to do the cleaning with the block in place. The problem is that those blind, threaded holes are



effectively at the bottom, so as soon as the studs are removed, gravity ensures that they fill with rusty flakes of iron, grit, and various other types of debris and wet sludge that unfortunately tend to reside in a cooling system.

I thought about all this for awhile, and came up with a solution. Having the water pump off the front of the block, I was able to use a garden hose, suitably adapted with a flexible clear tube held on with duct tape, to safely add a continuous flow of water. With the block plug at the left rear removed, the water flowed around inside the block,



exiting at both the front and rear, taking the nasty bits with it. This removed most of the crud, but didn't do anything about getting it out of the stud holes

- it just flowed over them. I used another, much smaller diameter clear tube, added a piece of clothes hanger wire to the inside to provide some stiffening, and adapted it to the hose of my shop vacuum, set up for liquid suction. Passing this small tube down through the holes in the top of the block, and using a small flashlight for illumination, I was able to remove the debris rather successfully. Most of the unwanted stuff was iron flaking off the inside of the block, so the larger pieces that would not pass through my small vacuum tube were easily removed with an extending magnetic pick-up tool.



I had to repeat the flush and suction process a few times, and I even tried pouring water through a funnel directly into the stud holes from above, but eventually I was rewarded with clean flushing water and crud free holes, ready to accept the new studs. What fun! Now it's onto the next challenge!

LOOKING AHEAD

Upcoming Events

by Mike Skene
Events Coordinator

Our next two Sunday events are detailed below. Please note that some of the dates and meeting places have changed. If you have previously marked your calendar with information from earlier issues of the Growler or from past meetings, take another look - what is shown below is correct.

All members, their families, and friends are invited to join in. The runs have some common elements - we will meet somewhere, go for a bit of a drive or to an interesting place, and then have lunch, which will cost around \$20 per person. There will always be plenty of opportunity for socializing.

It's very important to understand that you DO NOT need to drive your Jaguar to join in. You may have yours off the road finishing a project, or may be reluctant to bring it out if the weather is bad. Don't let that stop you - please come along in your daily driver.

Do you need more information? Please contact me at 592-1448 or by email at mikeskene@telus.net.

Here's what is coming up:

TAKING TO THE AIR Sunday, April 25th

Meet at 10:00am in the parking lot at Mayfair Lanes, just north of Mayfair Shopping Centre, for an 10:30am departure. We'll visit the BC Aviation Museum at the Victoria International Airport (cost \$2), then have lunch at the Waddling Dog.

THE VICTORIA HILL CLIMB Sunday, May 30th

Meet at 11:00am in the parking lot at Mayfair Lanes, just north of Mayfair Shopping Centre, for an 11:30am departure. We'll see the sights from the tops of some local hills, then have lunch at the Cedar Hill Golf Club

NEED MORE INFORMATION?

HAVE IDEAS FOR FUTURE RUNS?

Please contact Mike Skene at 592-1448 or mikeskene@telus.net



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1985 XJ6, very nice car with every last thing working and it runs very well. \$4,000. Call Hugh Porter 250-652-5601 or hnpporter2shaw.ca.

1973 XJ6 Series I, \$1,500. Doug 250-756-2207 or cioecc@shaw.ca

1976 XJ6 Series II Coupe, sable brown, collector plates, 100,000 miles. Driven almost daily. Must be sold. Offers on \$12,000 Call Ian Foubister at 250-655-0956.

1984 XJ Series III V12 Vanden Plas, good running condition, sunroof, 160,000 km. \$4,500. Call Mike Skene at 250-592-1448.

1993 XJ6 Vanden Plas, black, good condition, 121,500 km. Marge 250-477-2460

1989 V12 Vanden Plas, light blue, runs well, needs transmission pan gasket & shift shaft seal, 186,000 km. Norman 250-418-8806

Assorted parts for Series II E Type: motif bar, fuel tank, doors, rear door and rear door glass for coupe, headlamp recess finisher panels. Also steering rack, fuel tank for Series I E Type, twin SU carbs c/w manifold for Mark 2, wheel covers for Mark X. Call Larry Atkins at 250-595-0612 or elatkins@shaw.ca

English wicker picnic hamper "Brexton Collection", complete with English china, cutlery, and food containers. Replacement cost over \$300. A must for that perfect Jaguar picnic. Like new \$75. Call David Wardell at 250-598-1409

Wanted: E-Type, 6 cylinder. Blaine 250-248-5871

COMING EVENTS

Here's what's ahead on the British car calendar. More detailed information is available at JCCV meetings. Events coordinator is Mike Skene 592-1448 or mikeskene@telus.net.

Sun, Apr 25th, 10:00am. JCCV Sunday drive and lunch. Meet in the parking lot at Mayfair Lanes, Victoria. More information on page 13.

Mon, Apr 26th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation by John Hopkins of Automotive Sales in Victoria, distributor of auto body paint and supplies, including the Auto-Glym line.

Wed to Fri, May 19th to 21st. The Jaguar Owners' North American Tour comes to Victoria. Details on page 11. www.jonat.org. Local contact Gregory Andrachuk 595-7453 or v12-vdp@shaw.ca.

Sat, May 22nd. 19th Annual Vancouver All British Field Meet, Van Dusen Gardens, Vancouver BC. This year the Vancouver ABFM is part of the JONAT tour, so plan to attend with many of your fellow members. With snow capped mountains in the background, both the Gardens and more than 500 British cars will be enjoyed by over 10,000 people who attend each year. Have an enjoyable day with your car and other enthusiasts amidst the rhododendrons, daffodils, and tulips. Complete information at a JCCV meeting or at www.westerndriver.com.

Sun, May 30th, 11:00am. JCCV Sunday drive and lunch. Meet in the parking lot at Mayfair Lanes, Victoria. More information on page 13.

Mon, May 31st, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Sat & Sun, Jun 5th & 6th. Annual JCNA sanctioned concours, Jaguar car show and slalom hosted by the Pacific Jaguar Enthusiasts Club in Pitt Meadows, BC. A casual, relaxed, and friendly event held in conjunction with Pitt Meadows Days. A perfect introduction to the world of Jaguar marque events. Entry forms available at JCCV meetings. For more information, contact Art Dickenson 604-465-7244 or silver007@shaw.ca or local contact Gregory Andrachuk 250-595-7453 or v12-vdp@shaw.ca

Sat, Jun 19th. Victoria MG Club's 12th Annual All British Slalom at Western Speedway. Open to all British cars - have some fun on the track. Entry forms available at JCCV meetings. For information, contact Jim Mills 250-655-4604 or jmmills@shaw.ca. Note this is not a JCNA sanctioned slalom.

Sun, Jun 20th. Annual Father's Day British Car Picnic in the Park, Beacon Hill Park, Victoria. This event will mark one year since JCCV was formed, so we will want to have a significant presence.

Sun, Jun 27th. Vintage Car Club of Canada Annual Swap

Meet at Saanichton Fairgrounds.

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

Thu, Jul 1st, 10:00am - 3:00pm. Gorge Canada Day Picnic, on Gorge Road between Admirals & Tillicum in Victoria. All interesting cars welcomed. 250-381-0848.

Thu, Jul 1st. Salt Spring Island Antique & Classic Car Show. 250-537-5206.

Fri to Sun, Jul 2nd to 4th. Rally In the Valley, Penticton BC, hosted by the Okanagan British Car Club. Information at www.obcc.ca

Sat, Jul 17th. Annual JCNA sanctioned concours hosted by the Jaguar Owners' Club of Oregon in Forest Grove, Oregon. Information and entry forms at a JCCV meeting.

Sun, Jul 18th. Annual Forest Grove Concours d'Elegance, Forest Grove, Oregon. "English Elegance" is the theme. For more info www.forestgroveconcours.org.

Sun, Jul 18th. Brits on the Beach, annual show of the Central Island Branch of the Old English Car Club at Transfer park, Ladysmith BC. More information at members.shaw.ca/cioecc/home.htm

Fri & Sat, Jul 23rd & 24th. 16th Annual Western Washington All British Field Meet, Bellevue WA. Contact Arnie Taub 425-644-7874 or ataub@worldnet.att.net or see www.abfm.com.

Sat, Jul 24th. Annual JCNA sanctioned concours hosted by the Jaguar Drivers' and Restorers' Club of Seattle. Held in conjunction with the WWABFM in Bellevue. Information and entry forms at a JCCV meeting.

Sun, Jul 25th. Blethering Place Collector Car Festival on Oak Bay Avenue, Victoria. For information Ken Agate 250-598-1413.

Mon, Jul 26th, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Sat, Aug 7th. Jaguar Car Club of Victoria Mock Concours. Held in preparation for our first JCNA Concours in 2005. Location and details TBA.

Sun, Aug 8th. 19th Annual Cowichan Valley Car Picnic, at Brentwood College, Mill Bay BC. More information at www.cvcp.ca

Sat & Sun, Aug 21st & 22nd. The Heritage Classic: annual JCNA sanctioned concours and slalom hosted by the Canadian XK Jaguar Register in North Vancouver BC. Information and entry forms at a JCCV meeting.

Mon, Aug 23rd, 7:30pm. JCCV General Meeting upstairs in the cricket clubhouse, Beacon Hill Park, Victoria. Presentation TBA.

Fri - Sun, Sep 3rd - 5th. Portland All British Field Meet at Portland International Raceway in Oregon. The biggest event of its type in our area. Info www.abfm-pdx.com.