

# The Island **GROWLER**

Newsletter of

## **THE JAGUAR CAR CLUB OF VICTORIA**

Victoria, British Columbia, Canada

Issue #6

May 2004



**INSIDE**

- PHOTOS FROM THE JONAT TOUR
- YOUR JAGUAR - AN ORGAN DONOR?
- JCCV REGALIA NOW AVAILABLE!



## THE JAGUAR CAR CLUB OF VICTORIA

2017 Cadboro Bay Road, Box 112

Victoria BC Canada V8R 5G4

[www.jaguarclub.ca](http://www.jaguarclub.ca)

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 of each month.

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](mailto: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](http://www.jcna.com)



## 2004 EXECUTIVE

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

## 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

The Jaguar on this month's cover is the 2001 4.0 litre S Type belonging to JCCV member Gordon Dixon. This car is Gordon's first experience of being a Jaguar owner, and he is thoroughly enjoying it, particularly the refined power and the solid, secure feeling on the road. If you think you might want one of the newer Jaguars, particularly the S Type and the X Type, check with the dealer, as many are coming back from leases, and good values may be available. These photos of Gordon's car were taken by Doug



Ingram at the starting point of the Club's recent Aviation Museum run.

# WORDS FROM THE PRESIDENT

**Malcolm Taylor**

Greetings Jagsters,

Isn't it incredible how quickly it comes time for another Growler to be popping up on our computer screens or in the mailbox? By the time you are reading this the month of May will be advanced and we are headed into the thick of the car show season. There are so many parts to being involved in a car club that it surprises me that half of what we do actually happens. With the coming of the Vancouver All British Field Meet at Van Dusen Gardens the club will be 1 year old, give or take a day or two. This has been on my mind more and more in the last couple of weeks, not only all the things that we have achieved during the last 12 months, but also what we can expect in the future. To date we have an executive of the five founding members and a total membership of over 50 with 82 registered Jaguars. We have an excellent monthly newsletter, a monthly meeting with a guest speaker, regular Sunday Club runs, and a calendar of events for 2004 which contains 36 separate events for our club members. Not bad, I think you will agree. There will be even more that will come along in the future to ensure that we have something for every one of our members, young or not so young and for our cars, new and not so new. The current success of our club and its events and opportunities are largely due to the immense amount of work put in behind the scenes by the executive and people like Mike Skene, and of course from the support of our general membership and their partners – that's you.

This is what makes any club a success. However, because the club needs to move forward, grow and embrace change it is necessary to look to the future and build on the present. This is where the driving force becomes more and more the membership and less and less the executive. I am in awe as to the amount of work and energy that my fellow executive have been able to commit to in order for the club to succeed. I'm sure you all appreciate what we have as a result of their skills, time

*(Continued on page 4)*

# EDITOR'S NOTES

**Doug Ingram**

This issue includes photographs taken by Jaguar enthusiasts who are participating in the JONAT tour, and looking at them makes me long for the open road. Next month, we'll have lots of coverage of JONAT as it passes through our area.

In his fourth installment, Malcolm Taylor shifts his Extreme Makeover series to an introductory discussion of the kit car and replica option, using parts from your derelict Jaguar. There's more coming, and it will be very interesting, I'm sure.

We feature reports from recent Club events, including the most recent meeting and Sunday run, both of which were enjoyed by many members.

We also have a technical article from JCCV member Doug Dwyer, who lives in Longview WA. Those of us who have participated in JCNA events in the past know Doug well, and are very glad to consider him a friend. Great fun, an all round nice guy, a true Jaguar enthusiast, and a knowledgeable and generous technical resource, we'll be hearing from Doug more in the future.

Enjoy, while I get back to the engine bay restoration - the XJ6 needs to be back on the road soon!

≡ T.C. CONSULTANTS ≡



- \* Vehicle Appraisals
- \* ICBC Evaluations
- \* Insurance Mediations

Protect the value of your special or collector car  
with an up-to-date, written, professional appraisal

**TOM CINO**

Tel: (250)658-2023    Cel: (250)727-8782



## GEARS

**TRANSMISSION SERVICE**

WE SPECIALIZE IN:

- \* Automatic & Standard Transmissions
- \* Differentials
- \* Clutches

CALL NEIL OR HOWARD AT

389-0624

WE GUARANTEE EXCELLENCE



552 David Street  
Victoria BC

**BCAA**

(Continued from page 3)

### **PRESIDENT'S MESSAGE, continued**

commitment, and enthusiasm. Now we need some help. One of the areas that has caused some concern is the monthly newsletter which has largely been the work of the executive, with a monster load on Doug Ingram who has to chase us up every month for articles and then put it all together and get it out to you guys.

This is where you come in. I would like to suggest that if we are going to maintain a monthly newsletter then every other month the articles in it should be supplied by the general membership, instead of the executive. This has two positive effects 1) it gives the executive a chance to do other stuff with a little less stress, and 2) it gives us some new blood for your newsletter. Articles can be about anything to do with Jaguars, stories, jokes, opinions, moans and groans or simply photos. Rest assured that we will all read it and be glad to do so. Eventually a new executive will be required so let's get some early training going for those of you who may find yourselves stepping into those shoes. There are still seven Growlers to be put together this year so let's look to the future and get some pen and camera work from the membership, after all, we are all entitled to our 15 minutes of fame, why not have it with your Jaguar Club?

That's it from me, see you all at the All British Field Meet at Van Dusen Gardens, Vancouver on Saturday, May 22nd.

Drive safe and drive often.

Malcolm



## **MESSAGE FROM THE EXECUTIVE**

### **Keeping You Informed**

Check out our new logo, shown on page 2 - we have substituted the correct, Jaguar-approved leaper, and this version will gradually replace the previous one. Our new name tags, embroidered items, and windscreen decals all use the new logo. See more about these on page 10.

Electronic distribution of the April issue of the Island Growler was a big success, as we hope will be the case for this one and those in the future. Remember to advise the editor if your email address changes! And remember that you can switch to a mailed copy if you want - just let the editor know.

Our website address, [www.jaguarclub.ca](http://www.jaguarclub.ca) is now working, thanks to the efforts of Dave Cooke. Check it out, bookmark it, try out the Club forum feature.....

Here's some great news from Jaguar Cars and the Jaguar Clubs of North America - your membership in JCNA which comes with your membership in the Jaguar Car Club of Victoria will now include a complimentary sub-

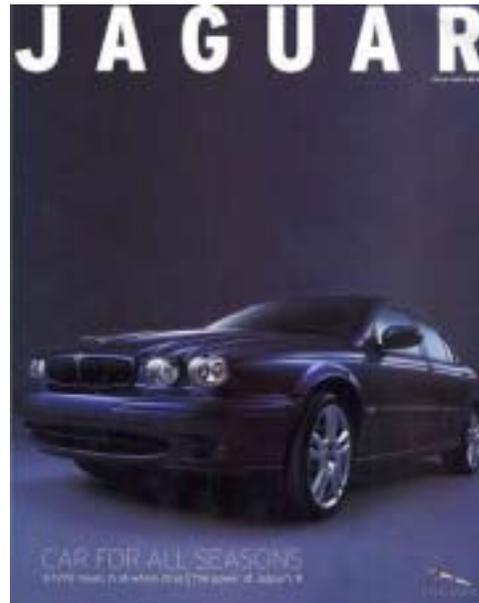
# **Frank's European Cars Ltd.**

Specializing in  
Jaguar repairs and  
service since 1982

2512 Government Street  
Victoria BC  
Frank Beckter  
389-0207



scription to Jaguar Magazine, the Jaguar company's upscale lifestyle magazine featuring articles and advertisements specifically tailored to the taste and needs of Jaguar owners and prospective owners. This high quality, glossy magazine is published three times a year, and Jaguar hopes we will enjoy it, and then put it in the hands of friends and neighbours who are potential luxury and sporting car owners.



Watch for Jaguar Magazine, coming soon to your mailbox.

Another benefit of your membership in JCCV!

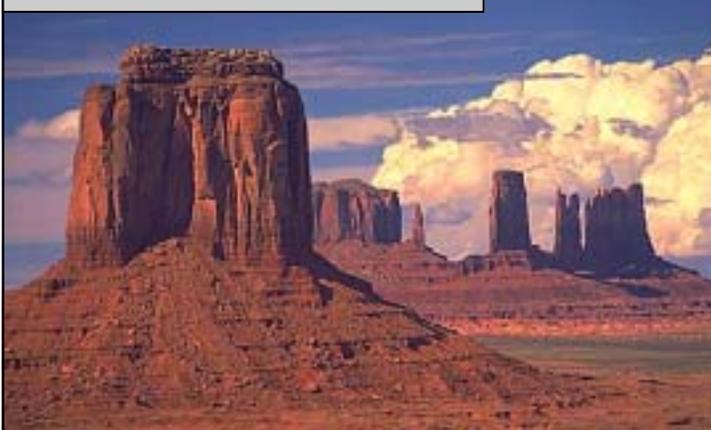


In 1968, the Jaguar XJ6 was Car Magazine's Car of the Year, a unanimous decision of the fifteen panelists from seven countries.

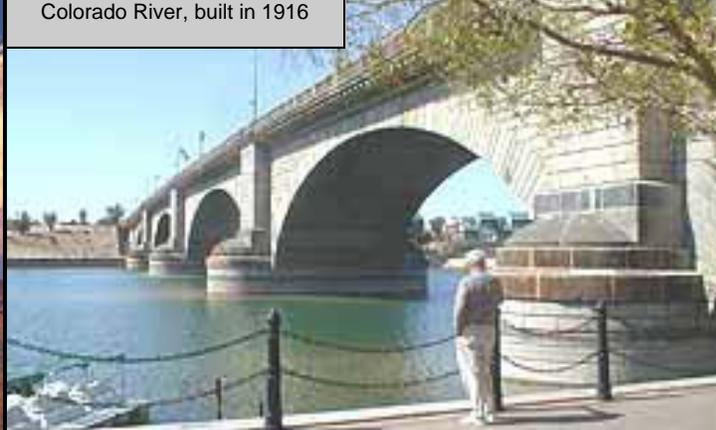
# THE JAGUAR OWNERS' NORTH AMERICAN TOUR on the road with the tour.....

all photos taken by participants as the tour approaches Vancouver Island

Monument Valley along the Arizona-Utah border



Trail's Arch Bridge across the Colorado River, built in 1916



The Grand Canyon



A beautiful pair at Jaguar's North American Headquarters in Irvine CA



The picturesque northern California coast



E Types on the move in California



E Types on Highway 1 just south of Big Sur

Through the Oregon woods



# EXTREME MAKEOVER

## How to be an Organ Donor

### Part Four

by **Malcolm Taylor**

Wayne Walker's XJ6 is STILL under its plastic sheet waiting for its final coat of paint. Just as Wayne has been waiting for his car to be painted, I have been waiting to finish my multi part article titled "Extreme Makeover".

During this waiting period I have wondered more about what we are all faced with when contemplating our old and ailing Jaguars and what to do with them when they are very old and very sick. The story of Wayne and his XJ6 is one solution which many will undertake simply because they cannot consider the alternative of the breaker's yard.

Imagine the situation where the bodywork and the interior of your beloved Jaguar has finally got to the point where no amount of welding of steel or stitching of leather will return you to a satisfactory vehicle. You appear to have no choice but to call the breaker's yard and discover that your old faithful is worth \$200 and the end of an era is staring you in the face. Depressing thought, isn't it? Do not despair. There is an alternative which may not have occurred to you. You can turn your dead Jag into an "organ donor" by donating the useful organs in your old car to a brand new exciting car body and thus create your own new Jag.

The Kit Car industry has been in existence for many decades and has developed from some very shaky beginnings into a multi million dollar business with some excellent products.

Some of these so called "Replica Cars" have been nothing if not entertaining. The 'would be' Ferraris are perhaps some of the better known embarrassments. The sight of an out scale Ferrari Testarossa body grafted onto a Pontiac Fiero is bad enough. Then when you open the engine deck and find yourself looking at the mighty 4 cylinder Fiero engine, the picture is complete. Thanks, but NO THANKS. Fortunately, these creations are largely a thing of the past and modern kits are designed and built using computer technology and a professional approach to authenticity and quality. There are many Jaguar based models available, from exact replicas of XK120 roadsters to D types, C types and E types and some new designs which are not replicas but still embody what Jaguars have always been about.

Starting with the next Growler I will be telling you about many of the options that are available and investigating the pleasures and the pit falls of building a "New Jaguar".

It is, of course, not necessary to wait until your currently immaculate VDP or XJS rusts itself into oblivion before contemplating building a hot new car. As many of us know you can often find a mechanically sound but very

## Coventry West

New, Rebuilt, Recycled Jaguar and Land Rover Parts!



Shipped  
overnight  
Worldwide!





Toll Free

# 800-331-2193

USA - Canada

PH: 770-484-6500  
Email: sales@coventrywest.com



Order On-line at  
[www.coventrywest.com](http://www.coventrywest.com)



## Atlanta, Ga. USA

shabby XJ6, XJ12 or similar for \$3000 or less!!! Or, in other words, you could start to build a glorious Jaguar 'C' type for about the cost of a serious transmission job! Now that is something to think about. If this introduction has whetted your appetite or stirred your latent desire for a very individual sports car, you should take a look on the internet and see some of what is out there. Ebay Motors has a column under Passenger Vehicles right down at the bottom of the list under "Kit Cars" and "Replicas". This will show you the good, the bad, and the ugly of Kit Cars. You may find the odd XK120 and almost certainly there will be the inevitable Jaguar SS100 Classic sporting its Volkswagen engine in the boot. Yuk!



Suffolk SS100 based on XJ6 mechanicals

Next month I will list some of the very best cars that you can build and give details of donor cars along with email and web-

site addresses for those of you who get enthusiastic.

Let's keep the legend alive!



# PAST EVENTS

## BC Aviation Museum Tour Sunday, April 25th

Our most recent Sunday event, organized by Mike Skene was enjoyed by many members and saw 10 beautiful Jaguars take part. After meeting at the bowling alley parking lot near the local dealership, and touring northwards on the Saanich peninsula, a visit was made to the BC Aviation Museum at the Victoria International Airport. Afterwards lunch, companionship, and good conversation was served up at the Waddling Dog Restaurant.



Members at lunch in the Waddling Dog

photo by Mike Skene

After lunch, Larry Atkins and Paul Gerrard compare their experiences of E Type ownership.



photo by John Fitzgeorge-Parker



Leaving the meeting place, a group of JCCV Jaguars is led by the E Type of Larry Atkins.

photo by Doug Ingram



The tour of the museum was ably led by knowledgeable volunteers. Here, Club members examine one of the beautifully restored aircraft.

photo by Mike Skene

Several aircraft engines were on display, including this Rolls-Royce Merlin Mk 29 from 1939. This type of engine powered many famous aircraft including the Spitfire, Mosquito, and Mustang.



photo by John Fitzgeorge-Parker



- \* the original and finest stainless steel exhaust systems
- \* the largest range of standard and high performance systems for classic and modern cars
- \* lifetime guarantee against corrosion

**15% DISCOUNT  
FOR JCCV MEMBERS**

call Malcolm Ives  
in Victoria 475-1231  
toll free 1-888-368-2537

# PAST EVENTS

## JCCV Meeting Monday, April 26th

Thanks to John Hopkins of Automotive Sales for his presentation at the April meeting. John talked about his career in the auto body, painting, and detailing business and the



John Hopkins shows off some of his Auto Glym products.

photo by Doug Ingram

to have a full line of products for the professional and the amateur and the knowledgeable staff to provide the information we need to use them.

John can be contacted for assistance at Automotive Sales, 1020 North Park Street in Victoria, telephone 250-382-5157 or 800-742-6129.



John answered many questions during the break.

photo by Doug Ingram

The Bosch L-Jetronic fuel injection system used in Jaguar XJ Series III and XJS models was also used in similar form by many other vehicle manufacturers, including Alfa-Romeo, AMC, Fiat, BMW, Lancia, Opel, Porsche, Renault, Triumph, and Volkswagen. This explains why so many of the replacement and repair parts for these systems are readily available at many auto parts stores. Don't assume that the part you need is only available from a dealer or Jaguar specialist.

many techniques employed.

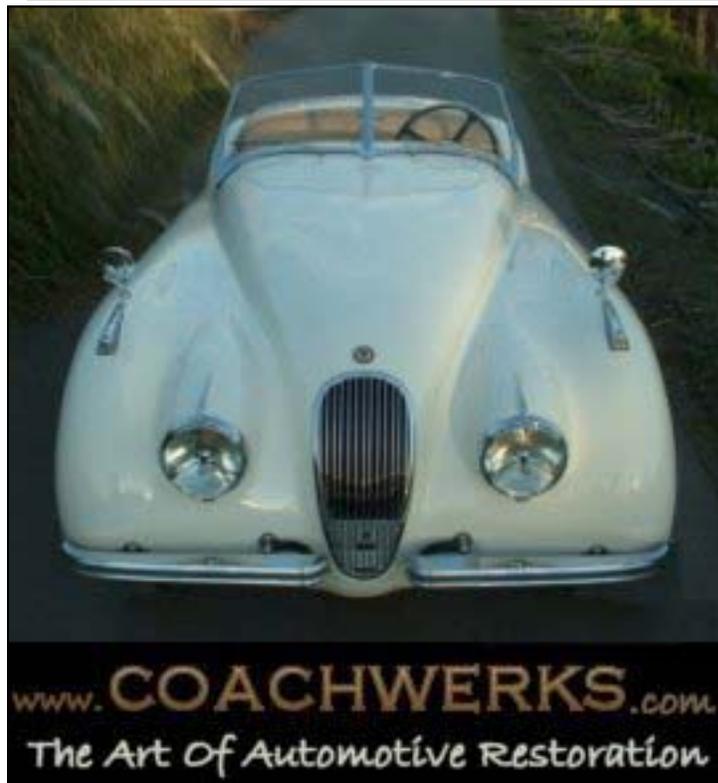
Automotive Sales sells Sikkens paint, body shop supplies, and the Auto Glym line of detailing and car care products.

Although most of us won't actually paint our cars ourselves, we will to varying degrees be cleaning and polishing them to make them look their best. We are fortunate

John offered a lot of good information, and the members at the meeting showed much interest in this topic.



photo by Doug Ingram



# JAGUAR RACING NEWS

**Bob Bowen takes a break from writing his column this month, and in its place we feature reports from the two most recent Formula One Races**

The San Marino Grand Prix, held on April 25th saw Jaguar drivers Mark Webber and Christian Klien finish in 13th and 14th places respectively. It was a frustrating race that saw Mark lose engine power as a result of an intermittent electrical problem and Christian racing from the back of the field after a slow start.

Mark Webber said afterwards "That was a difficult race for us. I made a good start and maintained my eighth position on the first few laps. My pit stop went to plan but then after that I started to lose power. I have spoken with my

One of the R5s in action at the San Marino GP



engineers and it appears that the engine was suffering from an intermittent electrical problem. They cannot confirm the cause behind this at the moment. After all our hard work this weekend it

would have been rewarding to have finished higher up the grid. However, saying that we all know that we have to take the rough with the smooth and today has been one of the rougher days."

Christian stated "I am really disappointed with how today has finished for me. My start was not great and I struggled to make up any places. I soon became boxed in at the back and it was difficult to make any headway. After my first pit-stop I started to get blue-flagged and once this happens you have to keep moving off-line to let people by. Near the end I hit lots of traffic and I also started to struggle with the balance of the car under braking. All things considered it was not a good race for me and I am frustrated that I could not have done more for the team."

Dr Mark Gillan, the Head of Vehicle Performance declared "A frustrating end to the weekend for all of us. The team had prepared two good cars and both Mark and Christian had performed well with both cars in a point scoring position on the starting grid. Although we are extremely disappointed by our finishing positions this weekend we are positive about the pace of the car and we know that the potential to continue to compete for Championship points is there."

In the Spanish Grand Prix on May 9th Mark Webber and Christian Klien started from 9th and 16th positions. Christian suffered from a throttle control problem and was

forced to come to a stop on lap 45. Mark struggled with poor grip and brought the car home in 12th position. Only 13 cars finished the full course of 66 laps, which is a reflection of the track and its challenges. The team was frustrated not to have brought both cars home or at least one in the points. They will now continue development on the R5 in preparation for the Monaco Grand Prix on May 23rd.

Following the race Mark commented "I suffered a slow start and by the first corner I had already lost a few places. I tried to climb back up the grid as my pace in the R5 was good. However, during my first pit-stop we had a problem getting the rear left tire changed as I dropped the clutch too early. I headed back out to try and limit the damage but I found that I was suffering from a lack of rear grip which made driving the car more difficult. Not the race I had hoped for. I am going to be working hard with the team over the next two weeks to ensure that we go well prepared to Monaco.

Christian's post race remarks were "I made a good start and made up a few places by the first lap but after a small error on corner eight that threw me wide I lost a few. The pace of the R5 was then good and I was enjoying the race. The grip was not great though so it was quite challenging to keep the car on-line. I was aiming for the checkered flag again so when I seemed to lose throttle control on lap 45 I was very disappointed to be forced to bring the car to a stop.

Dr Mark Gillan said "After completing numerous tests on starts over the last two months it is frustrating to have seen Mark suffer from such a slow start. It cost him some places and then coupled with his slow pit-stop he struggled to finish higher than 12th. The grip out there was not as good as it had been earlier in the weekend so again that changed the feel of the track. Christian was doing a good job and was doing well until he ran wide and lost a few places. His pace was consistent and he was driving well when surprisingly he suffered from a throttle control problem and had no choice but to stop the car. Until we get all the data back we will not fully understand the reasons behind this. Overall, we have enjoyed



Through the corners at the Spanish GP

a good weekend and a positive one all-round. Thousands of miles of testing cannot guarantee that you won't suffer a problem during the race. What we have to do now is understand what has happened and move forward.

Michael Schumacher and Ferrari took the chequered flag in both the San Marino and Spanish races, and remains unbeaten thus far in the 2004 season.



# JCCV REGALIA

**Jaguar Car Club of Victoria  
official name tags,  
golf shirts, and ball caps  
are now available.**

**NAME TAGS:** Many members have already ordered name tags, and these will be available in time for JONAT and the Vancouver ABFM. They can also be picked up at a Club meeting. The tags are made of brass that has been coloured Jaguar Racing Green - the engraving of the Club logo and your name reveals the plain brass beneath. They are 3" wide and 1 1/2" high and are rather elegant. The cost is \$6.00 with a magnetic fastener and \$5.00 with a pin fastener.



**BALL CAPS:** Our ball caps are a very nice quality of all cloth construction, with an variable adjustment so one size fits all. The Club logo is embroidered just above the peak, and they will be initially available in black or taupe. Caps will be available for sale at the next Club meeting on May 31st at \$15.00 each.

**GOLF SHIRTS:** We have selected very nice 100% cotton jersey knit golf shirts made by Ash City. They will be offered in both mens' and ladies' sizes, so getting a good fit will not be a problem. The Club logo is embroidered on the left side. They will initially be available in black, white and sand. Samples of the colours and sizes will be available at the next Club meeting on May 31st and we will take orders for delivery about two weeks afterwards. The cost is a very reasonable \$30.00.

**WINDSCREEN DECALS:** Our windscreen decals are back! One decal comes with a new membership, and those members who did not get a decal upon joining will receive one soon. Additional decals are available at \$8.00 each.

To order, or get more information, contact Doug Ingram at 250-370-2820 or dougi@shaw.ca.

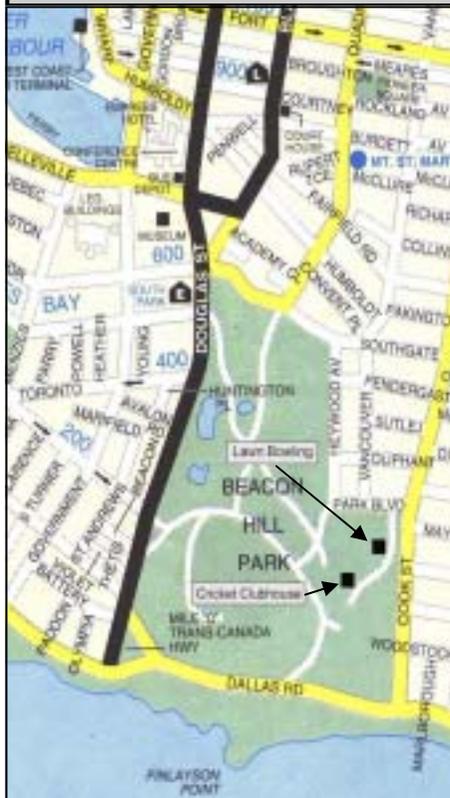


The next regular meeting of the  
**JAGUAR CAR CLUB OF VICTORIA**  
is on  
**Monday, May 31st**  
at **7:30 pm**  
in the **Cricket Clubhouse**  
**Beacon Hill Park**  
**Victoria**

Featured is a presentation by  
**Jim Sloan.**

Jim is the former owner of a detailing business and an expert on everything you need to know to keep you car looking its best.

**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 the meeting!

# COMING SOON!

## The 20th Annual Fathers' Day British Car Picnic in Beacon Hill Park Sunday, June 20th

This is one event that a great many people look forward to each year. It's not just the British Car enthusiasts who bring their cars to the park for the day, but also the hundreds and hundreds of park visitors who enjoy looking at the shiny paint and the gleaming chrome, and the conversations that go along with it.

The Fathers' Day Picnic holds a special significance this year, as it was at the event in 2003 that really saw the launch of the Jaguar Car Club of Victoria. So, we will be marking our first anniversary this coming June 20th.

Come celebrate, show off your Jaguar, and spend a pleasant day in a beautiful place with your family and your fellow Club members.

Bob Bowen is coordinating the JCCV participation once again this year, and he says that parking on the field is a bit of a free-for-all. Arriving early is important so we can all park together.

Please arrive at the show field at 8:45 am.

See the map on this page for directions.

Bring a picnic lunch.

Bring chairs.

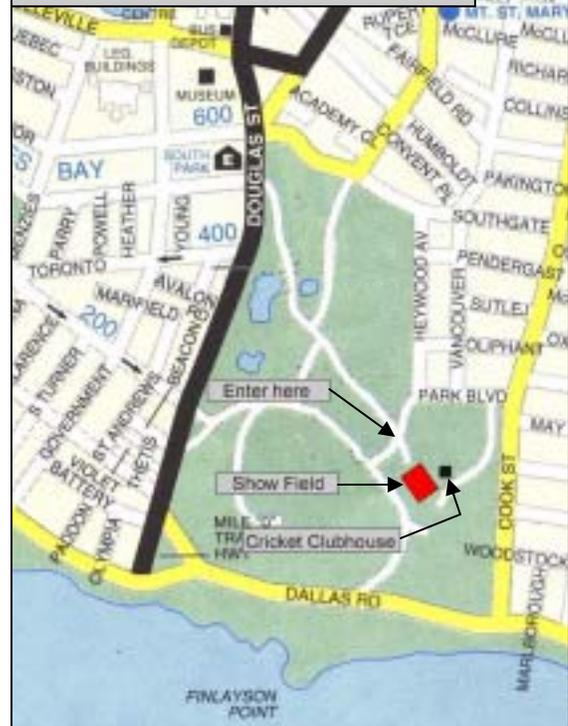
There is no entry fee.

It winds up around 2:00 pm.

If you need any more information, please contact Bob by email at [bobinvictoria@telus.net](mailto:bobinvictoria@telus.net) or by telephone at 250-477-7830.

See you at the park!

The Fathers' Day British Car  
Picnic at Beacon Hill Park.  
on June 20th  
BE THERE!



Black cats - JCCV Jaguars at the 2003 Fathers' Day  
British Car Picnic at Beacon Hill Park

**Styless**  
EST. 1987  
UPHOLSTERY  
AUTOMOTIVE & MARINE

**Minor Repairs to  
Complete Restorations**

631 Princess Street  
Victoria BC

**384-5442**

*10% Discount to  
JCCV Members*

# TECHNICAL CORNER

## Rich Fuel Mixtures on Fuel Injected Systems

by Doug Dwyer

This information pertains specifically to the Jaguar XJ6 with the fuel injected 4.2 engine. In a broad sense, much of this applies to other fuel injected models.

A slightly over-rich mixture may well go unnoticed until your car fails an emissions test or for some other reason has been checked with an exhaust gas analyzer. However, many owners are plagued with a gross over-rich condition which often appears suddenly and is manifested by black exhaust smoke, fouled spark plugs, and a "chuffing" engine. This article is intended to address grossly over-rich running problems.



photo by Doug Ingram

**COOLANT TEMP SENSOR:** This is a common culprit. The main purpose of this sensor is to "tell" the ECU that the engine is cold so that a richer mixture, required with a cold motor, will be provided. In this sense it is similar in intent to an automatic choke on a carbureted engine. As the motor warms up the influence of this sensor is gradually reduced and at about 180°F or so it no longer is part of the mixture control picture.

However, skewed readings from a tired sensor can tell the ECU that the engine is still cold when in fact it is fully warmed up. In such instances the ECU continues to command a rich mixture which the warm engine cannot tolerate...and then you have the black smoke and chuffing. Hesitation and poor running on a cold or cool engine can be caused by a coolant temp sensor that is "skewed hot", telling the ECU that the engine is warmed up when, in fact, it is not. The ECU in these cases is commanding a too-lean mixture.

The sensor can be checked with an ohm meter. Of course, as the temperature increases, you are looking for a smooth transistion. You may find a lazy sensor giving skewed readings or one that is just flat dead and gives a fixed reading. Don't forget to check the connector. A disconnected temp sensor will result in a "full rich" command. A dirty and/or loose connection will do nearly the same. These sensors are inexpensive and easy to replace so diagnosis by substitution is easy.

**FUEL PRESSURE REGULATOR:** This device controls fuel pressure according to engine demand. It can cause serious mixture problems regardless of engine temperature. The fuel pump is capable of producing 80-100 psi of fuel pressure but the engine is designed to run with much less...usually no more than 36 psi. Excess pressure literally pushes extra fuel into the engine when the injectors

open. A fuel pressure test will verify that the regulator is doing the job as intended. It is also possible for the diaphragm inside the regulator to rupture, allowing raw fuel to be drawn through the vacuum hose and deposited directly into the inlet manifold. The regulator is a small canister-type device, mounted on the fuel rail, has a vacuum tube and a fuel hose.

Going hand-in hand with the pressure regulator is the fuel temperature switch. These were not used on the early cars so you may not have one. Some early cars were retro-fitted, however, as part of a "hot start kit". The idea of this sensor is to sense fuel temperature and, if too hot allows full fuel pressure in the rail to alleviate vapor lock. Were this switch to fail, or for any other reason the regulator was cut off from the vacuum supply, full fuel pressure would be present at all times and an over-rich mixture would result. You can eliminate this switch as a possible problem by simply bypassing it with vacuum hose.

**FUEL INJECTORS:** The fuel injectors are designed to spray a precisely metered amount of fuel into the combustion chambers. With age and mileage the internal seals degrade and may result in a drip-drip-drip of unmetered fuel into the engine. The only way to check this is to actually remove the injectors, pressurize the fuel line, and simply see if they drip fuel. You can check them indi-

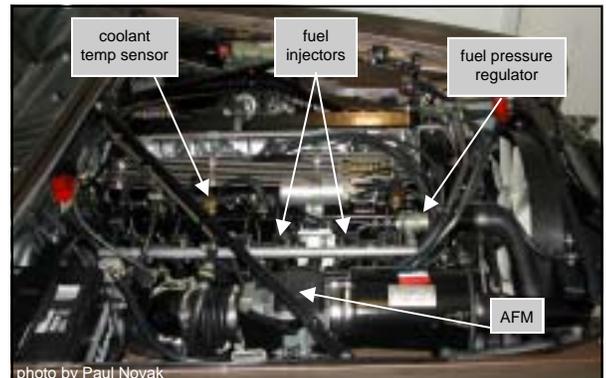


photo by Paul Novak

vidually or collectively, if you remove them with the fuel rail as an assembly.

**COLD START CIRCUIT:** Aside from the possibility of a dripping cold start injector this circuit is unlikely to cause a rich-running problem. The circuit is operational only when the starter motor is. Unless the wiring is really fouled up in a peculiar way, the circuit is deactivated as soon as the key is released from the "start" position. So, the cold start system may well cause a starting problem, but it's unlikely to create a running problem.

**FUEL CHANGEOVER SYSTEM:** If the fuel changeover malfunctions there is a possibility that one tank may become overfull. If this happens, excess fuel can be drawn into the fuel vapor canister (in front of the right front tire) and, from there, is drawn by engine vacuum directly into the engine. A fuel drip in the area of the front wheel is an

(Continued on page 13)

# LOOKING AHEAD

## Upcoming Events

by Mike Skene  
Events Coordinator

Our next two Sunday events are detailed below. There is much happening during June, so no Club run is scheduled for that month. But do come to the Fathers' Day Picnic at Beacon Hill Park!

All members, their families, and friends are invited to join in. Our 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? Or have an idea for a future run? Please contact me at 592-1448 or by email at mikeskene@telus.net.

Here's what is coming up:

### THE VICTORIA HILL CLIMB Sunday, May 30th

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

### THE TEDDY BEARS' PICNIC Sunday, July 4th

Meet at 11:00 am in the parking lot at Mayfair Lanes, just north of Mayfair Shopping Centre, for an 11:30 am departure. We'll take a bit of a tour, and end up at Fort Rodd Hill National Historic Park for our picnic.



**ASCO**  
AUTOMOTIVE SALES CO. LTD.

1020 North Park Street  
Victoria BC V8T 1C6  
250-382-5157  
800-742-6129

offering the best products with  
expert support and technical  
advice for all your paint and  
bodywork needs



**AUTOGLYM. THE DIFFERENCE HAS TO BE SEEN.**

(Continued from page 12)

## TECHNICAL CORNER, continued

obvious indicator. For diagnosis, the vacuum line from the canister to the air inlet tract can be removed and checked for signs of raw fuel.

**AIR FLOW METER:** The "AFM" is the principle player in mixture control. It has an air intake flap which, as it opens further and further, mechanically controls a resistance "wiper" which, in turn, controls injector pulse width (the amount of time the injectors remain open) via the ECU. The AFM can be responsible for a variety of problems but is not high on the list of likely culprits in diagnosing a rich-running problem. For most DIY types, diagnosis by substitution is the most common plan of action.

**ELECTRONIC CONTROL UNIT:** The "ECU" is the brain of the fuel injection system. Taking information from the sensors and AFM, it controls mixture by varying the injector pulse. These are remarkably reliable and replacement should only be considered when other causes are ruled out. Diagnosis of a faulty ECU is generally by substitution. If the ECU is suspect, first carefully remove the connector, inspect the contact pins, and re-seat the connector a couple times. This will often clear the pins of any corrosion which may have developed.

## CLASSIFIEDS

**Advertisements are run for three issues at no charge.  
Place your ad with the editor at 250-370-2820 or  
dougj@shaw.ca**

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

1987 XJ6 (XJ40) 3.6 litre, one owner. Silver with blue interior, 164,000km, dealer maintained. Boyd 250-592-4070.

1992 XJ6 Sovereign, grey over grey. Very good condition, 173,000km. \$9,800. Tom 250-658-6069.

XJ6 Series II body, no engine or transmission, body, glass, and chrome good, interior rough. Free. Paul 250-388-2706.

1984 XJ6 Series III 4.2 litre engine and transmission only. Can be heard running. \$500. Paul 250-388-2706.

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.

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

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.***

Wed to Fri, May 19th to 21st. The Jaguar Owners' North American Tour comes to Victoria. Local contact Gregory Andrachuk 250-595-7453 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](http://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 by Jim Sloan, former owner of an auto detailing business and expert on how to make your car look its best.

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

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 everyone out.

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 by Sean Chursinoff of Castrol Oils who will discuss automotive lubricants.

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](http://www.obcc.ca)

Sun, Jul 4th, 11:00am. JCCV Sunday drive and lunch. Meet in the parking lot at Mayfair Lanes, Victoria. More information on page 13.

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 or go to [www.joco.org](http://www.joco.org).

Sun, Jul 18th. Annual Forest Grove Concours d'Elegance, Forest Grove, Oregon. "English Elegance" is the theme. For more info [www.forestgroveconcours.org](http://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 [www.members.shaw.ca/cioecc/home.htm](http://www.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 go to [www.abfm.com](http://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 or go to [www.seattlejagclub.org](http://www.seattlejagclub.org).

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 call 250-748-5031 or go to [www.cvcp.ca](http://www.cvcp.ca).

Sun, Aug 15th. Blethering Place Collector Car Festival on Oak Bay Avenue, Victoria. For information contact Ken Agate 250-598-1413.

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](http://www.abfm-pdx.com).

Sat - Sun, Sep 11th & 12th. The English Car Affair in the Park, hosted by the Old English Car Club at Fort Rodd Hill, near Victoria.

Mon - Fri, Sep 13th - 17th. JCNA Western States Meet in Park City, Utah. Information at a JCCV meeting.

Sat, Sep 18th. Vancouver to Whistler all British Run. For information contact Colin 604-253-4145.