

# The Island **GROWLER**

Newsletter of

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

Victoria, British Columbia, Canada

Issue #16

March 2005



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**JAGUARS ON THE ISLAND**  
**OUR BIG EVENT NEEDS YOU!**  
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on page 13



## THE JAGUAR CAR CLUB OF VICTORIA

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founded 2003

The Island Growler is published monthly, and is distributed by mail and electronic file to members of JCCV.

Submissions are encouraged.

Copy deadline is the first Tuesday of each month.

All back issues are available by electronic file.

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

Editor: Doug Ingram

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## ADVERTISING

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

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

## MEETINGS

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

We are affiliated with  
**The Jaguar Clubs of North America**

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## 2005 EXECUTIVE

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## APPOINTED POSITIONS

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## MEMBERSHIP

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

For information, email us at [jaguarclub@shaw.ca](mailto:jaguarclub@shaw.ca) or drop us a note in the mail. We'll send you complete details.

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

## COVER PHOTO

JCCV members Steve and Carole Yarmie have owned this 1963 Mark 2 3.8 since 1976, and for many years it served as Carole's daily driver. After sitting unused for some time, Steve restored the car and it is now enjoyed as an occasional driver and show car, while Carole drives its garage mate, a 1985 XJ6 Sovereign. The Mark 2 is one of the most popular classic Jaguar models, and even in modern traffic still provides a fast, comfortable, and elegant ride.

Photos of the cover car by Doug Ingram.



## WORDS FROM THE PRESIDENT

Dave Cooke

I regret that I was unable to attend the February meeting and I'd like to offer my thanks to Gregory for stepping in during my absence. Work got in the way and I had to go to sea for two weeks to train a class of new Naval officers in navigation. It was all good fun and particularly enjoyable for me in that my little ship was truly a classic from an earlier age. Built in the early 1950s, this wooden ship had lots of old age character and charm. She might have been old, but modern technology hadn't been left behind. The varnished wood, brass, and coach whipping in her wheelhouse was interspersed with gyro compass, radar, depth sounder, VHF radios, GPS, and a portable electronic chart system. Down below, in her engine room, she had two big, booming, Cummins diesels that gave the little ship all the power she needed.

But "Wait", you say, "this is a Car Club Newsletter, not an edition of Pacific Yachting."

Forgive me, but I couldn't help but think that there was a similarity between that classic little ship and our classic cars. Pride of craftsmanship, beautiful lines, together with modern technology and raw power are what make both so appealing.

Our cars have a number of features that appeal to a wide range of people for different reasons. For instance: detailing, electronics, woodworking, upholstery work, body work, mechanics, driving skills, and simply the pure enjoyment of owning and showing a work of art.

As the year progresses, I hope that the club can highlight as many of these facets as possible, through club gatherings, guest speakers, workshops, demonstrations, drives, and car shows. The Club Executive, Drive Coordinator, and Event Committee are working hard so that all our members enjoy more fully those aspects of Jaguar ownership that particularly appeal to them.

Please come out and support your club's events and let's all learn to appreciate our cars' many classic features more fully.



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## EDITOR'S NOTES

Doug Ingram

It's hard for me to accept the reality that this actually is the 16th issue of our Club's newsletter - but there it is, in fairly bold print, right on the cover. I even backtracked over the covers of all the previous issues to check for a missing or skipped number, but no, the 16th this is. Over the months I have been rewarded by many members who have thanked me for doing the editor's job, and offered acknowledgment of what they described as a quality product. For those kudos, I am grateful. Each month when I sit in front of my computer, my job is made easier with the thought that the product is being well received.

My favourite part is receiving submissions from others. And this month is no exception, in fact, a couple of pieces had to be put over to April due to a lack of space. First off, a big thank you to Digby Clarke for agreeing to write an every-other-issue feature on one of our members. You'll see his first installment of this series on page 5, with a profile of member Gordon Dixon. Digby writes with a very entertaining style, and I'm looking forward to more.

Speaking of more, this month we have another submission from member Peter Williamson. There are not many of us who were fortunate enough to witness Jaguars be-

*(Continued on page 4)*



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(Continued from page 3)

**EDITOR'S NOTES, continued**

ing driven in anger during the 1950s, but Peter has fond memories of those days. The story of Rowan Atkinson's Mark VII had great appeal to Peter, and his account begins on page 11.

Checking our Jaguar's compression is something we should all do periodically, to keep a eye on the condition of the engine. Paul Novak provides us with clear instructions on this procedure, and you can read about it on page 9.

As we approach the beginning of another season of shows and competitions, we should pause to acknowledge the top results attained by two of our members in 2004. It's not easy to be a North American Champion, but JCCV boasts two, as you'll find out on page 8.

Just one more thing from me, and it has to do with our cover cars. We really have established a practice of featuring a Club member's car on the cover, and now there is an added bonus to the owner/member, as those of you who attended the February meeting know. In thanks for allowing me to photograph your Jaguar, *The Growler* presents a framed, full colour print of the cover to each month's proud owner. The print is suitable to hang on your home or office wall as bragging material. I expect the schedule for the rest of this year will fill up fast, so contact me soon if you'd like to see your car in print.



**MESSAGE FROM THE EXECUTIVE**

**keeping you informed**

We boast 68 members as of publication date; new this month are Paul and Jean Gibbons of Victoria who own a 1988 XJ6 Sovereign and a 2001 XJ8 VDP. Welcome, Paul & Jean!

The Club's finances are in good shape, with strong membership renewals and advertising revenues coming in. We have a little over \$4,900 in cash and bank accounts, and our JCNA dues are paid. Meeting place rental of \$600 for the year is still owing.

As for the meeting place, we hope that the significant coverage of the change in the February issue along with the email reminders was enough to inform everyone that we no longer meet at the cricket clubhouse. If this is a surprise for you, please note that our meetings are now on the fourth Tuesday monthly at the Lions Club Hall on West Saanich Road at Elk Lake Drive. Next meeting is on March 22nd - see you there!

Finally, please, please have a good look at the Call for Volunteers on page 13. This is for "Jaguars on the Island, a Jaguar Car Show and Concours d'Elegance" that we are hosting on August 6th. It's going to take a lot of help to make it successful, so hearing from you regarding how you would like to get involved would be most appreciated.



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# DRIVIN' WITH DIG

## a profile of Gordon Dixon

story and photos by Digby Clarke

Say Gordon, how do you feel driving your Jaguar? Gordon Dixon drew himself up. Not just his face, but his whole body smiled at me, and he replied, "I just feel good. I feel good in my Jaguar."

Ah, the feeling all Jaguar owners have, but do not reveal for fear that someone might label it "snob appeal" or "snootiness".

Thus began my interview and the story of Gordon Dixon and his cars, especially his 2001 Jaguar S-Type beauty, resplendent in the driveway of his magnificent ocean view home in Victoria.

Gordon has not always owned and operated this fine Marque. No indeed, there is an eclectic background, a testing ground one might call it, to rule out those contenders, or perhaps we might call them mere pretenders, to the prestigious throne.

Now some Jaguar owners are big risk takers. They purchased "Jags" when they were new; I mean right off the shelf. "Whoa" they say, "who is afraid of balky electrical systems? Anyone can follow a wire to its proper conclusion. Probably only a wee piece of dirt anyway!" They have bleated with false bravado. Others, more timid, purchased their "babies" when they were simply "pre-owned."

We know what that really means – the previous owners either had given up or were driven into bankruptcy by repairs and dilettante repair facilities.

But Gordon, no way, he took the long and cautious approach trying every automobile made in the UK and even those from Sweden and the US! From Mini-Minor 1275 to a Mustang V-8, from Volvo 760-GLE in 1984 (a story unto itself) to a Hillman Minx. In fact, Gordon has owned four Volvos. No doubt a slow learner, or stubborn. Go figure!

"Are you yet in love with your Jaguar?" I asked. "Oh no", he responded, somewhat sheepishly, like a young man with his first love, "Oh no, it is a courtship really; although some might call us finally

engaged." "Well then", I asked, wondering how long courtships were these days. "How long have you owned that shining beauty sitting on your driveway?"

"Uh, well, since February of last year. The thirteenth actually." "Slow mover, this guy," I thought. "Engaged to the bloody car for more than a year. Took me less than a day to consummate the relationship with mine." But I have always been on the fast track when it came to women.

Gordon went on to say something that all Jaguar owners and operators can relate to. And that is most cars are, in fact, really appliances. Devices that get you from 'A' to 'Z' in relative comfort, with relative ease of driving, and with relative construction. Quite pedestrian really.

"How about that other car, sort of a rival", I had suggested. "The Mercedes-Benz."

"Rival." Gordon literally leaped from the comfortable chair from which he had been "*anecdoting*" his story.

"Rival", he almost spit it out. I saw a potential stroke coming on, or if not a stroke a bad case of the stutters or even worse, the shakes. "Too Teutonic!", he almost rasped it out. I could feel the phlegm rising. I quickly agreed lest I fell upon his sword.

"Wow, that was close". I thought. "Better get back to the Jaguar story pretty darn quick."

I wondered what car he had been driving when he

thought about purchasing the Jaguar, and why he made the switch. Turned out he had a 1999 Toyota Solara V-6 with merely 80,000 Km on the clock. Hardly broken in by North American standards, and even more so in Victoria with its moderate year-round climate.

Sometimes cars seem to just jump out at you crying "Buy me, buy me". Not this time, not with

Gordon. With his academic, professorial, university background, study,

(Continued on page 6)



Gordon Dixon



(Continued from page 5)

### DRIVIN' WITH DIG, continued

research, test, and retest were the call words. No emotion at all. Well, only some emotion. Well, in fact quite a bit of it.

Gordon always admired the Marque. Its finesse, fine finish, and appeal to the auto connoisseur. The X-Type has been heavily promoted, but it was the S-Type that stole his heart away. Still, more research to do. The 2004 Camry did have a certain appeal, but when one got right down to it, it was in fact, a Toyota. Not there is anything wrong with the Toyota, he remarked, with somewhat less enthusiasm than when touching on the S-Type, yet..... he seemed to just wander off on this one. Not the heart to stomp on the Camry, yet not to be a champion of it either.

There are a number of current Jaguar styles, XJ, VdP, XK, X, and S. Why the "S"? still was the big question. Gordon wanted a prestigious daily driver. Not a museum



piece, not a concours champion that was under wraps from show to show. And 'specially, no way did he want his car to be subject to a "pine needle" inspection with those Jag neurotics that dust, but do not drive their cars, in a daily ritual to try besting their rivals. No, this car must be

one that had proven itself to be capable of speed, reliability, finesse, and power. The four liter S-Type was the one he thought capable of satisfying these strong points, yet where he could do minor maintenance procedures. First off, after purchasing and devouring all the Jaguar material available on the bookshelves, he did online research with Consumers, Edmonds, and other established reviewers. None gave overall bad marks to this model. Once this hallmark had been

passed, it was on to trying the car out. The first S-Type seemed a little "heavy" in handling, but the second satisfied both he and his wife Sylvia who is the full-time passenger, but never the driver. Jag owners are like that, no?

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# JCCV MEETING

## Tuesday, Feb 22nd

**report and photos by Doug Ingram**

In the absence of President Dave Cooke, the February meeting was held under the capable guidance of Vice-President Gregory Andrachuk. This was the first Club meeting held in our new venue - the Lions Club Hall on West Saanich Road. Although a little spartan, the space is



Malcolm Ives of Double S Stainless Exhaust Systems.

more than adequate, has good parking, and is much more convenient for many of our members. There seemed to be agree-

ment among those in attendance that it would serve the purpose quite nicely.

New member Paul Gibbons was present, and he was given a warm welcome. It soon became very clear that in



Members listening attentively to Malcolm's presentation.

addition to his Jaguar, Paul's great passion in life is for the Manchester United Football Club. Welcome, Paul!

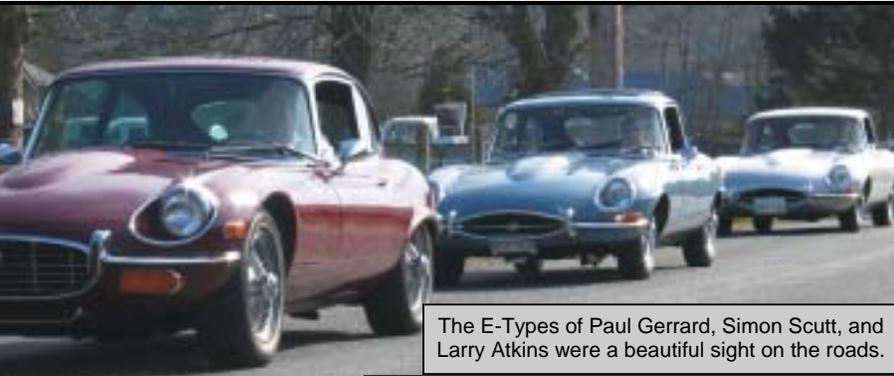
New Jaguars announced at the meeting included another XJS for Mike Hancock, and an X-Type for yours truly, or more correctly, for Eileen.

Our guest presentation was from Malcolm Ives of Double S Stainless Exhaust Systems.

# THE PENINSULA PERAMBULATION

## JCCV Prowl - Sunday, Feb 27th

**report and photos by Doug Ingram**



The E-Types of Paul Gerrard, Simon Scutt, and Larry Atkins were a beautiful sight on the roads.



Ron Caplan and June Wight.

A brilliant sunny day greeted 19 members in 11 cars for the most recent JCCV Sunday Prowl. And what a Prowl it was, especially the sight of three E-Type coupes in a row making their way along the roads of the Saanich Peninsula. Mike Skene had laid out another interesting route which led us over 35 miles, with a mid-way stop to satisfy the cravings of the chocoholics among us. Just Joey's Restaurant at Butterfly Gardens on West Saanich Road was our ultimate destination, where most indulged in tea and a little something sweet. Driving our Jaguars certainly does perk up our appetites!



End of the Prowl. Some of the group at Just Joey's.



So many chocolate choices makes for a tough decision, but Larry Atkins was up to it.

# NORTH AMERICAN 2004 CHAMPIONS!

## high achievers among us

One feature of the standardized rules and judging in the three JCNA competitive disciplines (concours, slalom, and rally) is the ability to determine overall champions for North America. Competitors across the continent vie for top honours, and the system determines the winners based on the accumulative and averaged scores attained. To win a North American championship is very difficult and a real challenge, and to have two in our Club is noteworthy indeed.

Gregory Andrachuk finished in a tie for first place in Concours d'Elegance, Champion Division, Class C-12 (6 and 12 cylinder XJ Series III cars) with his 1990 V12 VDP. Gregory received a score of 99.890 at the Jaguar Owners Club of Oregon event in Forest Grove



Gregory Andrachuk.

Gregory's 1990 V12 VDP.



OR, 99.910 at the Jaguar Drivers and Restorers Club show in Bellevue WA, and a perfect 100.000 at the Canadian XK Register event in North Vancouver BC. His average for 2004 was 99.933. Congratulations, Gregory!

Mark Loschky, in his very first season of competition also tied for first, in Concours d'Elegance, Driven Division, Class C-6 (6 and 12 cylinder XJ Series I, II, and III cars) with his 1986 XJ6 VDP. Mark achieved a perfect 10.000 at Forest Grove (where he also took the award for top car in the entire Driven Division!), a 9.992 at Bellevue, and a 9.998 at North Vancouver for an average of 9.99667.



Mark Loschky.

Mark's 1986 XJ6 VDP.



Way to go, Mark!

(Continued from page 6)

### DRIVIN' WITH DIG, continued

So Gordon purchased his price possession from the Jaguar dealership here in Victoria, did what many of us had wished for, but too late – bought an extended warranty. Of course, now that he has laid out the money the car has cost only \$70 in "repairs" i.e. an oil change over the past twelve months.

Speaking for myself (who once had rebuilt an MG-TD but now is content with self-service gasoline stations), I asked what maintenance he did. "I check the fluids" he replied with gusto. Just like the MDS labs, I thought.

So folks, the first piece on our driver-owners. We are all different, yet we are all similar when it comes to Our Marque, the Jaguar. No matter what automobile we have owned in the past, or even motorcycle, when it comes to style, curb appeal, speed and well, class, we are all proud of our cars. The way they present - driven or at curbside. The way they satisfy us and turn our friends green with envy. And not British racing green either. We love these cars, their history, their present and their future.

Keep your tachometers under 5,000 till the month after next when we will be speaking with Paul Gerrard and the hows and whys of his 1971 E-Type V12.

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# TECHNICAL CORNER

## performing an engine compression test

by Paul Novak

*Editor's Note: Paul Novak is a member and director of the San Diego Jaguar Club, and an active and very helpful participant on the Jag-Lovers discussion forums (www.jag-lovers.org). Paul's Jaguar collection includes a 1969 E-Type FHC, a 1984 XJ6 Vanden Plas, and a 1990 Classic Collection XJS V12 convertible.*

A compression test will quickly tell you what state your engine is in, and what is needed to restore it back to health. Here are the steps that I follow to perform an engine compression test.

You will need the following equipment and supplies:

- safety glasses
- compression gauge
- anti-seize lubricant
- di-electric grease
- socket wrench with spark plug socket
- torque wrench
- ignition feeler gauge
- masking tape
- magic marker
- engine oil (optional if doing the "wet test")
- remote starter switch (optional, needed if you have no assistant)

1) Drive the car to ensure it is up to normal operating temperature. This will provide the most accurate readings. You can run the test with the engine cold, but the readings may not be as accurate. If all you are looking for are relative readings and a ballpark figure for each cylinder, doing the test on a cold engine is perfectly acceptable.

2) Park the car in a safe area (preferably in a covered garage) with the transmission in park or neutral and all accessories (like air conditioning, radio, lights) off. Ensure that the battery is in good shape. Put on eye protection to prevent the possibility of oil or debris getting into your eyes.

3) Clean the area around each spark plug by blowing compressed air on it, or by wiping it down with rags. Make sure that no debris falls in the cylinders when the plugs are removed. Do not use a vacuum cleaner to clean out the engine area as gasoline fumes are highly combustible

and could ignite inside the vacuum. Compressed air is a safer method.

4) Mark all spark plug wires with their correct cylinder number with the masking tape and magic marker. Disconnect spark plug wires from the plugs and drape the wires carefully to the side of the engine to prevent damage from moving parts, such as the radiator fan.

5) Remove all spark plugs using the spark plug socket, turning the plugs counter clockwise to remove them. Mark each plug as you remove it with the correct cylinder number with magic marker and tape. Inspect the plugs for oil, fouling, cracks, wear, deposits, damage, etc. This is a great time to clean the plugs with a pneumatic spark plug cleaner or replace them if they are ready to be replaced.

6) Remove the high tension (HT) wire that goes from the coil to the distributor. Set it aside.

7) Turn off the fuel supply. On a fuel injected car, this usually means disconnecting the fuel pump relay, while on a carbureted car simply remove the power supply to the fuel pump. This will prevent the fuel injectors or carburetors from continuing to supply fuel during the compression test.

8) Insert the compression gauge into each spark plug port one by one and record maximum readings while an assistant cranks the engine through 3-4 cycles for each cylinder. The assistant should have the accelerator floored to put the engine in the wide open throttle (WOT) position. The high manifold depression created by a closed throttle would provide a falsely low reading. Repeat if necessary to ensure accurate readings.

An alternative method if you will be doing this without an assistant is to hold the accelerator fully depressed (WOT) using some pieces of wood and use a remote starter switch to engage the starter. Connect one of the wires from the remote to the starter motor and the other to the positive terminal on

(Continued on page 10)



Two types of compression gauges. The preferable type is that above, which threads into the spark plug hole for a positive seal. Note the adapter which provides additional thread sizes to allow use with most vehicles. The type of gauge below requires careful alignment and steady holding pressure to ensure the rubber plug seals properly.



(Continued from page 9)

### ENGINE COMPRESSION TEST, continued

the battery (this for a negative ground car). Then you can depress the button on the remote starter switch to engage the starter when you are ready to test each cylinder.

9) Compare compression test readings for their absolute and relative values. Absolute values will be the highest on a new or well rebuilt engine, while high mileage engines will generally have lower values. Low readings on all cylinders indicate general wear and tear which probably won't cause the engine too much of a problem. Assuming reasonably high absolute values (100 psi is a suggested minimum), it's the relative values that are of more interest. A variation of up to 15% is probably fine, and in some cases up to about 20% may be acceptable. Some people recommend values within 10% in older engines. Large relative differences (greater than 15-20%) can cause rough engine idle and other problems. If you have one or more cylinders that are much lower than the others, you will want to determine the cause.



The compression gauge in use, here on the XK engine in the authors 1984 XJ6 VdP.

10) If the relative values between cylinders vary significantly, perform Steps 8) and 9) again after squirting about 30ml of engine oil into each cylinder (this is the wet test). The oil helps to seal the piston rings against the cylinder walls, and will indicate whether the compression loss is due to a top end valve/head problem or a bottom end piston/ring problem. Be careful about the oil getting into your eyes, so use eye protection, and cover the other spark plug ports with a rag. If the compression for a low cylinder increases with the wet test, then the compression loss is likely due to a ring/piston problem. If there is no difference in the readings then it is likely a valve/head problem in the affected cylinder.

11) Reset the gap on all plugs to the correct setting using the ignition feeler gauge. Apply some anti-seize lubricant to the spark plug threads, then carefully reinstall all spark plugs first turning by hand with your fingers and

(Continued on page 14)

**OUR  
NEXT  
MEETING**



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

**is on**

**Tuesday, March 22nd**

**at 7:30 pm**

**in the Lions Club Hall**

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# MR BEAN GOES RACING or, Blackadder goes forth

by Peter Williamson

*Note: The following account is drawn from the November 2004 issue of Octane, a new UK magazine blending the congenial charm of Classic Cars and the fervour of the old-established Motor Sport.*

It happens that Rowan Atkinson, famous as the rubber-faced comic star of film and TV, is a regular contributor to Octane Magazine. For the November 2004 issue he wrote the fascinating story of his participation in his Mk VII in the Goodwood Revival Meeting last summer, specifically the St. Mary's Trophy for 1950s cars. Atkinson, a keen classic car devotee, acquired this very special 1952 Jaguar Mk VII in 2001. The car was originally William Lyons' personal car, and it was rebodied in 1954 with magnesium alloy (anticipating today's XJ?) with the unfulfilled intention of competing in that year's Production Car Race at Silverstone.



(Although the Mk VII was apparently deemed obsolete, a partially alloy-bodied version, driven by Mike Hawthorne, did win the 1955 race. The next year, or perhaps it was in 1957, the sleek and elegant Mk II set the saloon car racing world on its ear with their revolutionary performance at Silverstone. (I was actually there, and am still awed by those incredibly fast Jags which, in the hands of such masters as Hawthorne, Ivor Bueb and Roy Salvadori, took the first six or eight places. The unprecedented howl of these phenomenal machines, the rest of the field far behind, echoes in my mind still.)

To return to the ex-Lyons Mk VII, Rowan notes that the car had a brief racing season in 1955 when it was fitted with a D-Type wet sump engine and the new disc brakes. It was then fitted with a new and more tractable 3.8 L road engine and sold, to be kept for the next forty years in the Sturridge family. Rowan bought the car from them and restored it with competition in mind, hence his entry for the St. Mary's Trophy. He arranged to share the driving in this event with Sir Stirling Moss, an old friend; Sir Stirling would take it for the first race (for professionals) with Rowan driving in the second, for amateur owners. Sir Stirling had given the Mk VII its first win in the Production Car Race of 1952, giving the present arrangement a pleasing symmetry. The car itself was given Stirling Moss's lucky number, seven.

Sadly however, the grand old man of racing was prevented from driving by a recurring back injury, so Rowan Atkinson was called upon to drive the car in both races, on consecutive days. He turned in the creditable lap time of 1:49 in the first race, but, spinning in the oily righthander



at Lavant, he ended up ninth out of 30, close behind two other Mk VII's. Next day, in the Owners' Race, Rowan "made a blistering start, exploiting the Jag's grunt," but despite settling in for a "comfy seventh", spun on the last lap and finished tenth. His aggregate position was sixth,

*(Continued on page 12)*

## A LITTLE DEDUCTIVE REASONING CAN GIVE YOU A NICE BREAK.

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(Continued from page 11)

**MR BEAN GOES RACING, continued**

although how this was calculated is not clear.

It's clear, however, that Mr Bean/Blackadder was sobered by the heavy wear and tear of racing. He observes: "The car is too special to subject to regular abuse," adding "all its modifications were essentially carried out before 1961, and I'm not inclined to drag it screaming into the 21st Century." Conclusion? "I'm going to allow the old dear out occasionally, but she's not allowed to go clubbing and she's definitely not allowed to wear skimpy tops."



The Old Dear's Specifications:

- Body: Magnesium alloy (weight N/A)
- Engine: 1960ish 3781 cc, 6cyl, dohc.  
3x twin choke Webers, giving  
260 hp at 5500 and 270 ft lbs torque at  
3500 rpm
- Gearbox: 4 speed manual
- Suspension: front - wish bones  
Rear - semi-elliptics, torsion bars,  
hydraulic dampers
- Brakes: Servo-assisted discs (replacing drums)
- Top Speed: 135 mph (est.) depending on gearing
- Value: L 55,000 (say \$130,000)



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# JAGUARS ON THE ISLAND

## A JAGUAR CAR SHOW AND CONCOURS D'ELEGANCE



**Saturday, August 6th, 2005  
Cadboro-Gyro Park  
Victoria BC Canada**

**presented by  
THE JAGUAR CAR CLUB  
OF VICTORIA**

### CALL FOR VOLUNTEERS

Planning is well underway for our big event of the year, our Jaguar Car Show and Concours d'Elegance, which will take place on August 6th. We want to put on a first class event that will be enjoyed by members and visitors alike, and to do so, your help will be needed. There are many positions to be filled, some which require work in advance of the event, and others that will take place on that day alone. Following is an initial job list and brief description of the associated duties. Please have a look, consider what appeals to you or suits your abilities, and then contact our event chair, Doug Ingram (250-370-2820, dougi@shaw.ca) to have your name added to the volunteer list. An event of this type requires the efforts of many, and we urge you to get involved.

1. **FIELD LAYOUT AND SET-UP.** Day of event, from 6:30am to 8:00am. Set up tents, tables, chairs, mark out field for car placement. 6 people needed.
2. **POST EVENT CLEAN-UP.** Day of event, from 3:30pm to 4:30pm. Take tents down, stack up tables and chairs, remove field layout signs and markers, remove all debris and garbage. 4 people needed.
3. **ENTRY GATE.** Day of event, from 8:30am to 10:30 am. Greet arriving participants, hand out gift bags, handle day of event registrations. 2 people needed.
4. **CAR PLACEMENT.** Day of event, from 8:30am to 10:30am. Direct cars to correct locations on the field. 3 people needed.
5. **CONCOURS SCORERS.** Day of event, from 1:00pm to 3:30pm. Scrutinize and tally the score sheets. Precise, accurate work is required. 3 people needed.
6. **CONCOURS RUNNERS.** Day of event, from 12:30pm to 3:00pm. One per judging team, assist

team and carry score sheets to scorers. 7 people needed.

7. **BALLOT TALLYING.** Day of event, from 2:30pm to 3:30pm. Compile results of people's choice balloting. 2 people needed.
8. **CHIEF JUDGE'S ASSISTANT.** Day of event, from 12:00noon to 3:00pm. Assist Chief Judge, act as timekeeper for judging intervals. 1 person needed.
9. **PUBLICITY.** Starting immediately, work with Event Chair on developing publicity materials, and seek publicity opportunities in the media and the community. 1 person needed.
10. **GIFT BAGS, PRIZES.** Starting immediately, solicit donations from local and distant businesses of items suitable for draw prizes, silent auction items, and gift bag items. A good job for the natural salesperson. 2 people needed.
11. **BAG STUFFERS.** A few days prior to the event, place all written material and items into the gift bags, and have them organized for distribution on the day. 2 people needed.
12. **JCCV TENT ATTENDANTS.** Day of event, from 9:00am to 3:00pm. Work a 2 hour shift in the JCCV tent, selling regalia, providing information about the Club. 6 people needed, 2 per shift.
13. **RAFFLE AND SILENT AUCTION.** Day of event, from 6:00pm through the evening banquet. Sell raffle tickets, manage prize draw and silent auction. 2 people needed.

Please contact us if you need any more information about which jobs you would like to take on. Thanks in advance for volunteering!

Doug Ingram, Event Chair and Gregory Andrachuk, Chief Judge.



# THE 2005 CHALLENGE CHAMPIONSHIP

## not just another car show

hosted by the North Georgia Jaguar Club

Is the 2005 Challenge Championship, Sept 21-26 at the Chateau Elan in Braselton GA, to be "just another JCNA show"? Not by a long shot! It is a Jaguar enthusiast's dream vacation, organized by JCNA volunteers for one purpose only - your enjoyment!

The Challenge Championship, held only in the odd-numbered years, is so elaborate an event that our volunteers need that extra year in between, just to rest up! That extra year has given you plenty of time to prepare your Jaguar and arrange your schedule, while we planned your vacation.

Many directors, volunteers, and a local JCNA affiliate are dedicating hundreds of hours, making sure that those who attend will be royally entertained, totally immersed in the "Gone With The Wind" old south, and challenged to demonstrate pride in their personal piece of the Marque, by attending this event with a Jaguar! Additionally, an appreciative group of JCNA friends will provide physical and financial support, without which this incredible event might not be possible.

Here on the Chateau's 3,500 acres in northern Georgia, you will be presented with resort amenities, opportunities for sightseeing, competition in all three of JCNA competition programs, and interaction with like-minded Jaguar enthusiasts from all over North America. Most of this can be enjoyed without having to leave the environment of this world class resort.

2005 marks the anniversaries of two significant Jaguar introductions. Thirty years have passed since the introduction of the XJS, Jaguar's longest running model. With

so many produced and now being restored, the XJS should be present in large numbers.

Seventy years have passed since introduction of the SS 90, the first Jaguar sports car sensation. Hopefully the Challenge Championship will attract a few, and their first cousins, the SS 100s and SS1 Tourers to display and compete for awards in class one of JCNA's (24) Concours classes. Magnificent all, Jaguars old and new will be on display for four days, touring, showing, rallying, and slaloming for our enjoyment.

Register now, as this venue is so popular in the fall that there is intense competition for hotel space. Here is the link from which you can find all information about the 2005 Challenge Championship, make hotel reservations, and view the resort's facilities: <http://www.jcna.com/jcc>

The Challenge Championship is conducted with only one objective; your enjoyment! Don't miss it!



(Continued from page 10)

### ENGINE COMPRESSION TEST, continued

then to proper torque using a torque wrench. Be careful tightening the plugs, especially if the head is alloy, as the plugs are made of a material harder than aluminum and the threads in the head can be easily stripped and damaged if the plugs are not put in correctly or if they are over tightened. After the plugs are installed, apply some dielectric grease on the tips of the spark plugs, reattach the spark plug wires (being certain that you put them on the correct spark plug), reattach the ignition coil wire and reconnect fuel supply. If you used a remote starter switch, disconnect those wires.

12) Restart the car to check that it runs again, expecting to see a puff of smoke upon engine start if you did the "wet test" as the oil poured into the cylinders burns off.

## JCCV SUNDAY PROWL

the next JCCV Prowl  
is on  
Sunday, April 3rd  
at 1:00 pm



More information will be available at the meeting on March 22nd

We'll meet in the parking lot opposite Jaguar Victoria on Roderick Street in Victoria. Details are still being worked out as of publication deadline for this newsletter, but we'll go for a bit of a drive and then stop for afternoon refreshment.

As always, you can be assured of a nice outing and good company.

## TECH TIP

### bypassing fuel pump and main relays, XJ6 Series III

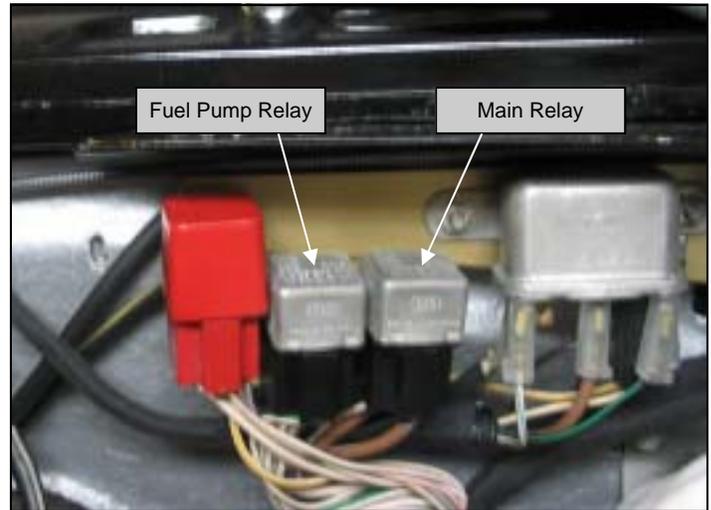
by Doug Dwyer

If you're stuck by the roadside with a dead fuel pump relay or want to eliminate the relay for diagnostic reasons, here's how to do it. Dirt simple.

The "main relay" is on the firewall and provides voltage to the injector ballast pack and the fuel pump micro-switch inside the Air Flow Meter. It has white, black, brown, and brown/slate wires. You'll need a 4" jumper wire (14gauge) with a 1/4" male spade terminal at each end. Remove the connector from the relay. Find the sockets associated with the brown wire (battery voltage) and the brown/slate wire (to ballast and AFM switch). Jump these two terminals/sockets with your handy-dandy jumper wire. You have now bypassed the control portion of the circuit and have voltage to the injectors and the AFM switch at all times. (If you're using this to limp home don't forget to unhook the jumper when you shut off the car).

The "fuel pump relay" is next to the main relay and has white, white/purple, white/green (2), and black wires. As above, you'll need a jumper wire but this time you'll want two loops and three 1/4" male spade connectors (cut two 4" sections. Strip the ends. Twist two ends together and

crimp on a spade terminal and then put an additional terminal on the other two stripped ends). Remove the connector from the relay. Find the sockets associated with the white wire (ignition switched voltage) and the two white/green wires. Jump these three terminals/sockets with your wire. You have bypassed the control portion of



the circuit and the fuel pump will run anytime the key is "on". Why two white/green wires? One goes to the pump, the other to the aux air valve. Jumping the terminal for the aux air valve is not required for testing of the pump circuit but I'd recommend doing so if you are in limp-home mode!

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## COMING EVENTS

here's what's ahead

Tue, Mar 22nd, 7:30pm. JCCV Regular Monthly Meeting at the Lions Club Hall, 4525 West Saanich Road (at Elk Lake Drive). Presentation by Neil Tregear of Gears Transmissions. More on page 10.

Sun, Apr 3rd, 1:00pm. JCCV Sunday Prowl. Meet in the parking lot opposite Jaguar Victoria for a drive and afternoon refreshment. More on page 14.

Thu, Mar 31st-Sun, Apr 3rd. JCNA Annual General Meeting, Wyndham Palace Resort, Downtown Disney, Orlando FL. Info at [www.jcna.com](http://www.jcna.com).

Sun, Apr 24th, 2:00pm. Combined JCCV and OECC run which will include the official turning over of the trophy from Team Jaguar's victory in the gold brick piling contest at ECAIP in September 2004. Meet in the parking lot of the Six Mile Pub in View Royal. Details in the April issue.

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

Sun, May 1st. JCCV Sunday Prowl and season opening barbeque. Full details in the April issue.

Sat, May 21st. Vancouver All British Field Meet, Van Dusen Gardens, Vancouver BC.

Sat-Sun, Jun 4th-5th. Pacific Jaguar Enthusiasts Group JCNA Concours and Slalom, Pitt Meadows BC.

Sat, Jun 11th. Jaguar Drivers and Restorers Club JCNA Slalom, Emerald Downs, Seattle WA.

Sun, Jun 19th. Fathers' Day British Car Picnic in the Park and the 2nd Anniversary celebration of JCCV, Beacon Hill Park, Victoria BC.

Sun-Sun, Jun 19th-26th. Brits 'Round BC, a road tour around BC with the Old English Car Club. [www.oecc.ca](http://www.oecc.ca).

Sun, Jun 26th. Swap Meet at Saanichton Fairgrounds, hosted by the Vintage Car Club of Canada.

Sun, Jun 26th. Canadian XK Jaguar Register JCNA Slalom, Surrey BC.

Fri, Jul 1st. Gorge Canada Day Picnic, along the Gorge Waterway, Victoria BC. 250-381-0848.

Fri, Jul 1st. Salt Spring Antique & Classic Car Club Annual Show, Ganges, Salt Spring Island. 250-537-5206.

Fri-Sun, Jul 8th-10th. Rally in the Valley, hosted by the Okanagan British Car Club, Kelowna BC. [www.obcc.com](http://www.obcc.com).

Sat, Jul 16th. Jaguar Owners' Club of Oregon JCNA Concours, McMenemy's Grand Lodge, Forest Grove OR.

Sun, Jul 17th. Brits on the Beach, at Transfer Beach Park, Ladysmith BC. Hosted by the Central Island Branch of the Old English Car Club. [www.oecc.ca](http://www.oecc.ca).

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

Sun, Jul 24th. Victoria MG Club Anniversary Meet at Gyro Park, all British cars welcome. [www.victoriامجclub.com](http://www.victoriامجclub.com).

Sat, Aug 6th. Jaguar Car Club of Victoria "Jaguars on the Island", a Jaguar Car Show and JCNA Concours d'Elégance, Cadboro-Gyro Park, Victoria BC.

Sun, Aug 7th. 20th Annual Cowichan Valley Car Picnic, Mill Bay BC. [www.cvcp.ca](http://www.cvcp.ca), 250-748-5031.

Sat-Sun, Aug 13th-14th. Filberg All British Car Show hosted by the Comox Valley Branch of the Old English Car Club. [www.oecc-comox.com](http://www.oecc-comox.com), 250-338-0026.

Sun, Aug 14th. The Blethering Place Collector Car Festival, on Oak Bay Avenue, Victoria BC. 250-598-1413 or [www.thebletheringplace.com](http://www.thebletheringplace.com).

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

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

Fri-Sun, Sep 2nd-4th. Portland All British Field meet, Portland OR.

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

Sat-Sun, Sep 17th-18th. An English Car Affair in the Park, on the grounds of Fort Rodd Hill National Historic Park, hosted by the South Island Branch of the Old English Car Club. [www.oecc.ca](http://www.oecc.ca).

## FOR SALE OR WANTED

Advertisements are run for three issues at no charge. Place your ad with the editor at 250-370-2820 or [dougi@shaw.ca](mailto:dougi@shaw.ca)

1990 XJ40 Sovereign, burgundy on tan leather. Beautiful, well maintained automobile in excellent condition. Wire wheels. Only 157k kms. \$10,500. Ian 250-595-3063. (3-5)

1970 E-Type Series 2 convertible. Original unrestored BC car, collector plates, thoroughly sorted, in fine condition. 44,000 original miles, used regularly. Full history. New interior and top, Old English White, repainted once 1987, present owner since then. Appraised value \$44,000 Tony Dowell, Nanaimo 250-758-2258. (3-5)

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

1992 XJS, 4.0 litre six cylinder, Jaguar Racing Green with original cloth and leather interior, 144,000 kms, well cared for, recent Michelins and brakes. Runs beautifully, looks gorgeous. \$13,900. Bob Whelan 250-385-0674 or 250-883-1631. (1-5)

1985 V12 VDP, approximately 189,000km, very good condition, gold with tan leather interior. \$4,000. Vince Reilly 250-598-6906. (1-5)

1987 XJ6, only 63,000 km, sage green, oatmeal interior. \$10,400 with wire wheels, \$8,900 without. John Rose 250-592-1670. (12-4)

1980 XJ6, in excellent condition with only some minor rust. Good wood and leather. Air conditioning works well. 3rd owner. \$8,000 Lois Evans 250-746-6715. (11-4)

1986 XJS, good condition, no rust, original paint, rebuilt heads, wire wheels, sunroof, winter stored and shop maintained. \$6,000 obo. Malcolm Hargrave 250-740-3223 or evenings 250-741-0084. (11-4)

1988 XJ6, burgundy on tan leather, automatic, 2 previous owners, service records, 200,000 kms \$5,750. Dave Boulter 250-595-1073. (11-4)