



Jaguar Jottings

May 2001

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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June Meeting

Monday, June 11th

7:30 pm at Capone's Ristorante

831 Industrial Road

A great opportunity to Pre-Register for the Concours and Take Advantage of the Auto Dentist - 6:30 in the parking lot. Curious? Come and see what he can do for your dents!

Special prices for Club members

CONCOURS d'ELEGANCE

Saturday, June 16th

Registration: 9:00 to 12:00 a.m.

Judging: 12:00 - 3:00 p.m.

Awards: 4:00

Dinner at Capone's: about 5:00

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Friday, June 15th - 7:00 to 9:00 pm

Capone's Ristorante, Industrial Road



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Our thanks to Long Run Imports Inc. for their generous support of our Concours d'Elegance Weekend

OJC Website: www.ncf.ca/ojc

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President's Message

Concours time is upon us again and it's our special occasion to "Strut our Stuff" and show off our prized possessions. We have been planning what should be our largest Concours ever, given the participation of our friends from Montreal.

The event will again be held at the National Museum of Science & Technology, from whom we have received excellent cooperation and support. We all owe them a debt of gratitude. And don't forget - we will be having special conducted tours of their vintage vehicle collection in their warehouse. This considerably exceeds what is on display in the Museum proper. Also we

should have in attendance Britain's Deputy High Commissioner who will be judging the "Distinctly British" entrant.

Harry Brownell is our chief judge and has been organizing and training the teams of judges. Their task will be hectic given the potential volume of entries and the limited time for judging.

So let's make it a great show with lots of entrants and a big turnout. We look forward to seeing you all there.

Michael Stott
President

Notes from the May 14th Meeting

John Smiley, Secretary

The meeting was called to order by President **Michael Stott** at 7:30 p.m., at Capone's Restaurant, with 30 members in attendance.

A short discussion took place about the upcoming event at Beaconsfield to be held on Sunday, 27 May 2001.

Frank Basten went over the details of the annual Concours that will be held at the Museum of Science and Technology on Saturday, 16 June 2001. Six firms have offered their sponsorship and the Museum of Science and Technology has offered to print the flyers and provide flag staffs. They will also conduct two tours through the Museum's Storage Area. The tours will be at 11:00 a.m. and 3:00 p.m.

Registration for the Concours will be from 9:00 to 11:00 a.m. on 16 June 2001, with judging from noon until

3:00 p.m. The awards ceremony will be from 4:00 to 4:30 p.m.

Barbara Woods has made arrangements for the Friday evening reception that will be held at Capone's Restaurant. There will be a charge of \$7.50 per person.

The guest speaker for the evening was Andrew McLean, the owner of Auto Dentist. He gave a talk on the removal of small dents. **He will remove dents from OJC members' cars in the parking lot of Capone's Restaurant at 6:30 p.m, Monday, 11 June 2001, prior to our monthly meeting.**

Mark Roberts gave a scintillating (and detailed) talk on judging and the JCNA Official Judging Rules.

Michael Stott then closed the meeting and the usual informal discussions and socializing took place.

OJC Events Calendar

June 10

Kars & Planes (contact Peter Whitworth, 692-2270)

June 15, Fri.

OJC Concours Hospitality party - Capone's at 7:00

June 16, Sat.

OJC Concours d'Elegance at the Canada Science & Technology Museum (Registration form attached)

September

Niagara Winery Tour and Bronte Car Show - details TBA soon!

An Interesting Article on Jaguars

You might want to check out the National Geographic, May 2001 edition for a wonderful article on Mexican Jaguars - the breathing kind!!!

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Tip of the month

Differential Problems - '88 and newer XJ6

We've talked about this before, but it keeps surfacing as an interesting issue.

There seems to be a maintenance item that was left out on these cars—that of changing the differential lubricant. It needs to be changed more often than is usually deemed necessary. The problem is the thrust bearings on the stub axles or output shafts on the sides of the differential. These are ball bearings and are under constant load from the weight of the car. The lubricant slowly loses its lubricity over time and these thrust bearings start to wear. As they start to wear they contribute small

particles of metal to the lubricant which accelerates the wear. Early detection and preventive maintenance are the best solutions.

I recommend changing the differential lubricant at 30,000 miles (50,000 kms). Replace with the highest quality petroleum or synthetic lubricant you can find, equal to or better than the Shell Spirax Super 90 (EP 90), specified by Jaguar. I also like the multi weight 85w 140 gear oil. This is the preventive maintenance.

The main idea is early detection of wear in the output bearings. Jack up the rear of the car. With rear wheels off the ground and an assistant moving the top of the tire inward and outward, look at the output shaft on the differen-

tial and see if it moves in and out. There should be very little or no movement.

There may already be a problem in the form of bearing noise as the car rolls along. This does not mean the differential is shot. But it does mean the worn out and noisy bearing and the contaminated lubricant must be replaced as soon as possible.

Good Luck!
Walt

This weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works, 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA
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XK140 "BARNYARD FIND"

By Phillip Karam

I am delighted to have found and purchased an XK140 FHC rhd that was originally owned by the late William Heynes, the chief design engineer at Jaguar Motor Cars. Bill Heynes joined Sir William Lyons at SS Cars (Jaguar) in 1935. Bill was the main protagonist for the XK engine. He immediately saw a twin-overhead camshaft as the means to achieve 100mph, by dispensing with pushrods, thus allowing higher RPM's, and complementing a hemispherical combustion chamber. This engine survived 4 decades to become one of the great engines of all time.

The XK140 was built on May 5th, 1955 and first dispatched (registered) to Bill Heynes May 14th, 1955. His assigned plate was "RHP 444", with 'R' being issued between April and June of 1955, and 'HP' designating registration in Coventry.

After locating his son Jonathan, and speaking with him, his first reaction was "Is it 'RHP 444'?, I can never forget the number, we have such fond memories of that XK140" (45 years later). Jonathan went on to say that his mother (a petite 5'1") would drive the car at 100mph!

Jonathan is currently operating a company that specializes in selling micro-cars. This interesting company can be viewed at: www.micro-car.uk.com.

Three years later, Bill Heynes sold the XK140 to Duncan Hamilton. For a decade from 1947-1957, Duncan Hamilton was one of Britain's foremost racing drivers. Duncan drove Formula One and two Grand Prix cars from Lago-Talbot, Maserati, HWM Jaguar and Gordini, plus Works Team Sports Cars for both Jaguar and Ferrari. He won two legendary enduring races – The 1953 LeMans 24 hours in a Jaguar "C" type and the 1954 Reims 12 hour in a "D" type.

Duncan Hamilton & Co. Ltd., has been in operation for over 50 years, in sales and brokerage of thoroughbred post-World War II Historic competition cars, finding new owners for more than 60 Historic Formula One Grand Prix cars, including the Mercedes Benz W196, and the 1960 Ferrari Dino 246. The company is currently run by Adrian, son of the late Duncan Hamilton, with whom I've had the pleasure of speaking. His web site is www.duncanhamilton.com

In the past months I have spoken with David Bentley, who writes for "XK Gazette" tracing right hand drive XK's in his column "where are they now?" as well as Philip Porter, the editor of XK Gazette and author of "Original Jaguar XK" and 6 or 7 other Jaguar books.



Charlie Morgan and Karen Miller from JANE have been so very helpful tracing the records of this XK140.

The car was purchased from Duncan Hamilton by a Canadian military man, Frank Norton, and brought to Ottawa.

From there it was sold to Louis Kokay Rubin in 1976. Louis drove it for 9 years and had it serviced at our own Raymond Redshaw's Garage. From then it went to Rick Goodman for 4 years and finally to Rob Kerr. Rob started a complete restoration with the able David Rodregas, owner of Caesars Body Shop, but ran out of coin, and David ran back to Portugal. So there it sat for 5-7 years, just waiting for me.

I have just negotiated a deal to "store" an "English wheel" in my garage permanently, so this wheel will come in quite handy.

While I was down in Phoenix, AZ in January viewing the Jackson Barrett, RM, Silver, and Kruse Auctions, I also uncovered another 1955 XK140 FHC, but left hand drive. This car again is a "Barnyard Find" and has been in storage since 1972 (30 years!) Other than ¼" of Arizona dust and 3 coats of paint, this is quite a nice unaltered, low mileage, fully intact, numbers matching "SE" version with overdrive. Who knows, I might just buy it and restore 2 at the same time. Does anyone want one?

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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

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Duff Young - FundMonitor 1998

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Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

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Beaconsfield British Car Day goes “swimmingly” well!

There were three forecasts for the weekend of May 26th-27th in Montreal: rain, rain and more rain. No chance of sunshine at all. So there we were, the organizers of the event, standing in a gentle shower at 8:30 a.m. There were precisely four cars on site, two E-types and two XJ12's and it's looking like the whole day is going to be a washout. But we were not to be denied! It stopped raining around 9 a.m. and that was the last rain we saw on the day. Cars started showing up, just a trickle at first and then a whole lot more. It was that kind of day, people looked out the window and tried to judge the weather. By lunchtime we were in full swing. The rough count of the ever mobile crowd put it at about 150 or maybe 175 cars. We were hoping for 40 E-types, but the poor weather put a



Paul Cole drove all the way from Kingston to show his E-type. He is the original owner and is wearing the matching color suit [in “heather”] he purchased at the same time as the car

damper on that. Still, it's the only time anyone can ever remember seeing 27 E-types together in one spot.

The tailgate competition drew some fantastic presentations including several from the Ottawa Jaguar Club and one

from the North American Singer Club. The winner was the Montreal MG Car Club (there was no way these guys and gals were going to lose).

Many thanks to all those who braved the weather to come out, especially those who came all the way from Ottawa, Kingston, Pembroke (with a beautiful Mk2 Saloon) and even Kentucky.

We'll see you at the 2003 edition!

J.O.A. Montreal



JOA-Montreal Calendar of Activities for 2001

June 1-2-3	“Rendez-Vous British” at Lac Beauport, Quebec
June 8-9-10	Formula One Grand Prix of Montreal
June 16	Ottawa Jaguar Club Concours d'Elegance (all JOA members encouraged to attend. Daniel Thompson and Norm Carroll are organizing a meeting place to drive up as a group)
June 19	JOA-Montreal monthly meeting at Cote St. Luc BBQ
June 29-30 & July 1	VARAC vintage racing festival at Mosport
July 8	JOA “Open House and Garage” meeting at Daniel Thompson's house
September 7-8-9	“Zippo” U.S. Vintage Grand Prix, Watkins Glen, NY
September 14-16	British Invasion in Stowe, Vermont
September 18	JOA meeting at Cote St. Luc BBQ
October ??	JOA drive in the countryside and brunch
October 16	JOA meeting at Cote St. Luc BBQ
November 20	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

How do I obtain a Heritage Certificate for my Jaguar?

First of all, what is a "Heritage Certificate"? Jaguar Cars Ltd., when they originally built your car, kept a "build sheet" in their records. These records still exist on microfilm and, for a small fee, you can find out exactly what the specification of your car was when it left the factory. This way you can check if your "numbers match", what the original exterior and interior colours of the car were, where it was first shipped and sold, and in many cases the name of the first owner.

The bonus is that you get an 8x12" certificate that is suitable for framing. The cost is \$40 for non-members but only \$25 for JCNA members. Make your cheque in U.S. funds payable to "Jaguar Archives" and mail it to:

Jaguar Cars
Attn: Archives-Karen Miller
555 MacArthur Blvd.
Mahwah, NJ
USA 07430

You must supply all of the information listed on your vehicle commission plate (vehicle/engine/body/gearbox numbers) and a proof of ownership (a photocopy of the registration will do).

Any questions? Call Daniel Thompson at 514-848-0716 or dthompson@gbc.ca

For Sale in Montreal

The following cars or parts are rumored to be for sale. As usual, you should contact the owner directly to confirm the details:

Gary Gilmore is thinking of selling his XK120 Roadster. Very nice, original Texas car. Perfect running condition. Contact Gary at 514-695-5088.

Joe Barazin has a very nice Series 3 V12 E-type Roadster for sale. Originally a California car, it is in fine running condition. Contact Joe at 514-781-9899.

Syd Sweibel is looking to sell his 1974 Series 3 E-type Roadster. Very clean, well maintained car. Contact Syd at 514-849-1188.

Jean DeGuise has a beautiful 1962 Series 1 E-type Roadster for sale. Regretfully selling for health reasons, call Jean at 514-842-7803.

Norm Carroll has some leftover parts from his days as an XK150 owner. He is offering the following for sale:

- 1 brake master cylinder-new
- 1 brake piston assembly-2 1/8-new
- several radiator hoses-new
- intake manifold-used
- 1 set of valve covers-used
- 3.4 block and head
- 1 service manual
- 1 original parts catalog
- 1 front grille

Norm can be contacted at 514-684-1132.

The Ottawa Jaguar Club's 13th Annual

Concours d'Elegance

Saturday, June 16th

Canada Science & Technology Museum
St. Laurent Blvd., Ottawa

Advance Registration:

\$40 - Champion Class

\$35 - Driven Class

\$10 - Club/Visitor

Free passes to Canada's World-Class Museum

**Contact Frank Basten,
Concours Chair**

**(613) 342-0467 Fax: (613) 729-4984
email: fbasten@recorder.ca**

Events:

• Friday, June 15th

**7:00 p.m. - The Welcome Mat
is out at Capone's Ristorante
(\$7.50/person)**

• Saturday, June 16th

9:00-11:00 Registration

12:00-3:00 Judging

4:00 Awards, Door Prizes

Pre-Register to save \$\$ and Time!

Fax or email your intent to participate and pay at the gate.

Good Jaguar Web Sites

For those of you who are "plugged in" to internet and the World Wide Web, here are some web sites that will allow you to spend hours and hours staring at the screen:

<http://www.jag-lovers.org> This is a huge web site for all things Jaguar. No matter what the year or model of car you own this site has info for you. One of my favorites is the listing of all sales brochures right back to the 1930's. Check out the "Information" page for a cornucopia of stuff including video clips.

It is here that you will find the registration page for the "mailing lists". Basically you sign up using your email and every day you can send and receive messages in an open discussion format from people around the world who are interested in your model Jag. You can ask questions of a technical nature and get dozens of answers in no time. There is also an archive section where you can search by topic to find answers to questions. Be careful: this

stuff is highly addictive and time consuming! To register just follow the directions on the web page; don't forget to keep a copy of the instructions on how to log off the mailing list!

In addition there is the Used Parts Exchange where you can view cars and parts for sale and list your own. They even have a classified page exclusively for Collectibles for sale.

JOA-Montreal spring drive a brunch a success!

The weather on Sunday, May 6th turned out to be perfect for JOA-Montreal's first ever "official" club event. About 20 cars and 30 people met at the Dorval shopping center to enjoy a scenic 45-minute drive westward to Rube's restaurant where a delicious brunch awaited them. Only one casualty (an XK140 whose brakes had not woken up from their winter slumber) and the usual complaints from E-type owners about driving too slow

More Beaconsfield Photos



The E-types of Robert Cernivz and Daniel Thompson line up at Beaconsfield



The beautiful early (1962) E-type of JOA-Montreal member Alain Assouline at Beaconsfield

failed to mar a perfect day! Thanks to all those who participated.

Congratulations to **Bill Taylor** and **Bill Dickson** (from now on to be known as "the two Bills") for a super organizational job. Don't forget the next drive/brunch is scheduled for October when the fall foliage will be at its' finest.



E.R. fisher

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