

April 2002

April Meeting
Monday, April 8th
7:30 pm at Capone's
Ristorante
831 Industrial Road

What's Inside ...

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Photos: JCNA Website, Paddy
 Robertson

Daniel Thompson makes waves at JCNA Annual General Meeting

The annual general meeting was held in Kansas City on March 22nd and 23rd. Daniel Thompson, as Northeast Regional Director, travelled from Montreal to attend for the first time.

After a somewhat harrowing trip (see his report on the JCNA website), Daniel arrived on the 21st and met a number of famous faces from JCNA – Brock and Barbara McPherson, Nelson Rath, Judy Ferring, Lisa Hendrix, Dick Howe, Mike Cooke.

According to Daniel, Gary Hagopian ran a controlled and well-paced board meeting on the 22nd. It was followed by a tour of a local car museum where Daniel met still more delegates from across the United States. He was much impressed by their friendliness and their welcome of a new member.

The next morning (the 23rd), the Annual General Meeting was held with reports from committees, proposals read and motions debated. Subjects

included slalom rules, judging rule-book changes, increasing dues by \$3.00, and expanding the *Jaguar Journal* to 48 pages. Elections were held for posts on the executive committee for 2002. Daniel ran against Barbara McPherson for the post of Vice President – and won! (He claims it's because he's never seen without a tie on!) Steve Averill is the newly elected secretary of JCNA, replacing Dick Howe.

"Waves" continued on page 6



JCNA Treasurer Nelson Rath (left) and the 2002 Executive Committee (left to right): Steve Averill, Lisa Hendrix, Daniel Thompson and Gary Hagopian
 (Photo courtesy JCNA website)

Executive 2002

President: Daniel Thompson (450) 441-6522
 Vice President: Yann Robin (613) 233-5506
 Secretary: John Smiley
 Treasurer: Roger Gough
 Membership: Harry Brownell (613) 774-3649
 Activities Team Leader: Wendy VanderMeulen
 Concours Chair: Frank Basten (613) 342-0467
 Chief Judge: Harry Brownell (613) 774-3649
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 Harry Brownell (613) 774-3649
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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. It is produced for the information of its members and welcomes your participation. Deadline for contributions is the 23rd of each month.

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OJC Housekeeping

Check out our updated Website
(www.ncf.ca/ojc).

Jag Jottings is always looking for articles and ideas and, especially, PHOTOS. Contact either Jim or Paddy (details on page 1).

Membership Dues are \$60 for 2002. Send your cheque payable to Ottawa Jaguar Club Inc. to Roger Gough, 1289 Turner Crescent, Ottawa, ON K1E 2Y5, or call him for information at 837-2462. If you haven't been receiving your copy of *Jaguar Journal* which is published bi-monthly, contact Harry Brownell, Membership director.

OJC's Activities for 2002

The following activities are being planned for 2002. If you have any suggestions or want to help, please contact **Wendy VanderMeulen** (613-833-3543) or one of the team members mentioned below.

Sat., Apr.13	11 a.m.	Go-Karting (Top Karting, 200 Edmonton St., Hull, next to Hull Casino)	Guy Larabie
Sun., Apr.28	TBD	Rally/Bar-b-q (details TBA; cost \$10 per person)	Barbara Woods
Sun., May 26	11 a.m.	Drive to Hudson, PQ for British Car Show (leave from St. Laurent Mall)	Wendy VanderMeulen
Sun., June 2	10 a.m.	ByWard Market Auto Classic 2002	form attached
Fri., June 14	7 p.m.	Concours Hospitality Night	Concours Ctee
Sat., June 15	All day	Concours d'Elegance (Museum of Science & Technology)	Concours Ctee
Sun., July 7	10 a.m.	Picnic drive to Fort Henry	The Robertsons
Sat., July 20	11 a.m.	Slalom (Rain date, July 21) (Aviation Museum confirmed)	Frank Basten
Sun., Aug.18	10 a.m.	Tentative - Picnic drive to Buchanan's in Burnstown (leave from Pinecrest Mall)	Wendy VanderMeulen
Fri-Sat, Sep.13-14		British Invasion , Stowe, Vermont	
Sat., Oct.5	3 p.m.	Colour Drive and Dinner	Wendy V.
December		Christmas Party	

OJC Meetings Calendar 2002

OJC Monthly Meetings:

May 13	June 10
July 8	Aug. 12
Sept. 9	Oct. 14
Nov. 11	
Dec. - no meeting	

Market Place

This newsletter accepts advertisements in good faith, but we suggest that it is in your best interest to make every effort to check offers personally.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor (details page 1).

OJC Annual March Dinner

The Club's annual dinner was held once again at the National Press Club on Wellington Street. The group may have been small, but the spirit wasn't! Twenty-one members attended.

(Photos: Paddy Robertson)



Gladys and Jim Walker

*Barb Woods and
Kathy Smiley*



*Wendy is in the picture
again, with Paddy
Robertson
Right: Frances and
Dave Boon*



*Lorraine Huska, Yann Robin, John Charman,
Wendy VanderMeulen and, in front, Julios Huska*



Louise Larabie and John Smiley



*Above: John Charman and
Wendy VanderMeulen*

Below: Ed and Ada Theoret



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Montreal

JOA-Montreal meeting notes, March

Meeting called to order by **Bill Taylor** at 7 pm at Cote St Luc BBQ. 12 members present.

Bill talked about the Auto Jumble to be held Sunday, April 7 by the Boot'n Bonnet car club in Kingston.

The subject of our own club cards was discussed. By a unanimous decision, we opted to have the cards printed in Montreal asap.

Norm Carroll spoke of the tentative date for the spring drive to Ormstown. April 20 or a rain date.

Re plans for the JCNA slalom in

Montreal, **Guy Goodman** reiterated his intention to see if we could use the parking lot at the Air Canada Base. It was suggested that we contact John Scotti or Decarie Motors if they could provide us with a Jaguar flag.

Dominic Fortier asked if it was possible to contact the organization in Stowe, Vermont for the British Invasion, if they could help in any way to ease the cost of the entry & vendors in regards to the Canadian & US dollars.

Jon Nichols was our guest speaker, informing us of his well-equipped garage and body shop. Thanks, Jon.

Don't forget, for the next meeting, April 16, the clocks will have changed so Bill urged as many members as possible to show and be early.

JOA Montreal

Calendar of Activities 2002

- Apr 7 Boot'n Bonnet, Auto Jumble, 10 am - 4 pm
Kingston, Portsmouth
Olympic Harbour
Apr 16 Monthly meeting, Cote St Luc BBQ
Apr 20 Spring drive to Ormstown (or rain date)
May 21 Monthly meeting, Cote St Luc BBQ
May 26 British car show, Hudson, Qc
Jun 1, 2 Rendez-vous British, Lac Beauport, Qc
Jun 15 OJC Concours, Ottawa
Aug 25 Boot'n Bonnet, 13th Annual British Car Day, Kingston
Sep 13, 14 British Invasion, Stowe, Vermont



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Tip of the month

Excerpted from "The Car Doctor" by Len Henry, Montreal Gazette, February 23, 2002

J. M. Turgeon of Beaconsfield had a problem: "Recently I acquired a used 1987 Jaguar XJ12 with the 5.3 litre engine and 87,000 kilometres on it. It sometimes backfires from around the air filters when attempting to accelerate at high engine speeds.

"After doing a major engine tune-up – cap, rotor, oil change, fuel filter, spark plugs and wiring, timing – the backfire still occurs. What could cause these backfires? Could it be related to a bad vacuum advance or the valve stems leaking? The engine does consume oil."

The Car Doctor replied: "If oil is getting past the valve seals and into the cylinders, the plugs can easily get fouled. Changing to a hotter plug might help keep the plugs clean and help improve combustion.

"A crossed set of spark plug wires can also cause the misfire and it is easy to mix two of 12 wires. Make sure all the wires are in the proper firing order. A vacuum leak can change the vacuum advance of the distributor, it would

cause the engine to hesitate and possibly backfire. Check all the rubber hoses.

"A lean fuel mixture can also cause an engine under load to backfire. Check for a leaking intake-manifold gasket.

"On a fuel-injected engine, a bad throttle-position sensor will cause a backfire under acceleration and on an engine with carburetors, a bad accelerator pump will have the same effect.

"A sticking intake valve can also cause a misfire in one cylinder. I would perform a compression check to determine if one cylinder or two adjacent cylinders are bad and causing the backfire.

"Low compression in side-by-side cylinders indicates a bad head gasket or even a cracked head.

"I would drive the car for several hundred kilometers and then remove the plugs and examine if one or two plugs look different than the others. This will help you locate which cylinder, valve, or wire is bad."

Submitted by **Guy Goodman**,
JOA-Montreal

Advertising in Jaguar Jottings

Full Page \$20.00/month, or \$200/year (11 issues)

1/2 Page \$10.00/month or \$100/year (11 issues)

1/4 Page \$5.00/month or \$50/year (11 issues)

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Marketplace: Free to members; \$5 to non-members

Submit advertising copy to: The Editor, Jaguar Jottings, Ottawa Jaguar Club (info on front page)

"Waves" Continued from page 1

A motion from the floor to suspend the method of calculating National Concours winners until a better method of standardized judging is in place was defeated, but Daniel had the distinct impression that there will be more action on this topic.

A seminar on paint finishes followed, and then Dick Cavicke and Bob Stevenson presented a talk on judging. Bob presented his newly written (and, according to Daniel, "cracker") judging guide for the E-type.

A formal dinner capped off the day, and Daniel enjoyed meeting more "legends" in JCNA history such as Jack Stamp from Kansas. Awards were presented, and it was good to see Brock McPherson receive the Andrew Whyte award for outstanding service to the club and to the hobby. Judy Ferring presented the newsletter awards, and Daniel gave out the website awards on behalf of Pascal Gadamer. Following this was entertainment, music and dancing to a live band and a great blues/jazz singer. The highlight of the evening was when Dick Howe got up and shared the microphone for a few bars of some classic blues. Daniel says, You had to be there!

Daniel found it a fascinating weekend, and he's looking forward to the next meeting in Charlotte, NC.

Note: Daniel's list of "titles" with JCNA are impressive:

*Member, JOA-Montreal

President, Ottawa Jaguar Club

Regional Director, Northeast District

Vice president, JCNA

Concours rule book editor

Well done, Daniel. Congratulations!

How much will it cost to rebuild my engine?

By Daniel Thompson and Ralph Steinberg

This is a question I get asked over and over and over again. Owners of Jaguars built from 1950 to the mid-1980's are bombarded with "opinions" on what it should cost and what work needs to be done. If you start looking around, you will find prices ranging from \$2,000 for a "rebuild" to \$8,000+ for a "rebuild". Needless to say, not all rebuilds are created equal! It goes without saying that the condition your engine is in BEFORE rebuilding will have a major impact on the amount of work required and the final price. If one of your connecting rods is sticking out the side of the block, this may have a significant effect on the cost of the rebuild! Other important factors to consider would be the condition of the most expensive items: is your crankshaft so badly worn or cracked that it needs replacing? Is your head warped (the car, not you!)? Is your block cracked? Has the engine been sitting outside for 20 years and is seized solid with all pistons rusted to the bores? Because if it is it will take many hours of expensive shop labor to "free" it up just to the point where it can be determined if a rebuild is possible.

Anyway, let's try to use the expression frequently employed by economists: "all other factors being equal", we can look at a typical rebuild on a typical six-cylinder Jaguar engine. For the following figures I have relied on and must offer thanks to Ralph Steinberg, owner of Cloverleaf Auto in Aston, Pennsylvania. Ralph and his team have many years experience rebuilding Jaguar engines.

The theoretical engine we will use is a

3.8 liter six-cylinder out of an XK150. The parts, labor and costs will be much the same for any six-cylinder or "XK" engine out of any Jaguar from 1950 to 1986. We will use Moss parts list as much as possible for guide lines; even though the quality on these parts is the lowest on the market, they are usually at least up to OEM (original equipment manufacturer) specs. This is what most rebuilders consider a minimum rebuild to stock specs. Consider this to be the minimum that needs to be done when you tear down a six-cylinder Jaguar engine. [See Insert]

If the math is done correctly that is \$2473.28 in parts, although none of the parts are top shelf, they will meet the minimum requirements to build your engine.

Now on to minimum machine work at a decent shop, not a race machine shop but a good competent shop that has done jag heads before (not easy to find)! [See insert]

Again, if the math is done right that comes to \$1568.00. So now we have \$2473.28 in parts, and \$1568.00 in machine work which comes to \$4041.28

This does **not** include removing and installing the engine, tearing the engine down, deciding what needs to be done, cleaning the engine enough to get it to the machine shop, cleaning the engine again before re-assembly, checking all the clearances, putting it back together, paint and polish per OEM. These tasks could easily add \$2,000 or more to the cost. You can save money by removing and re-

6-cyl Jaguar Engine Parts (1)

(quantity in brackets with price noted)

- (1) oil press. relief valve \$49.95
- (1) rebuilt front damper [a very weak point in Jags] \$205.95,
- (6) crank plugs [you destroy them getting them out] \$ 15.48
- (6) pistons \$744
- (1) rod bearing set \$39.60
- (1) wrist pin bushing set \$25.00
- (12) rod bolts \$88.20
- (12) rod bolt nuts \$35.40
- (1) thrust washer set \$7.95
- (1) main bearing set \$99.95
- (7) core plugs \$19.25
- (1) Core plug \$ 2.85
- (1) chain tensioner \$9.95
- (2) chain guides \$19.80
- (2) chain guides \$25.00
- (1) oil pump \$95.75
- (6) intake valves \$89.70
- (6) exhaust valves 131.70
- (12) valve guides, bronze, \$63.00
- (1) valve spring set \$39.95
- (1) cam bearing set \$67.70
- (1) head set \$119.00
- (1) conversion set \$51.95
- (1) oil press. relief spring \$8.95
- (1) oil filter \$14.50
- (4) engine mounts \$59.80
- (6) exhaust seats \$53.70
- (1) tappet hold down kit \$41.65
- (1) head stud kit \$200.10
- (2) core plugs \$1.10

Machine Shop Expenses (2)

- Clean and check head \$40.00
- Resurface Head \$65.00
- Install 6 exhaust seats \$210.00
- Valve job, including adjusting valves \$225.00
- Install hold down kit \$65.00
- Clean and mag block \$70.00
- Resurface block and timing cover \$65.00
- Align-bore block \$90.00
- Recondition crank \$150.00
- Recondition 6 rods \$228.00
- Bore block \$360.00

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James Langton - Investment Executive; December 1999

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

□

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

For more information or to arrange a meeting please contact:

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Continued from page 7

installing the engine yourself (if you have the facilities and abilities to do it). Nor does it include, but you should do, resurfacing the fly wheel, replacing the clutch, re-sealing the trans, rebuilding the carbs, setting up the distributor, checking, cleaning, and rebuilding the radiator, replacing the oil lines, replacing the cooling hoses, replacing the water pump. All of this work should be, read **MUST** be performed when your engine is out of the car being rebuilt. It is false economy and downright foolish to ignore items like the clutch and transmission when you already have the engine out of the car (unless your plan is to sell the car quickly after the engine rebuild). Obviously, it will add to the cost and labor. Again, the cost of having these items attended to (parts, labor) can run another \$2,000 or more.

Doing all the above will give you back

an engine no better, but no worse than that which came from the factory. And that assumes that the cams are good, that all the buckets in the head are good and that all the intake seats are good along with all the tappets. And that is a **BIG** assumption!! If you want to improve the performance of your engine any it will cost more, some times very little some times a lot, depending on where you are going with it. If you plan on winning Jag shows with it the engine has to shine better than it ever did new and that costs a whole lot more. All re-chromed nuts, every nick, dent and scratch hand polished out, etc. ... big money, perhaps double the normal labor cost.

So what is the total cost of all this. If you're still following along with your trusty calculator, you will see that we are now in the neighborhood of \$6,000 to take an engine out of a

Jaguar and have it rebuilt to "normal" specs and quality. Make it \$8,000 if you care enough to do the other jobs that should be done whilst your engine is out of the car.

Hey! Nobody said owning a Jaguar was going to be cheap. But then again, aren't they beautiful when they're running properly?

(About the authors: **Daniel Thompson** is the president of the Ottawa Jaguar Club and the past president of the Jaguar Owner's Association-Montreal. He owns a 1968 E-type, a 1958 MkIX under restoration and a 2002 X-type. Daniel can be reached at dthompson@gbc.ca if you have any questions about Jaguars in general.

Ralph Steinberg is the owner of Cloverleaf Auto in Aston, PA. See his website at <http://www.cloverleaf-auto.com> for a history of the company and the services they offer)

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auto classic

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Cost ?
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