



Jaguar Jottings



September 2002

September Meeting

Monday, September 9
7:30 pm at Capone's
Ristorante

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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.

A Welcome for JANE Members on Tour of Quebec

By Jacques Bernard

Norman Carroll, Technical Director, and **Jacques Bernard**, Vice- President of the JOA Montreal, accompanied with their wives **Kathy** and **Dorothy** drove to the Hotel Mont Gabriel to welcome members of the New England Jaguar Clubs. Unfortunately **Daniel Thompson**, our past President and Vice-President of JCNA Board of Directors could not join us but we understand that he did meet with some members the Group that same afternoon and took the time to show them Montreal, our beautiful city. **Jean Nocera** one of our members arrived later and join us for dinner.

XK140, XK150, XKEs, XJ6, XJSs, XK8 and a Boxster arrived hot but safely at the Hotel with a total of twenty-nine participants.

Our visit was unannounced and it was with great pleasure that **Ray Sharp** & his wife, the group coordinators, and **Gary Hagopian**, President of JCNA Board of Directors, warmly invited us to join the group for a splendid buffet dinner. Introductions were made and everyone enjoyed various discussions. After dinner the members gradually met outdoors and admired the beautiful cars.

Before leaving the group Norm and I offered to show Ray and his wife around Montreal since they mentioned that they might return to visit later in the fall.

The drive back was great and Norm and I were pleased to have welcomed our friends from the South of the border and take this opportunity to invite the members of our

OJC Meeting Notes, August 12, 2002

John Smiley, Secretary

The meeting was called to order by **Daniel Thompson** at 7:30 p.m., at Capone's Restaurant with 29 members in attendance.

Daniel apologized for not being at the July meeting and offered his personal thanks to **Frank Basten** for the success of the Concours.

We were very fortunate to have two guest speakers for the evening, **Don Christie** and **Jim Hunter**.

Daniel Thompson introduced his long time friend, **Don Christie** of Jaguar Canada who gave a short talk on Customer Service and Client Satisfaction. Don also mentioned that Jaguar dealers across

Canada still have a considerable inventory of NOS parts.

Frank Basten introduced **Jim Hunter** who gave a talk on vintage motorbikes. The Vintage Motor Bike Club of Ottawa has 75 members and they hold their annual Concours in Oxford Mills on the last Sunday in May.

Everyone is invited to participate in the drive to **Jack Buchanan's** cottage for a picnic lunch on 25 August 2002.

No definite plans have yet been made for a Fall drive.

Peter Whitworth invited everyone to a barbeque at Kars Airport. For

further information call Peter at 692-2270.

Guy Larabie had new OJC business cards printed and passed these out to the members in attendance.

The Jaguar Challenge Championship will be held on 1 May 2003 in Phoenix, Arizona.

Daniel Thompson adjourned the meeting and the usual informal discussion and socializing took place.



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

OJC's Activities 2002

The following activities are planned for 2002. If you have any suggestions or want to help, please contact **Wendy VanderMeulen** (613-833-3543).

Mon, Sep. 9	7 pm	September meeting at Capone's
Fri-Sat, Sep.21-22		British Invasion , Stowe, Vermont
Sat., Oct.5	3 pm	Colour Drive and Dinner (Wendy V.)
Mon., Oct. 7	7:30	October meeting (not the 2nd Monday)

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JOA Montreal

First Annual Montreal Jaguar Club Stowe Bar-B-Q

The date is confirmed for the 1st annual Montreal Jaguar Club BBQ dinner to be held in Stowe, Vt. Hot dogs, hamburgers, salad, wine and American beer! The BBQ will start at 4:30 p.m. on Saturday, September 21st (rain or shine) and finish at 10 p.m. (or later if the beer hasn't run out). You must RSVP by calling Daniel Thompson at 514-848-0716 or email dthompson@gbc.ca **If you do not RSVP there will be no food for you!** Maximum 50 people so book early!

Directions from Stowe Village or the show field: take the Mountain Road north (heading towards the ski area) and approximately 2 miles from the village center there is a road which forks left called "**Luce Hill Road**" (this is the road we used to take to access the "old" show field in the cow pasture).

Keep going straight on Mountain Road and approximately 200 yards later you will see a small road on your left called "**Strom Farm Lane**", turn left here and we are the last house on the right. If you really get lost stop in at the Stowe Motel and ask them how to get to "**Kelly's Dream House**".

British Invasion Information



By Daniel Thompson

For those of you contemplating a trip to Stowe for the British Invasion, try the official website:

<http://www.britishinvasion.com>

For accommodations, try calling the Stowe Area Association at 1-800-24-STOWE. They will help you find a hotel, motel, Inn or B&B that fits your requirements.

For those of you who have never taken the scenic route to Stowe, here are the directions. I recommend taking along a map of Quebec and Vermont in case you take a wrong turn!

Descend Champlain Bridge and

continue on Highway 10 until the exit for Highway 35-St. Jean-sur-Richelieu; continue on 35 through St. Jean and this will become the 133; continue on 133 all the way to Pike River and then turn left to get on the 202 in the direction of Bedford. Take the 202 right through Bedford and watch for the right turn a couple of miles later onto 237 direction Frelighsburg.

Continue on 237 right through Frelighsburg (watch the signs) and 4-5 miles later it will cross US frontier; after the border you will be on US highway 108, be careful to watch signs and stay on 108! This road takes you through Enosburg Falls, watch the signs and stay on 108!

The 108 will take you through the town of Bakersfield and then

JOA Montreal "Open House"

Member **Michael Rasmussen** and his wife Margo are inviting the club to the second annual "Open House-Open Garage" event.

The date is **Sunday, September 8th** and the start time is 1:00 p.m. Lunch will be served! Please B.Y.O.B.

You must RSVP by calling Michael or Margo at 487-3284.

Directions from downtown: take Sherbrooke St. West all the way until you pass the Loyola campus, turn right on West Broadway, turn right on Fielding and turn right again on O'Bryan. The house is the fourth on the left: 5025 O'Bryan.

Struggling with your own Jaguar repair and Restoration? Check this out!!

By Daniel Thompson

The front end of the car is being completely stripped of all components, and will then be stripped of paint and repainted in the original color (Golden Sand/Glasurit). All minor components will be bead blasted and repainted or re-plated in their original finish. Re-assembly will then continue with a new engine (NOS), a re-sealed transmission, a new forward wiring harness (Autosparks in the UK), new torsion bars (Terry's Jaguar Parts/Browns Lane), an aluminum radiator (Cambridge Motorsport in the UK), triple Weber carbs (XK's Unlimited), stainless steel headers (Classic Jaguar in Texas [crooks!]), new heater pipes behind firewall (John Farrell), all nuts and bolts re-plated in cadmium (Electro-Loh in Dorval), driveshaft U-joints (XK's Unlimited), distributor (Mallory), front splined hubs (Orson Equipment in the UK), wire wheels and



knock offs (Dayton), Dunlop SP41 tires (Vintage Tyre), seat leather and console (BAS in Vancouver).

I'm sure I'm forgetting something in there!

Each one of these "operations" has been an adventure. For example, removing the head from my old engine took me three days. I finally had to use my angle grinder to cut through 3 head studs before the darn thing would release!

I have also been undoing some rather suspect work that was performed by "experts" who worked on the car before me. Obviously, the car won't be ready in time for Stowe this year. My goal is to have it back on the road by next spring (2003), but it looks more and more like the actual date will be spring 2004.

Best of luck in your own restoration-repair: hang in there!

Getting to Stowe

Continued from page 5

a long scenic ride until you get to Jeffersonville.

Again, watch the signs in Jeffersonville and stay on the 108, it will take you up the mountain and through the Notch (very beautiful) and then down the other side right into the village of Stowe.

Good places to get gas are Enosburg Falls and Bakersfield (don't buy the cheapest/lowest grade gas in the US, you will be asking for trouble); good place to stop for coffee, snack, and poutine, is the greasy spoon restaurant in Frelighsburg.

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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

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Tip of the Month

Unexpected XJS Heating

by Stewart Robertson

It was a warm spring morning and I was taking my 1985 XJS out for a test run after having some major engine maintenance. Among other repairs, I had a re-cored radiator, new water pump, and all new hoses and belts.

The last thing I expected was an engine heating problem, and I was not the least bit pleased to see the coolant temperature gauge start creeping to the top of the card. I was in traffic, so I turned onto the highway with the expectation that getting up to speed would bring down the temperature. It didn't – it just kept climbing. I had to pull off the road and let the engine, and other things, cool for an hour before returning, very carefully, home.

This problem didn't make a lot of sense, as I had what amounted to a brand new cooling system. For help I turned where I always turn in these situations (which I have

reluctantly come to expect as a normal part of running one of these cars) to **Ron Sierolawski**.

Ron suggested that there may be a pocket of air trapped in the rad that prevents proper operation of the cooling system. He said there is a valve that will bleed unwanted air from the rad.

This valve takes the form of a 7/16th inch bolt that is on the left top of the rad just forward of the upper rad hose (see Figures 1 and 2). I checked my 1986 VDP (Figure 3) and it had an identical configuration.

I brought the engine up to temperature, and then backed off this bolt several turns. For some time it vented steam, and then began to sputter out coolant with the steam. I tightened it back. I took the car for a run, and the temperature sat right on normal. I followed this a short time later with a 2700 km trip to the U.S. in 30 degree weather. I had no cooling problems. In fact, I had no problems of any kind, which was a bit of a surprise! **Thanks, Ron.**

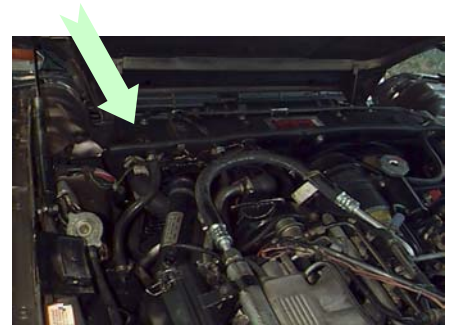


Fig.1—85 XJS—note vent on upper left side of rad



Fig.2—Close-up of vent



Fig.3— Vent on 86 VDP

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