

June MEETING

Monday, June 9

7:30 pm at

Capone's Ristorante
831 Industrial Road

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Photos: Stewart & Paddy
Robertson, p. 1,7,9, 10,11; Mike
Rasmussen, p. 7

Editor: Jim Walker
(613) 692-0220 Fax 692-1009
manotickwalker@yahoo.com

Co-Editor: Paddy Robertson
(613) 729-8859 Fax 729-4984
stewart@travel-net.com

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.

Rebuilding a V12

By Stewart Robertson

Four weeks ago (May 8th), we began rebuilding an eighteen-year-old V-12 as a club technical project. A group of four to seven members meets each Thursday evening for a couple of hours to hover over the engine. Although there is a lot of engine rebuilding experience in the group, no one has before attempted a V-12, so there is something for everyone to learn. With the technical assistance (and frequently greasy fingers) of **Ron Sierolawski**, a good part of collective knowledge has also been shared, and I would rate the experience so far as exceptionally rewarding.



May 8th—Session 1: Merv Clark, Ron Sierolawski, Jim Walker & Anthony Scarabelli



May 8th—Session 1: Jim Walker, Stewart Robertson, Merv Clark & Pete Whitworth start by planning their "attack"

The engine is mounted on a stand, so we don't face those inevitable complications when it sits tucked under the bonnet. Having said that, it is difficult to believe that everything we have done so far is theoretically possible with the engine in the car!

And what have we done so far?

Probably not as much as we would have expected.

We started with all the "ancillary components" removed from the engine (for those with a Haynes manual on your bedside table, we began on page 34, Section 7 para 3).

Continued on Page 10

OJC Meeting Notes — 12 May 2003

Ed Theoret called the meeting to order on Yann's behalf at 7:30 p.m. at Capone's Restaurant with 35 members in attendance.

Daniel Thompson introduced **Graeme Wilkes** from the Canadian Science and Technology Museum who will be the host of the 2003 Concours. The Museum has offered to put a 1926 Model T Ford and a 1908 Buick Roadster on display. The Warehouse Tour will also be available this year to Jaguar members. The event is planned to be held outside, but in case of rain the Museum has offered indoor space.

Rob Dunlop will require approximately 25 people for Concours judging and will contact former judges and other interested parties.

Daniel Thompson is trying to make arrangements with **Harry Parkinson** from JANE to come up to Montreal to put on a judging seminar.

Wendy VanderMeulen is looking after the 'Meet and Greet' for the Concours to be held Friday evening, 20 June 2003.

Wendy is organizing a joint Ottawa-Montreal rally for 27 July 2003 starting in Alexandria. More details will follow.

Wendy (with her travel agent hat on) is also working on coordinating a Jaguar cruise to the Caribbean in April 2004.

Michael O'Brien reported that the 2004 Jaguar Tour is still on and he will be looking after the Toronto to Montreal portion. He will need volunteers to assist.

Daniel Thompson will be looking after the Montreal to Stowe segment of the Tour. There will be a one day stop-over in Ottawa.

Brian Murphy was welcomed as a new member.

The Club is still looking for an alternative meeting location; however, the June meeting is scheduled for Capone's.

The meeting was adjourned and the usual informal discussion and socializing took place.

**Concours
June 21, 2003**

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JOA-Montreal goes five for five

By Daniel Thompson

The last time we held our regular monthly meeting at Cote St. Luc BBQ the owner, Alain Camus, asked me where we had been the last few months. Seems he only sees us for a few minutes as we run in and out!

People who are interested in joining the club have often asked me, "what do I get for my \$60?" Well, consider this: in the first five months of 2003, the club members have been treated to five consecutive seminars at five different and interesting venues. In January we were at Talon Tire where we witnessed the proper mounting and balancing of wire wheels and vintage tires; in February, at Houshes d'Auto Henri, here we were shown "how it's done" in interior restoration and repair; in March we were at Richard Grenon's famous shop to witness the 100-point restorations of a club member's XK140 and E-type; in April we were at Jon Nichol's shop "Brit Auto" learning all about the maintenance and repair of British cars including the show quality restoration of a couple of E-types; finally, in May we were invited to Decarie Motors by Bruce and Joel Segal to try out the new aluminum bodied XJ (and try it out we did, with several members taking this wonderful new car for a spirited test drive).

Top all that off with the annual "Spring Dust Off" drive to Rube's restaurant in Rigaud and of

course the annual All-British car show in Beaconsfield and I say members are really receiving value for their money!

Stay tuned, because the summer has only just begun.

Jeff is Moving On

May 23, 2003

Dear friends.

It is with much regret that I am writing this letter as it means saying goodbye to some longtime friends.

As you all know, Nishika [Sardana] is being posted to Victoria this year, (yes, it is really happening this time!), and I have been faced with making the choice of staying or going. After much consideration, I have decided to accompany her, which of course means leaving behind my Jaguar family and friends here in Ottawa.

It seems hard to believe that 10 years have gone by since I first started with "Jag of Ottawa", and who could forget those heady days of "Jag Ott"! Personally, I will never forget the launch party/Concours event of '99 – oh the good old days....

I am, however, very pleased to tell you that Campbell's has found someone to take over the Jaguar Service Desk. Rick Brown will be moving over from the Ford side. Rick has an extensive background in automotive and, for those of you who may remember Suzuki Junction, he even spent some time doing Suzuki. Rick is a very much a "hands on guy" and I am confident that he will pick up the Jaguar way of doing things very quickly.

Thank you all for the excellent support and friendship that you have afforded me all these years. I have truly enjoyed working with you and being part of the Ottawa Jaguar family. I hope you will continue to support the Jaguar marque in our Nation's Capital.

My very best wishes to all of you – and all the fine Jaguars of course! Should you ever find yourself in Victoria, we would love to see you!

Sincerely, Jeff Jardine

ED's Note: We'll miss Jeff at the dealership—all the best to Jeff & Nishika in Victoria. May you enjoy the peace of that "sleepy" town!



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JOA - Montreal 2003 Events Schedule

Contact Guy Goodman (see last page) for more information.

June 12-15, 2003 - Formula Grand Prix of Canada and associated events

June 17th, 2003 - Regular monthly meeting

June 21st, 2003 - JOA and OJC annual Concours d'Elegance in Ottawa

June 27-29th, 2003 - VARAC vintage racing at Mosport

July 4-5-6, 2003 - Sommet Des Legendes vintage racing at Mt. Tremblant

July 27th—Rally (with OJC) starting at an Alexandria Pub

August ??, 2003 - technical seminar at Greg Ross' garage: clutch bleeding

September 16th, 2003 - Regular monthly meeting

September 18-21st, 2003 - Stowe, Vermont British Invasion and JCNA Regional Concours/ Slalom

October ??, 2003 - Fall drive

October 21st, 2003 - Regular monthly meeting

November 18th, 2003 - Regular monthly meeting

December ??, 2003 - JOA Xmas party

OJC 2003 Events Schedule

If you have any suggestions, or want to help organize, contact Guy Larabie (info on last page).



Guy Goodman, Wendy Vander-Meulen and John Charman

June June 1, ByWard Market Auto Classic
June 2, Concours Judging Training
June 8, Kars 'n Planes (see p. 7)

June 21, Concours—Register now!
Contact Paddy Robertson (details p.1)

Slalom demonstration organized by Mark Roberts and Rob Dunlop

July International Equestrian Event (date to be confirmed)

July 27th, Summer Rally starting and finishing at an Alexandria pub; contact

August Boots 'n Bonnets Show in Kingston, Ontario

September British Invasion, Stowe, Vermont featuring JCNA-NE Concours

October Colour Drive to Picton, Ontario

November Visit to local engine shop (about rebuilding).

December Christmas Party

2004 Jaguar Clubs Cruise to the Caribbean—keep your eyes peeled for more news

Register for the OJC's 15th Annual Concours d'Elegance - June 21, 2003 at the Canada Science & Technology Museum

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.

Wanted: Series One Jaguar E-type coupe (not 2+2) in good, solid running condition. Serious buyer looking for the right car at a fair price. Please call Dominic Fortier in Montreal at 514-247-0570 or email at dominic.fortier@vdl2.ca

1986 Series III VDP Saloon for sale. Worked on recently by Global Auto Care, and Mike Doherty has provided me with a list of the things that need doing to make it a great daily driver. [I have just bought an 88 VDP V12 in excellent condition that I would prefer to finish because of its colour and interior and very low mileage.] The 86 has 149,000 kms, and needs minimal mechanical work. I have spent \$2000.00 getting the engine to run well [cats, o2 sensors, plugs rotor cap, filters, fuel filters etc] . It requires some minor body work but is not rusted at jacking points and trailing arms nor in the trunk. The interior is free from rips or tears but needs cleaning and the leather should be re-dyed. \$3,700.00 firm You may see much more on my website at <http://www.achilles.net/~va3mgt/86jag> Mike O'Brien.



1988 XJSC Cabriolet for sale. Vehicle is black with tan interior, cabriolet with all tops, TWR package, ps, pb, ac, am/fm/cd, alarm, BBS wheels, 80,000km. We are the second owner; first owner was the mother of our close friend. To our knowledge only about 1,500 of this model were exported to North America and most of those did not have the TWR package. Vehicle is in excellent condition. Sam Halpern 416-498-8613 antique-shows@rogers.com

4 Pirelli tires 205-70VR15 mounted on chrome wire wheels for Series II E-type. Lots of tread left & wires are in good shape. Make an offer. Norm Carroll, 514-684-1132.

Lovely 1988 Jaguar XJS V12 Coupe. British racing green with tan leather interior. Car is in tip top condition and has never been winter driven. 125,000 original kilometers. Examined top to bottom and serviced by renowned Jag mechanic Chris Jackson at time of purchase. Climate control, excellent interior, heated seats with power lumbar support. Took second place in "Driven" class at the 2001 Annual OJOA Concours D'Elegance - Appleby College. It breaks my heart to sell it and the only reason I am is because I have no time to drive it due to my vintage car racing. Certified and eTested, of course. \$11,500.00 FIRM. Contact Nick Pratt via e-mail (npratt@ca.ibm.com) or weekday voice-mail (905-316-4166).



This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor. (Ads run for 3 months; please let us know if you want your ad cancelled.)

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Richard Boucher and his XJ6C



Above: Now That's a Jag—Bruce Anderson's 1957 XK140 DHC



Beaconsfield British Car Show

By Daniel Thompson

Ahh.... the weather

Mother Nature owes us one. For the third year in a row, the weather was less than hoped for at the Beaconsfield car show. Actually, it did not rain one drop after 9 a.m., but the forecast was for 100% chance of rain and it **POURED** for 24 hours before the show. Because of that, only half the normal numbers turned out. Much thanks to the diehard members of the OJC that made the journey and to the Montreal club members who got their cars dirty and their feet wet. It was nice of Montreal's striking blue collar workers to refuse to cut the grass, too...

Mother Nature owes us one, and I'm sure we will get it back on June 21st with glorious weather for the Concours!



Above: Montreal member Richard Boucher accepts the award for best individual tailgate picnic from judge Guy Goodman.

Below: Classy Jag Wannabe's!



Above left: A colourful line-up of MG's

Above: Montreal members Jacques Bernard, Norm Carroll and Guy Goodman show off their new gazebos

Left: Exhausting day

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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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Memory Lane ...

Judging a Concours

R: Merv Clarke &
Herb Woods
2001



L: Michel
Lalonde, 2000

The Subject:
Merv Clarke's
E-type, 2000



Roger Gough & Gord Mount
2001



R: Bob
Hiland
2002



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V12

Cont'd from page 1

Removing the pulley and damper from the crankshaft and the camshaft covers was routine. We turned the engine over by hand,



and checked the clearance between each tappet and the cam (Haynes, p.. 53). The clearance on one tappet was well over specification, and this most certainly would be the source of the engine noise after the engine overheated. [Ed: That's another story!]

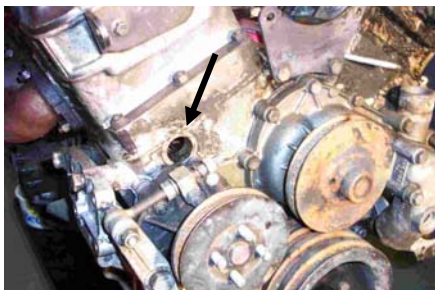
We ran into difficulty when we had to release the tension on the timing chain, which must be done before the camshafts can be removed.

Haynes reads, "remove the rubber plug from the front face of the right-hand cylinder head". (See arrow in photo.) This turned out to be more easily said than done.

Merv Clark

slipped a screwdriver under the flange and gave a little twist. Rather than popping out, the flange just broke away.

After several more attempts, we



realized that if the engine were still in the car it would be nearly impossible to get this plug out without dropping pieces inside the housing. With heat and age, the rubber had turned solid and brittle. We later found a reference suggesting that it should be replaced every two years as a part of routine maintenance! We eventually had to shatter it and remove it, piece by piece. This brought us to the end of our first session.

May 15

We came armed with information on the timing chain tensioner. We attempted to release the tensioner in accordance with the instructions in the manual, but things just didn't happen the way they were suppose to. In fact, nothing seemed to happen at all. We finally decided to remove the timing chain cover, which probably would have been impossible with the engine in the car. With this piece off we had clear access to the tensioner.

With the cover removed, we could see that we had been doing everything correctly. But, when we attempted to release the tensioner by putting pressure on it directly, it shattered. The tensioner, which is made of plastic, had also become so brittle



that it refused to flatten. We had read that this could happen, and can confirm the literature that says it is almost impossible to remove the tensioner without having it shatter. This ended our second session.

May 22

During the third session we removed the camshafts, tappets and tappet blocks. This was a simple process. We made sure that each tappet went into a separate labeled bag along with its shim, as each has to be returned to its original position.

Next we removed the cylinder head nuts, slackening them progressively from the centre in accordance with the manual. At this point, the manual states, "Lift off each cylinder head".

The heads definitely were not prepared to give in that easily. We decided to take the issue up in the next session.

During the intervening week, I heated the studs, tapped them with a hammer, and let them soak in penetrating fluid. I consulted with **Mike Doherty** at Global Auto Care and he said that they use an acetylene torch, air hammer, and a product called "Cyclone Break Away" to release heads.

May 29

The heads still simply refused to give. We used a lot more heat and penetrating fluid to no avail. We thought that if we removed as many studs as we could the head

might release. This took considerable time and effort using one nut backed against another (**Pete Whitworth** did most of this fiddly work). We were able to release only five studs on one head. It didn't make a difference.



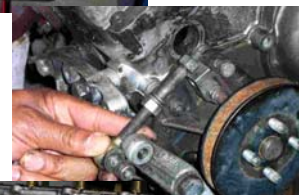
We considered our options, and decided that we could make a tool which, in combination with a bottle jack, would release the heads. As you read this **Phil Karam** is carefully crafting our tool, and we will put it to work next Thursday.

We learned a lot of lessons over the past month. One that certainly stands out, however, is that, once they have reached this age, taking a head off a V-12 while it is still in a car would be an extremely difficult job.

Stewart Robertson



Merv & Pete congratulate each other on removing the tappet block ... the first piece of a 700 lb puzzle



Ed Note: A detailed pictorial record of engine parts & events is being kept — but some mechanics & their assistants slipped into the album!

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Obituary: Karen Miller

Karen Christine Miller (née Kirse) passed away peacefully on May 23rd after a long illness. She is survived by her husband, Edward.

Karen Miller was one of the biggest single contributors to the growth and development of JCNA. For more than 30 years Karen worked on establishing rules and procedures, organizing and managing events and maintaining JCNA relations with Jaguar Cars. As Associate Editor of the Jaguar Journal she was always knowledgeable about affiliate club activities. She and her husband campaigned an E-type in concours, winning the Class 4 championship. Later she switched to vintage racing in her XK 120, and set the record for fastest time by a Jaguar in the Mount Washington (NH) Hillclimb.

As a member of Empire Division, Karen was a delegate to the AGM for the first time in 1971 and attended 23 straight AGMs. By 1975, she had become a member of the new JCNA National Concours Committee. She was co-author, with Tom Hendricks, of JCNA's first concours rulebook and was involved with the preparation of every succeeding edition. She actively supported the creation of the JCNA Rally Program, and arranged for the first Rally Rule Book to be written.

Karen was elected director-at-large in 1991 and served as Northeast Region Director from 1992-1994. She created the concept of the Annual Newsletter Editor Awards and originated the AGM Technical Seminars and the published seminar booklets. She was Associate Editor/Clubs for Jaguar Journal for 18 years and she was the '*ultimate*' volunteer. She will be fondly remembered.

Show Off Your Jag !!

Is anyone interested in proudly showing your "cat", and promoting the Ottawa Jag Club? On Wed. June 25, you'll have an opportunity at the Cedarview Golf & Country Club.

This event, a "GUY'S AND DOLLS TEA" is held by the Nepean Seniors Home Support Agency (NSHS). The proceeds go to the NSHS Emergency Fund, which assists needy seniors.

This is a two(2) sitting function. The first is at 11 AM; the second at 1 PM

At this event, the Antique Car Club of Ottawa will also be represented, with a number of their cars, as well as other displays of an Antique nature.

The cost is \$20/person if you wish to partake of the TEA and support NSHS. It's optional! You may just come and display your treasured possession, and not partake of the TEA.

If you are interested in participating, please call Julius Huska at 727-9610, or e-mail me, huska@pobox.mondenet.com, for details.

If the weather is fine on that day, I will be there.

2003 Concours d'Elegance

Register NOW for the Concours. Get in touch with **Rob Dunlop** for judging details, and with **Daniel Thompson or Paddy Robertson** for Concours information.

OJC Executive 2003

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Club information:

Guy Larabie
 924 North Russell
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JOA Montreal Executive 2002

President: Jacques Bernard (514) 846-8937
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