



Jaguar Jottings



September 2003

September MEETING

**Monday, September 8
7:00 pm sharp at
Campbell Jaguar**

**Use either the main show-
room or Jaguar entrance
Parking: Find a place any-
where out front**

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and 9

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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.

OJC/JOA-M Rally Sunday, July 27, 2003

By Guy Goodman

The weather forecast for rally day had been iffy all week and, sure enough, as dawn broke, showers and wind were expected. However, twelve cars showed up at the Alexandria Independent Grocers parking lot to strut their stuff, eight from Ottawa and four from Montreal. At least three others had planned to be there but were unable due to sickness, business, and/or tiredness (the latter from jet lag because of a flight home from the west coast on Saturday night). **Wendy VanderMeulen** and **John Charman** had set the course and **Guy Goodman** set up some driving skill tests in the parking lot before the rally started.

First off were the driving skill tests and each driver was given a diagram. They went off in the order they registered and **Frank Basten** was first up. In fact, Frank was the only driver to hit a cone during the wiggle woggle [see diagram on page 5]—luckily for him, the timer's stop watch malfunctioned on that run so he had to start over. Navigators were allowed during these tests, so typically they had their heads stuck through their windows, yelling

instructions to their drivers on the right turn portions. Best of all was **Louise Larabie** sticking her head out through the sun roof during the reversing part of the garage test, telling Guy how much further he had to go before hitting the "garage wall".

The wiggle woggle rewarded driver consistency, not speed. The best was **Michael Rasmussen** (forward 19.2 seconds, reverse 24.1 seconds, difference 4.9 seconds) and numbers ranged all the way up to 35.1 seconds difference (Guy Larabie). Interestingly, not one single driver was faster in reverse than forward – not too surprising, really. What also became clear was that some drivers have a much better idea of where their cars start and stop than others. **Norm Carroll** distinguished himself by driving straight through the "garage wall" in the forward section of that test, while Frank was closest at 6½ inches and two others, **Roger Gough** and **Roger Tremblay**, were within 10 inches. Reversing was tougher – best was **Michael Rasmussen** (9 inches) and Norm Carroll was ultra conservative, maxing out at 50 inches or more. On the traffic

Cont'd on page 5

OJC Meeting Notes — 11 August 2003

President **Yann Robin** called the meeting to order at 7:00 p.m. at Campbell Ford. There were 25 members in attendance.

Yann discussed the upcoming Car Show to be held 17 August at Upper Canada Village.

Wendy VanderMeulen reported that eight cars from Ottawa and four from Montreal took part in the Ottawa/Montreal Rally [see detailed report starting on page 1].

Guy Larabie is still trying to organize a Lynx Baseball outing but has been waiting for some dry weather. When final arrangements are made, everyone will be notified by e-mail.

Hugh Siddons is making final arrangements for the Fall Drive to Picton that will probably be held the first Saturday in October.

If anyone has a suggestion for a place to hold the Christmas Party, please contact **Wendy VanderMeulen** at (613) 833-3543.

The Boot and Bonnet Show will be held in Kingston on 24 August.

The Thursday night technical sessions held at the **Robertson's** have been put on hold until parts arrive.

Frank Basten is still working on arrangements with **Al Stigter** of ASE Motor Sports to have a Club Tour of his restoration facility. A potential date is 31 August. Further details will be sent to members.

Guy Larabie gave a short briefing on how to obtain valid ownership papers for a vehicle where the registration certificate has been lost or misplaced. Basically, the process involves providing the history of the vehicle and then having the material 'sworn to' before a Commissioner of Oaths and then submitted to the License Bureau.

Phil Karam will prepare an article for Jag Jottings on some storage

sites as well as a few tips on how to store a vehicle for the winter.

The Club welcomed **Ron and Jane Cooper** as new members. The Club now has 69 paid up members.

Refreshments were provided by **Campbell Ford/Jaguar**. As well, **Russ MacDonald**, provided an inventory of the used Jaguars on the lot. No names, no pack drill, but one of our Club members



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Notes—cont'd from page s

purchased an X-Type from CF/Jaguar last month. Need you ask if the relationship is mutually beneficial?

Names were drawn from those attending the meeting for three door prizes donated for the 2003 Concours, and not given out at the time. **Mike Olsen** won a gift certificate for three hours of **Anthony Pearson's** valuable architectural services. **Alan Graves** and Ron **Cooper** both won sets of XJ6 spark plugs generously donated by **Marc & Sheila Chappell**.

The meeting was adjourned at 8:50 p.m. and the usual informal discussion and socializing took place.

John T. Smiley
Secretary

Errata

The co-editor apologizes sincerely to **Mike Shore** of Global Auto Care—a Freudian slip of the typing-fingers identified him as **Mike Doherty** in the photograph published in August's *Jag Jottings*! Mea culpa, Mike. Paddy

Virginia's Newsletter

Check out **www.lyonstales.com** for the Virginia Jaguar Club's on-line newsletter. Recommended by **Bonnie & Ray Newson**.

Updated Address for South Florida Jaguar Club

Pascal Gademer
111 NE First Street, Suite 600
Miami, FL 33132

2003 COLOUR DRIVE

Departing Ottawa on Saturday, Oct. 4, 8:30 a.m.

**Scenic drive to Picton
Stay overnight at a local inn**

**Visits to local wineries, a cheese factory,
an Indian handicraft store,
and possibly (almost certainly) a British pub**

**Contact Hugh Siddons—613-727-5777
Hugh@travel-net.com
for information**

JOA-Montreal 2003 Events Schedule

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

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-M Christmas party



OJC 2003/04 Events Schedule

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

September British Invasion, Stowe, Vermont
featuring JCNA-NE Concours, Sept. 19-21

October Colour Drive to Picton, Ontario, Oct. 4-5

November Visit to local engine shop (about rebuilding).

December Christmas Party

April 2004 Jaguar Clubs Cruise to the Caribbean—flyer attached





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Rally cont'd from page 1

light stop, **Jacques Bernard** and **Guy Larabie** were closest at 3½ inches while **Roger Tremblay** maxed out. (Norm was a very credible 14½ inches – he knows where his wheels are better than the extremities of his car).

There was one other static test, completed at the end of the rally as drivers checked in. This was the “he unfolds the map and she refolds it as it was before” test. **John** and **Jocelyn Ferguson** had clearly had lots of practice at some point as they were the only team to beat 10 seconds (8.1). Slowest was 50 seconds by **Jacques Bernard** and **Bill Taylor**. We can see that they aren’t married to each other and it’s probably just as well (for all sorts of other reasons too)!!

The rally itself covered 120 km of beautiful countryside around Alexandria, stretching from Ste Anne de Prescott in the east to Dunvegan in the northwest to Martintown in the southwest. Drivers and navigators had 19 instructions to guide them on the correct route, 35 questions to answer to test their powers of observation, and 5 odometer readings to record (so the organizers could check whether they had followed the route correctly without backtracking anywhere). Two of the questions had two part answers and points were deducted for wrong answers – wrong included spelling so the scribes had to be very careful to copy the answers exactly. The lowest score on the questions was by **Rob** and

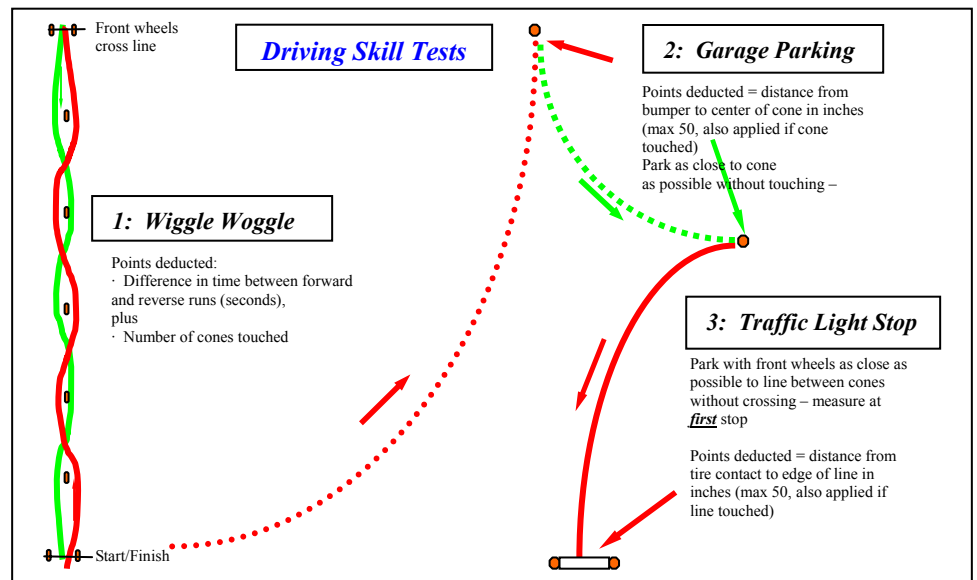
Jean Dunlop, with only two wrong. **Ray** and **Bonnie Newson** had three and most teams had less than ten.

Penalties were also deducted for teams that exceeded the correct distance. Odometers were calibrated over the first two sections and the excess kilometers were charged at 1 point each (1.6 per mile). Three teams had zero penalties (**Frank Basten** and **Jim Tolland**, Guy and Louise Larabie, Michael Rasmussen who navigated himself). Others were off by as much as 50 km – but they apparently had a lovely drive

summed when they got home, and everyone else got a prize suitable for their skills.

The weather cooperated for the most part, although some people got caught in a heavy shower and had to put their tops up. The only casualty was Guy’s Union Jack gazebo, which was caught by a very strong gust of wind and needs some new bones in its legs – the good news is that they are available and should be delivered within two weeks.

From what people said, as we quenched our thirst and appetites



with no questions to answer!!

Overall, the results were interesting. Michael Rasmussen, driving, navigating, observing and writing down answers on his own, came first with 53.9 points deducted. And we thought that more navigators/observers would be helpful! **Jacques Bernard** and **Bill Taylor** were second and Guy and Louise Larabie were third. They all got suitable prizes, to be con-

at the Priest’s Mill in Alexandria, it was so much fun, it should become an annual event.

Eds. Note: Sounds like a future event NOT to be missed. Special thanks to the organizers, Guy, Wendy, and John.

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.

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.



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, or antique-shows@rogers.com

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 but 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 voicemail (905-316-4166).



Brand new NOS 1968 E-type engine - complete! Yes, this is correct. A brand new, off the shelf complete 4.2 liter E-type engine for Series 1.5 or Series 2. All parts are new: crank, cams, pistons, rods etc. etc. Engine was resealed recently by a professional engine builder and is ready to bolt into your Jaguar and go! Price USD\$4,000. Compare to the cost of rebuilding a tired engine. Daniel Thompson dthompson@gbc.ca Ph: 514-848-0716

Triple Weber carbs for E-type Practically brand new, these carbs complete with intake manifold, filters and linkage were purchased from XK's Unlimited and installed on a Series 2 E-type where they ran perfectly. They were removed after only a few hundred miles in order to return the car to stock for concours work. Asking USD\$2,000 complete. Buyer pays shipping. Daniel Thompson dthompson@gbc.ca 514-848-0716

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.

Wanted: 3.8 litre XK engine, preferably rebuilt, for MKII with manual transmission. Please contact Peter Whitworth at 613 692-2270 or email pwhit@sympatico.ca

1984 XJS For Sale. White; 42000 km; Last time shown got 99.16 pts. at Concours. Contact Bruce McCracken, 825-2441.



For Sale: 1987 Sovereign, 185,000 kms, black exterior, tan interior. Well maintained and in good working order, including AC which has been converted to R134. No rust, exterior and interior finish excellent. Headliner needs some attention. \$8500. Call Grant Edwards at 613 254-5611.

1979 XJS V12 for sale. We are asking \$8,000, negotiable. Wine red exterior with tan leather interior. Never been winter driven, storage every year and the last six years in storage all year round. 47,000 km, mostly highway and woman-driven. Absolutely no rust. Additions to the body include a skirt kit, spoiler, momo steering wheel and shifter (automatic transmission), racing pedals and Boston acoustics CD stereo system. Contact via e-mail at shana.rotstein@mdsps.com or by phone at 514-935-5999.

This space is free to OJC and JOA-Montreal members, \$5 to others. 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 or extended.

Exploring the Guts! Rebuilding a V-12

By Stewart Robertson

June 25

If you are following this story with unabated anticipation, you will recall that we successfully removed the heads with the aid of a puller designed by **Ron Sier-**



Calcium deposits are apparent on the second stud.

olawski. The construction and condition under the heads sparked quite a bit of discussion.

We examined the heads and head gaskets. It appears that the construction of the gasket and head allows coolant to travel up the length of most of the studs that hold the head in place. I hadn't been using distilled water in the radiator, and it seems that as a result the calcium in the water deposited throughout the length of the studs. This definitely contributed to the difficulty in getting the heads off. Perhaps religious use of distilled water might reduce this problem.

We also noticed that the head gasket itself, although fully intact

around the cylinders, in other areas had deteriorated seriously and was breaking apart. You will recall that the engine has just over 100,000 miles, but it seemed that the life of the head gasket is something less than that.

There was quite a debate over how serious this failure is to the engine. On balance it was concluded that with coolant surging up the studs in any case, another hole in the gasket wasn't going to make a lot of difference.

July 10

We were now ready to check the wear on the crankshaft main bearing and connecting rod journals. From Canadian Tire I picked up some "plastigauge", an ingenious device for measuring the clearance on bearings. It seems there isn't a lot of demand for this tool any more, as I had to go to several stores to find any, and then bought out the last of the stock.

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Working down to the crank: Hugh Siddons, Stewart Robertson, John Ceci, Ron Sierolawski and Pete Whitworth

Continued on page 9

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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

"It's easy to make my buy list every year. All you have to do is be like Ian Soutar and the gang here at Pembroke Management: beat your peer group by a mile in three out of every four years. Earn top grades in both rising and falling markets and for that extra measure of safety charge lower fees than the rest of the pack."

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Duff Young - FundMonitor 1998

"You won't see any of this company on TV this RRSP season. You won't find glossy brochures in your mailbox extolling their virtues. They don't care if you see them as an athletic team, or as world travelers, or possessing the strength and cunning of a wild animal. But we think there is plenty in it if you get acquainted with this company. And with a stable corporate philosophy, proven investment capabilities and participation by management in the ownership of the company, we expect that will continue for years to come."

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

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V-12 cont'd from page 7

We rotated the engine upside down and removed the oil sump pan and various other fittings to get access to the crankshaft. **Peter Whitworth** and Ron Sierolawski then demonstrated how to use the plastigauge, which is basically just a very fine plastic thread.

After removing the big end bearing cap from one piston rod, we placed a length of plastigauge on the connecting rod journal surface, replaced the bearing cap and tightened it to specifications. This process squeezes the plastigauge flat on the bearing surface. When the bearing cap is removed, the width of the flattened plastigauge indicates the clearance in the bearing. We repeated the process for a main bearing journal as well.

It was with some surprise that we found the bearings were all well within specifications. A visual inspection of the shells and journal surfaces didn't suggest any wear. There is no appreciable wear on the bearings even though engine has over 100,000 miles and suffered overheating. This speaks very well for the robust nature of the V-12.

July 17

We removed the pistons, which was not technically demanding. We had to use care to prevent damage to the sides of the pistons, and each was carefully marked and stored so that they can be returned to their original cylinder.

A visual inspection of the pistons and cylinders didn't show any



Clearance on connecting rod journal as indicated by the plastigauge.

wear or damage. There was no unacceptable play in the connecting rods.

On several pistons it was noticed that the

rings had rotated until the gaps were aligned with each other, which appears to be another hazard of running an engine 100,000 miles. They are supposed to be on opposite sides of the piston.

Pete demonstrated a helpful hint for removing the rings. He took an old plastic margarine tub and cut several strips about an inch wide and three inches long. He used the ring remover tool to lift a ring from the piston, and then slipped the plastic strips lengthwise between the ring and piston so they were equally spaced around the circumference. This allowed the ring to slip off the end of the piston without causing damage.

July 24

Some discussion had taken place regarding whether the crankshaft had to be removed and the bearings replaced. We knew the main bearing surfaces were within tolerances, but we hadn't checked the thrust bearings that control end to end movement of the crankshaft. Pete brought two dial test indicators to test this.

Before using the dial indicators we tried pulling and pushing on the flywheel, and there was definite end-to-end movement in the crankshaft. After everyone had a try at it, the consensus was that it was about ten thousandths of an inch. This was a bit concerning as the maximum is four to six thousandths according to the manual. We tested first with one dial indicator, and then the other, and found that the movement was in fact only five thousandths. I guess we really aren't that good at estimating thousandths of an inch! The conclusion was that the crankshaft doesn't need to come out.

31 July

Our next task was to use Pete's ridge reamer to remove the small ridge of carbon that collects at the top of each cylinder. This turned out to be more of an academic exercise, as there was very little to be removed. On several of the cylinders there was a slight ridge detectable to the touch, but most cylinders had only discoloration. It took some experimentation to

Cont'd on page 11

Winter Car Storage

By Phil Karam

Here are three storage facilities you might want to check out for your Jaguars.

Boyd's Storage - 1255 Leeds Ave
Contact: Roger 744-5767
Heated
\$107/month taxes included.

Jack Jordan - Bells Corners
564-2785
Must reserve ahead with a deposit
Mid-Oct till mid-April
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Metcalfe Agricultural Society – Metcalfe Fair

Contact Sue 821-0591
Must register ahead with a deposit
Last Saturday in Oct till Last Sat in April
\$147/6 months taxes included.

A few storage tips:

- ◆ Remove the battery (take it home and periodically put it on trickle charge over the storage period).

- ◆ Over-inflate tires to 45 psi.
- ◆ Add gasoline stabilizer or at least a can of gas line anti-freeze to full tank of gas.
- ◆ Oil-Fog carb prior to shut-down.
- ◆ Lock the car.
- ◆ Top-up all fluids (Brakes, Rad, Engine, Trans). Six months later, in the spring, recheck all the levels. I find this an excellent indicator for leaks.

Happy Storage!

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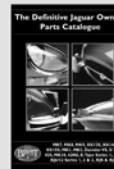


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V-12 cont'd from page 9

learn the idiosyncrasies of the ridge reamer, but it worked well once we had it figured out.

7 August

Our last task was to hone the cylinders, a procedure that is required so new piston rings have a proper surface against which to seat. Paddy picked up a deglaz-

ing hone for me, and **Hugh Sidons** brought a good variable speed drill. We were careful to get the appropriate "crosshatch" on the surface of the cylinders. We were suppose to keep the crankshaft covered during this process as it is essential to keep the bearing surfaces clear of any debris or dust. This task proved so difficult that I'm not sure we were very successful, and will

have show extra care in cleaning the crankshaft before reassembly.

Epilogue

Having completed the disassembly, we have drawn two conclusions:

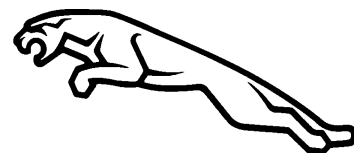
- ♦ The 12 cylinder engine is not that complex, and with the exception of disengaging the timing chain tensioner and removing the heads, the disassembly process is pretty straight forward; and
- ♦ Even with over 100,000 miles and overheating, the engine is in amazingly good condition, which says a lot for the quality of the Jaguar V-12.

At this point our weekly sessions came to an end as the engine was disassembled and the heads were ready to be sent out for rebuilding. We decided that we would wait until the heads were returned before we began our regular Thursday meetings once again.

Or so I thought.

Ron Sierolawski decided that except for the single valve seat that needs to be replaced, there was no reason we couldn't do the heads ourselves. That thought certainly appealed to my sense of adventure, so more on that in the next installment!

Stewart Robertson



XJ-S Warriors

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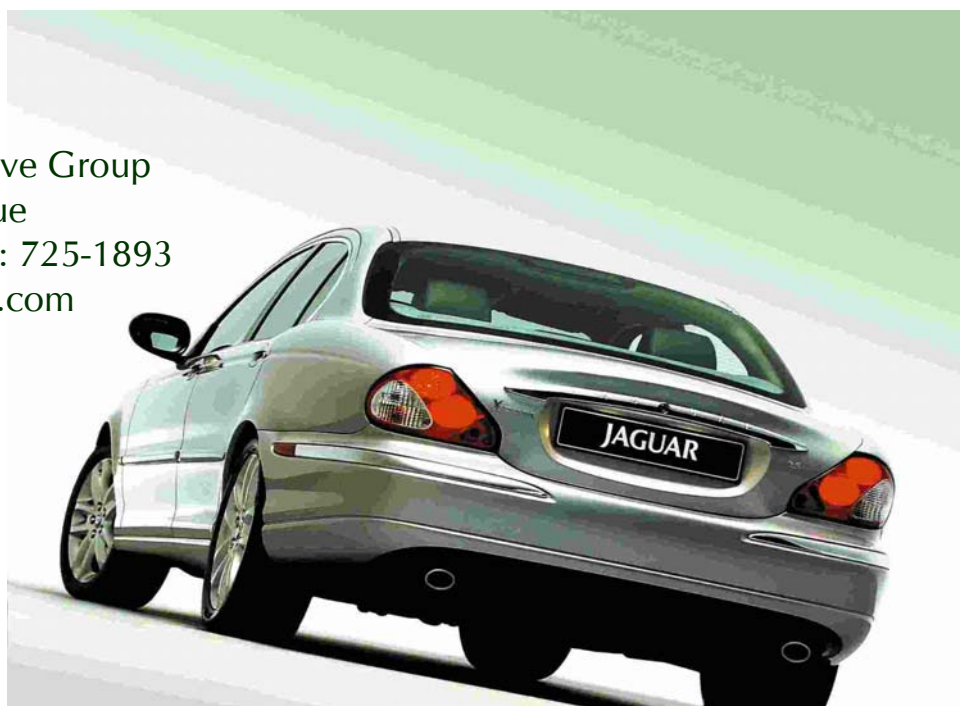
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