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Photos: Frank Basten, p. 1, 3, 7;
Robert Ryan, p. 8; Michael Salter, p. 8.

***What's The Cruise Control Bellows
Doing There?***

See Page 3 for Frank Basten's Article on Engine Mods.

May Jag Night

***Monday, May 14, 7 pm,
68 Knoxdale Road***

Jaguar Jettings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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Club Events

May Jag Night - Monday, May 14th, 7pm

LOCATION: Community Centre at 68 Knoxdale Road

OJC Spring Drive - Sunday, May 20th, 10am

See page 9 of this Jottings for details.

Membership Dues

Dues are \$60 per year. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

NOTE: Go to www.ottawajaguarclub.com/events.html and check the updated OJC Calendar of Events.

MARK YOUR CALENDARS!!!

As a condition of our "free" use of the Margaret Rywak Community Center on Knoxdale Road for our monthly meetings, we agreed to participate in the Manor-dale, Woodvale Community's annual Family Day on **Saturday June 2nd**.

The organizers are looking for our participation in their parade that starts at 10am at the Manordale Public School, followed by a show and shine of our vehicles for a couple of hours afterwards in the Rink and parking areas. They could also use some volunteer labour (3-4) to help set up at 8am - 10am (more to come on what's required here).

The Triumph Club will also be participating in this event. It should be lots of fun, so let's show our appreciation and join in with as many "Cats" as we can; we don't want to be out done by the Triumph Club!

Purrfect Thoughts

The brain is a wonderful organ. It starts working the moment you get up in the morning and does not stop until you get into the office.

- Robert Frost

Hard work never killed anybody, but why take a chance?

- Edgar Bergen

My mother had a great deal of trouble with me, but I think she enjoyed it.

- Mark Twain

V12 Engine Modifications

(and associated doo-dahs from someone who's "been there, done that!")

The major concern with the Jaguar V12 engine is the risk of overheating not only the engine but also its ancillary components. The surface temperature of the aluminium cylinder head, measured with an infra-red temperature indicator, is almost 200°F.

The rubber cruise control bellows and the HT coil, both of which are situated in the "V" of the engine, are subjected to this radiant heat. Nothing is cool under the hood of a V12; however, I decided to find a cooler location for these two components.

The vehicles involved were my 1986 XJ12 VDP and 1989 XJ-S. The relocation of the components was different in both cases. The VDP has vacuum boost brakes and the XJ-S has ABS, therefore the spaces available are different, AND subsequently each required making special, and different, steel mounting brackets.

On the XJ-S I also reviewed the various vacuum control devices, which were spread around different parts of the engine bay.

Figure 1 shows the relocated cruise control bellows tucked in behind the ABS system on the XJ-S and the group of four vacuum control

valves, mounted on new brackets.

The valves are all linked in the control process, so why not keep them together?

The run of the flexible cable to the cruise bellows is in a less contorted position than previous arrangements and is extended to reach the bellows by a short length of rigid steel wire. The existing wiring to the bellows solenoids does not require extending, and can easily be re-run to the new location.

Figure 2 shows the relocated HT coil, again requiring a simple mounting bracket fabricated from a 1/8"x 1" steel strip purchased from Canadian Tire. No fancy machining etc. is necessary, just bend in a vice and drill the stuff.

Figure 3 (page 7) illustrates the new HT coil location tucked in alongside the brake booster on the '86 XJ12 VDP.

Figure 4 (page 7) illustrates the new location of the cruise control bellows on the '86 XJ12 VDP and clearly shows the bracket necessary to keep the bellows pull cable from getting mixed up with the butterfly linkages. These modifications have also improved access to the spark plugs and distributor.

While on the subject of access to the spark plugs, to remove them Jaguar supplies a double-jointed plug wrench. This tool is not entirely satisfactory when it comes to removing the spark plugs underneath the A/C compressor. To do the job properly, it is important to clean out all of the dirt around the plug recess, which is almost impossible to do with the compressor in place. Although it is more work, remove the compressor.

To remove the compressor, slacken off the compressor drive belt, disconnect the wires, unbolt the compressor and carefully up-end it and lay it on top of the radiator. You do not need to disconnect the refrigerant pipes.

Also (I haven't finished yet), to make life even easier to access the two rear plugs, remove the throttle capstan assembly. This again isn't easy because the bolts are difficult to reach, but will make plug access easier. While the capstan support bracket is out, slot the rear two holes where the 1/4 inch bolts go through; this makes re-assembly easier as you partially screw the bolt into the head and then slide the bracket into place.

While you are now into the "V", clean it out and check for damage to the array of wires that sit there cooking in the heat. Is your journey into the "V" really necessary? Yes it is, especially if you haven't been there before.

The distributor is notorious for having the advance/retard mechanism seize; the lubricant put there by Jaguar dries out over time (I wonder why). Now is the time to check it out, while it is much easier to access the distributor.

(Concluded on page 7)



Figure 1: The relocated cruise control bellows.



Figure 2: The relocated HT coil.



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Meet & Greet (for participants and invited guests)
Friday, June 22, 7:00 p.m., Chimo Hotel, Ottawa

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9:00 to 11:00 registration
12:00 Judging, 4:00 Awards

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Jaguar Fleet for Sale. I have the following cars for sale: 1997 Jaguar Vanden Plas (X300 4.0 litre), 1988 Jaguar Vanden Plas (V12), 1986 Jaguar XJ6 and two 1965 S-Types (could make one nice one) plus boxes of Series III parts and some S-Type bits. Mike O'Brien 613-258-9136. Photos and service records available. All cars are certified and e-tested (except the S-Types). [MJJ]

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President's Musings

Last month was fun, if you were able to ignore the weather. On Monday, April 16, I rose early to drive to Long Sault (Upper Canada Village) to book a campsite for this summer. First come, first served! Doors opened at 8:15 am and some folks stayed overnight to be first. I left Kemptville at 4:00 am in a howling blizzard with 20 cms of the stuff on the ground and no plows out. It took me an hour to get to Winchester where I found one lane plowed (on the wrong side). I of course had put the summer tires on the Volvo. Nevertheless it was great fun, until I got there and found the power was out and nothing would happen until Tuesday..... how was your month?

Our last meeting was cobbled together at the last minute by the addition of a visit to several mechanical continuing education classes at Algonquin College, thanks to **Mike Olsen**, who is a student on one of the courses. Likewise **Paul Davis** conducted a very challenging questionnaire on things Jaguar... lots of folks put their hands up or shouted out the answers, I thought that most of it was Greek... I guess I have to study more.

There are lots of things happening in the next month. Check out the events list on the website.

See you soon.

Cheers,

Mike

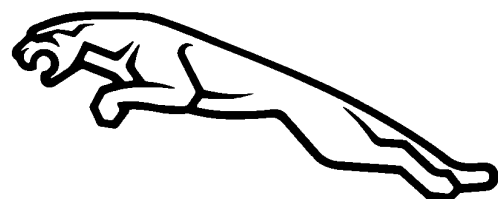
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V12 Engine Modifications

(Continued from page 3)

Take the cap off with all the wires (best to label them all first) and clean out the cap; it will be a bit dirty. The cap on my XJ-S didn't have any carbon brush in it, the spring was doing the job and subsequently the cap



Figure 3: The new HT coil location.

was burnt away where the brush should have been. This was just one of the items I uncovered when I did what I call my *acceptance check* on



Figure 4: The new location of the cruise control bellows.

the vehicle after I purchased it. I had just driven the car home from Cobourg, Ontario. It could have quit at any time. Yes, as you can see, my journey into the "V" was really necessary. The amazing thing was that the car appeared to run well.

Pull a vacuum line on the ad/ret. diaphragm and check to see if it is working. If you do not have a hand vacuum device just get a piece of hose and connect to the diaphragm and suck on it. Watch to see if any movement occurs (in the distributor, not your face).

On my XJ-S it didn't work at all, as the previous owner had a mechanic who "knew all about cars." He had used it to move the distributor around with such force that it was bent out of line and destroyed. Fortunately I found it during my "acceptance" inspection and replaced it.

If there is no movement, twist the rotor anti-clockwise to see if it springs back. If not, or if it doesn't move at all, then be pleased you have found out now. A seized advanced mechanism will result in an overheated engine and potentially dropped valve seats and damaged pistons. Sometimes the application of some penetrating oil down the middle of the shaft works, but only sometimes.

On my XJ-S, I had to pull the distributor off to thoroughly clean it and re-lubricate. However, that is another lengthy subject that I won't go into now. Suffice to say, if anyone is going to attempt it there is an excellent dissertation in Kirby's "Experience in a book" which can be downloaded from www.jag-lovers.org. It is an excellent source of information on the XJ-S and V12 engines. In it you will find an article on the very subject of distributor overhaul and repair.

As a result of the simple component relocations I have carried out on the V12 engine, it is now much easier to perform this maintenance on the distributor.

If any member is interested in carrying out any of this stuff, I would be pleased to assist in any way I can.

Frank Basten



New Events of Interest Added to the JCNA Calendar:

The Jaguar Club of Southern New England has added a new event to the JCNA online Calendar.

Date: 2007-09-16
 Type: Slalom
 Name: Slalom #2
 Sanctioned: P
 Location: 360 Market St, Hartford CT
 Chair: Kenneth Haas, 860-345-0015
khaas@megahits.com
 10 Brainard Hill Rd.
 Higganum, CT 06441
 Co-chair: Dean Casuno
 Chief Judge: Harold Kritzman, H: 860-666-2828 B: 860-666-3045
coinman1@bigfoot.com

The Jaguar Auto Group (NJ) has added a new event to the JCNA online Calendar.

Date: 2007-07-15
 Type: British Car Show
 Name: Annual Picnic, Car Show, and Rally
 Sanctioned: N
 Location: Schooly's Mountain Park, Long Valley NJ
 Chair: Linda Jones,
jimlouden@patmedia.net
 Co-chair: Jim Louden

Additional information on these events can be found in the JCNA Online Calendar
<http://www.jcna.com/calendar/events.php>.

Targa Newfoundland: Part III

The following article is by Evan Gamblin, one of the participants in the 2006 Targa Newfoundland and a former OJC member. He and his partner, Glen Clarke, campaigned a 1979 Porsche 911. Here is Part III, Part IV (in a future Jottings) will conclude the article.

OTHER INTERESTING TARGA VEHICLES

Dick Paterson's 1959 Austin Mini "Betty"



Four years ago, Dick showed up for Targa with one of the best-prepared Minis some of us had ever seen. He'd bored out the engine to 1400 cc, and fitted an 8-port alloy cylinder head with an individual injection throttle body per cylinder. A pair of fuel cells and fuel maps permitted burning pump gas on the transits, conserving the 100+ octane fuel for competitive stages. In the past several years Dick has continued to refine Betty, and this year's improvements aimed to increase reliability. To that end, he'd built a new front suspension with very long double wishbones, and strapped the suspension struts with cables to prevent them coming apart during jumps or other extreme droop situations. Inside was a new extra pedal mounted inboard of the others. Asked whether he'd thoughtfully provided a brake pedal for his co-driver, he replied no, this was something else. Operating only on the rear disc brakes, it allows him

to execute a handbrake turn while keeping both hands on the wheel.

Dan Knott/John LeBlanc's Jeep Cherokee SRT-8



Seeing this machine in the entry list, some may have smiled at the idea of a Jeep running Targa. However, Dan had some surprises up his sleeve. The Black Rhino, as the team called it proved to be quite a sleeper. With a shorter wheelbase than the 300C SRT-8 Dan drove last year, he said it was much handier in the town stages. They finished a very creditable 15th, just ahead of teammates Ralph Gilles/Karen Wagner in the Dodge Caliber. Torque and power both in the four hundred and twenty range made for very interesting launches. The first time they rolled up to start everyone expected lots of noise and tire smoke. What actually happened was more like a magic trick. With a couple of seconds to go, the rear end jacked up several inches. Then that big brick was just - gone. I have never seen something that size accelerate so quickly and with so little fuss.

Bruce Terris/Andy Proudfoot's 1991 Subaru Legacy Turbo



Bruce Terris and Andy Proudfoot are

veteran Targa competitors. Bought from EBay only a couple of weeks before the event, this car carried them to a win in the Grand Touring Equipped class. As you might expect for a car built by Fourstar Motorsports, it was very well prepared and showed that it is possible to field a competitive Targa entry without breaking the bank.

Mike Salter's Car Transporter



Take the forward section of a 90's Chrysler minivan, cut and shut it to make a four-seater with the tailgate door fitting neatly on the back. Graft on a boxrail bed equipped with dual wheels on each side carried on air suspension. Design and build a rear suspension that allows the rear to drop like a kneeling camel. (Ever seen a leading and a trailing link on the same wheel?) Seal the boxrails so they can serve as air-tanks and add an electric air compressor. Mount a winch under the rear of the cab section. Now you have a vehicle that can load and unload a car weighing up to 1275 kg without ramps. More info at: <http://www.netbug.net/blogmichael/?p=21>. According to Mike, the boxrails hold enough air to raise the back of the vehicle three times - after that he has to run the compressor. He built this as an economical transporter for his Austin-Healey 100S, but for Targa it carried Dick Paterson's Mini. When was the last time you got 23 mpg towing a car?

2007 OJC Spring Drive

The 2007 Spring Drive will be held on Sunday, May 20th 2007 and will start in Richmond, visiting Ashton, Tennyson, Perth, Rideau Ferry, Jasper, Merrickville (where we stop for lunch), Burrett's Rapids, and Manotick before ending up with post drive refreshments at the Graves' residence around 3:30 or so. **The rendezvous time is 10 AM sharp**, so members are encouraged to be a few minutes early. The drive distance is about 180 km, with a stop at a country store for a

chance to acquire some country goodness, a stop in Merrickville for lunch at the Gads Hill Place, a Dickensian restaurant (members are responsible for their own reservations) and at Manotick Mill. The approximate route is shown on the map (left).



Members who are joining this drive are responsible for making their own reservations for lunch at the Gads Hill Place – a Dickensian restaurant I can highly recommend. The contact information for the Gads Hill Place is: Reservations phone number 613-269-2976 and mention "Jaguar Party" - their web site is www.dickens-restaurant.com. Reservations are important because this is a long weekend. It is recommended that reservations are made by **May 10th**.

Members are also requested to let Alan and Susan Graves know

whether they will be joining us after the drive so we can cater the event appropriately. Replies please to afgraves@rogers.com, stating how many people from your party will be joining us after the drive.

In the event of poor weather we will have a rain date of May 26th.

Please let Alan Graves know by e-mail if you are coming for the drive and the post-drive event. If a rain date is declared, you will be notified by e-mail by 8:00 am on the 20th. This will remove any ambiguity.

I hope to see you all on the 20th at The Promenade of Richmond parking lot, 6179 Perth Road, Richmond by 10 am...and check your e-mails after 8:00 am if you think there is a possibility of a rain date being called.



April Meeting Notes

Mike O'Brien opened the meeting at 7pm to the 19 members present. He gave a brief summary of the evening's events and then turned the meeting over to **Paul Davis**.

Paul stated that he was in touch with SNG Barratt and they had sent him a questionnaire and CD that would test everyone's knowledge of Jaguar history. Paul began the quiz to a lively audience – there was lots of interaction and banter. When all was said and done, **Peter Whitworth** and **Rob Dunlop** proved to be the most knowledgeable and they received their "just rewards".

Alan Graves gave a short update on Jaguar events. He will forward the newest information to the members via email and the Jottings.

With **Paddy Robertson** basking in the rain of Victoria for Easter, **Rob Dunlop** presented Paddy's update on the Concours. It will be posted in the Jottings. Paddy is in need of some volunteer help for the Concours and the Meet & Greet. If you can spare a couple of hours, please contact Paddy.

Rob Dunlop then provided a brief

presentation on the Concours judging. He will arrange the judge's seminar for a Saturday morning at the same location as last year – Corporate Renaissance Group on Antares Drive. Rob also stated some of the existing judges will have to renew their judging status.

Mike O'Brien introduced new member **William Caw**, whose project is a 1955 MK7. **Lee Harrington** forgot to introduce **John Woods** from Roblin, Ontario as a new member. John's project is a 1936 SS Saloon. My apologies (Lee) to John.

Mike O'Brien stated that the club had received a gift from **Dorthea Powell**. **Ted Powell** had been an active member of the club until his passing. Dorthea has donated a complete interior package (beige) for a Series I E-Type FHC and a red carpet set for an E-Type FHC. The interior set is valued at over \$3000 US and the carpet set at over \$300 US. Lee Harrington will photograph these items as well as others gifted to the club and post them in the Jottings. Members will be able to bid on all items, however, the major ones will have reserve bids. More to follow on this next month.

The meeting was adjourned to Algonquin College. Members were treated to a visit to a car restoration course being attended by **Mike Olsen**.

Mike Olsen met us at the entrance to Algonquin College and for the next hour we were treated to a tour of two continuing education classes. The first, attended by Mike, was a body panel preparation course of eight weeks duration with students spending three hours once per week finishing metal pieces from their cars prior to painting. Mike had done some excellent metal work on a fender from his XJ40 and was completing the job by application of small amounts of body filler.

We then moved on to the second class, a 14-week course that focused on the disassembly, rebuilding and reassembly of an engine. The engine being worked on was a 305 Chevy small block that was nearing completion. The six students gave every impression of significant satisfaction with this course.

Several members then retired to a local watering hole.

Lee Harrington & Mike O'Brien

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Error in Last Issue

In last month's Jaguar Jottings, the last of the Technical Tips (Battery) should have ended as follows:

"Remember, a freshly charged battery is very susceptible to explosion, so, take extreme care when removing or installing the battery cables. **You should always disconnect the negative cable first and connect it last.**"

New Jaguar Magazine

Specialist publishing company Hughes Graphics and Design (HG&D) has unveiled their new looking Jaguar Magazine and website as they embark upon concentrating further on the Canadian, American and European magazine markets.

Jaguar Magazine Editor, Les Hughes, said the re-fresh has included the www.jaguarmagazine.com website in the aim of bringing readers the very latest and best information on the marque from around the world.

"The internet is such a vital component of every business, and we have tried to make the Jaguar Magazine website an extension of the publication rather than an advertisement pushing people to buy a copy," Mr. Hughes said.

"The decision to aim the magazine

into Europe, Canada and America is a very simple one – the passion people share for Jaguar is the same all over the world!"

Adding to the style changes, Jaguar Magazine has developed a close relationship with Apex Racing to feature their competition efforts with a team of new XKR Jaguars in the growing FIA GT3 Championship throughout 2007. Jaguar Magazine also has a very close association with the factory and Jaguar Daimler Heritage Trust, and will bring readers all of the latest models and details as they occur.

"I am very excited about working with the team at Apex Racing, including owner Richard Lloyd, to cover its FIA GT3 racing, as Jaguar had such a legendary history in sports car racing, and I believe we will see it again," Mr.

Hughes said.

"On top of the coverage in each edition, our website will feature exclusive insights into the team operations, team members and drivers, and live updates during all of their races. We will also be provide profiles on team members, and really give readers an understanding of what goes on beyond the glitz and glamour of on-track activities." Mr. Hughes said it was important to emphasize to existing readers the quality and nature of stories is not about to be altered with the design.

"We have always prided ourselves on providing the very best stories and designs in our magazine, and this new branding is simply the next phase in continuing this," Mr. Hughes said. For more information and the current edition of Jaguar Magazine, see the website.

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