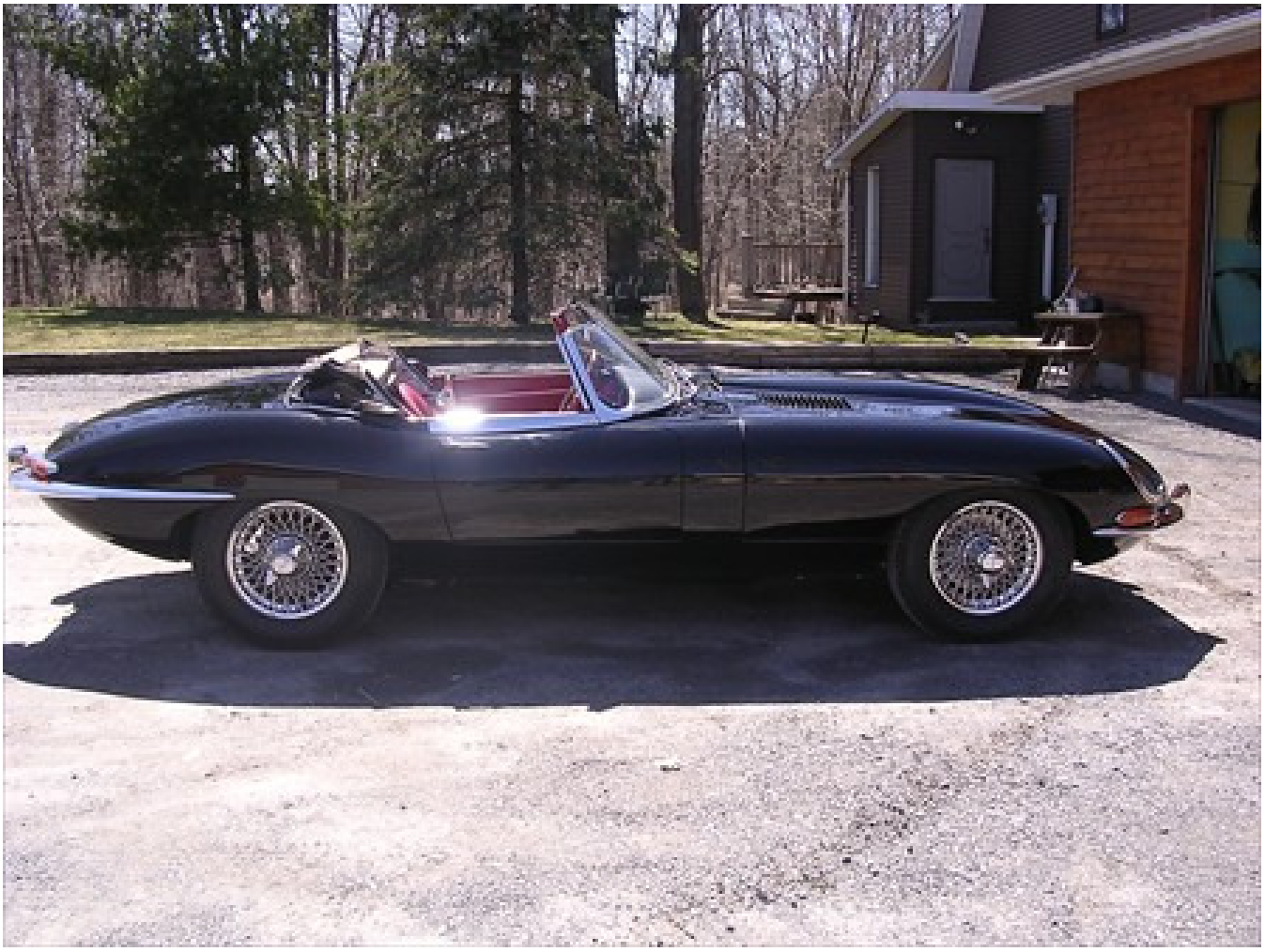
Ottawa Jaguar Club 1985

Jaguar Jottings

www.ottawajaguarclub.com

September 2008



Highlights …

Photos: Alan Graves, p. 6, 10, 12; Jim VanAlstyne, 1, 3, 7, 8, 9, 10.

Much of the Chrome on Jim VanAlstyne's E-Type Restoration Was Done at Home

See Page 3

September Jag Night

Monday, September 8, 6 pm, Cheshire Cat Pub

Jaguar Jottings

Editor: Ray Newson
(613) 271-1331 (phone/fax)
ray@newson.ca
Co-Editor: Paul Davis
(613) 225-3449
pdavis002@sympatico.ca

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. Visit us at www.ottawajaguarclub.com

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(613) 225-3449, email pdavis002@sympatico.ca

Club Events

September Jag Night - Monday, September 8th, 6 pm

September's Jag Night will be held Monday September 8th at the Cheshire Cat Pub. We will meet Rob Staruck, owner of Miniman. Rob works only on British Cars and specializes in Jaguars, modern and old.

Meet at 6 pm at the Cheshire Cat Pub at the junction of the Carp Road and Richardson Side Road. At 6:10 we will consolidate car-loads and depart for Rob's shop. We should be back at the Cheshire Cat by 7:30 pm and space will be booked for those who wish to stay for dinner.

OJC Road Trip to Prince Edward County - Saturday and Sunday, September 13th and 14th

See Page 12 for more details.

Annual Club BBQ - Saturday, September 20th, 3 pm

This year's Annual OJC BBQ is has been rescheduled to Saturday, September 20th . Colleen and JP Giard are welcoming us to their home at 6071 James Bell Drive in Manotick. **Please confirm/reconfirm your attendance** with Colleen and JP at broadbrim@rogers.com or 613-692-2492.

Fall Drive - Sunday, October 5th

The Fall Drive, planned for October 5th, is being organized by Marc Chappell. It is a two-part **"Fun Touring Rally"** which will include a set of easy directions to way-stations, but will not involve excessive speed. The morning run will take us to a location for lunch, followed by an afternoon run of a similar distance. The trip will end at a restaurant for a drink and/or a bite, and some fun prize giving. More details will be available on the web site, by e-mail and in the next Jottings once the details are finalized.

Membership Dues

Dues are $60. 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.

Plating Primer by Jim VanAlstyne

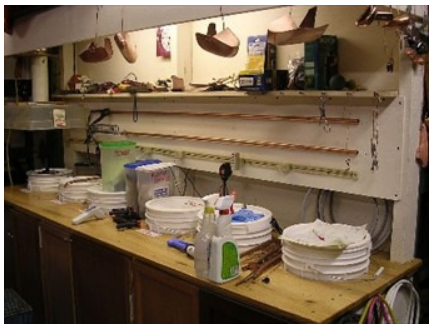
My name is **Jim VanAlstyne** and I am a member of the Boot n' Bonnet British car club in Kingston. Some of you might have seen me and my E-Type Jag at the Ottawa Jaguar Concours at the Rockcliffe Air Field or at the All British Car Day at Britannia Park. I restored my Jag over a period of about 8 years and one of the aspects of the restoration that I did myself was all of the zinc and most of the chrome plating. I plated hundreds of parts on the car, over 125 in chrome alone.

If you want to get involved with any plating of parts for your restoration, I would suggest you should try zinc plating first. It's easy and fairly cheap to do, for one thing there is just one plating step. Doing chrome is somewhat like the zinc, but much more labour and equipment intensive. I use the plating kits from a small company in New York State called Caswell Plating. Look them up on the web, they have quite an extensive site. They also have a distributor in Ontario in Port Perry. I'm sure there are others that sell kits, but I have found that Caswell has the most complete line of kits and products. You can also buy all of the components separately from them if you wish.

Reasons for Going It Alone

There are several good reasons to do your own plating, two of which are the dollar savings and the satisfaction of doing it yourself. After I had done the chrome on the Jag, I got a quote from a plating firm for most, but not all the parts I did. Now, mind you, I had them do the rear bumpers of the car, and they are perfect. But the quote I got was for almost three times what I have into all of my plating setup, and that didn't include the hundreds of parts I did in zinc. Also, I still have all of the setup to keep on plating with.

With practice you can get perfect results at home as well. Another advantage of doing it at home is…all the parts stay at home! Like I said, there were hundreds of parts to do in zinc from the big stuff



Jim's chrome plating setup.

like front suspension parts and brake calipers to countless wee things like springs, nuts, bolts and washers. And a lot of the stuff is made of unobtanium! There's just no substitute. Each S.U. carb had, if I remember correctly, 36 parts to do in zinc, that's over 100 pieces right there! So sending all these parts out for plating is fine, but keeping track of which parts were for what and hoping that they all come back is another. Doing it at home gives you complete control of what and how much you do at a time.

The Set Up

So, you've bought a plating kit! You still need four other big things, in my opinion, before you can continue. #1 on the list is a cabinet sand blaster. If you don't already have one, stop right here. You need a sand blaster, even a small table top one from Princess Auto is fine if all you need to do is small stuff. I will assume that you have an air compressor already. The best blasting medium by far is aluminum oxide. Forget glass beads or sand. Glass beads are too big to get into every little corner and don't take rust off very well anyway. Sand breaks down into dust in a hurry. The aluminum oxide is like very fine sand, but will get into tiny bolt threads, blast the corrosion out of the pits in pot metal and get almost all the rust off of very rusted steel. Notice I said "almost", more on that later. The oxide will also last permanently, the only time it's lost is from a spill or by it getting sucked out by the dust collector. It never breaks down and stays "sharp" for good.

Another essential thing needed may be obvious, but I'll say it anyway. You need space to do this. I built a plating cabinet on wheels that houses everything I need. Batteries, tanks, supplies, etc, all in one unit. It's about 8 feet long 3 feet wide and 6 feet high. The plating tanks are set into the counter part of it, and everything is always handy. But this takes up space. Then there is the space for the sand blaster, and the next item on the most needed list, a polishing wheel. Preferably it should be mounted on a separate stand, not a bench. Now, if you plan on just doing zinc plating, a polishing wheel isn't needed, but for the chrome process, it's mandatory, and don't forget all of those aluminum bits that need a good buffing as well! The one problem with buffing parts is that it is very dirty work, fuzz from the wheel and crud from the polishing compounds get flung all over. You don't want to polish near where you're plating unless everything is covered well. Actually, if the weather is good, outside would be the perfect place to polish parts.

The last big thing needed is time. It all takes time, more time than you might think. Doing zinc isn't too bad, after the parts are prepped and the tank is set up, the actual zinc plating takes only about 25 minutes. Depending on the kit size and part size, you can be doing only one, or 20 or more parts in a batch, and when they come out, they are done.

Chromium Precessing

The chrome process takes a LOT more time. When you hear "chrome", you might think that it is the only step needed, but there is much more to it than that. To take a pitted, rusty part to chromed perfection takes quite a few steps. Basically they are:

(Continued on Page 7)

President's Musings

A friend of mine, whom I haven't seen for a while, but who is a member of the Club, suggested that my notes to members are showing a little frustration. His observation has made me think about what I want to do for the coming year and what other members of the Executive might have in mind. The Annual General Meeting (AGM) and election of Club Officers is not far away (November) and it is time to try to quietly line up a group of members who can take the Club forward for the next several years.

I have asked several members to try to make this as simple and light-hearted a process as possible. **Ray Newson** has been asked the put together an outline of the responsibilities of each of the executive positions to show those of you who might be interested in a leadership role just what each job entails. I have asked **Rob Dunlop** to be a committee of one to create a slate of volunteers for nomination at the AGM. That does not mean that there should not be more than one person nominated for each or some of the jobs.

The positions that require new faces are: President, Secretary (minutes at meetings), Activities Director and Jottings Editor. It is my understanding that the following positions will not lose their incumbents: Vice President, Treasurer, Membership Secretary, Webmaster, Equipment Manager, Concourse Chair and Registrar, Chief Judge, Jottings Publisher, Technical Coordinator and Librarian.

If you don't know who is in those positions now, then you have not been an active member this year. They are all listed on the website.

I personally have found the past four years on the executive testing and satisfying. I very much appreciate the support that has been shown to me and while I feel the President's position requires a fresh face I intend to stay active with the website and the Concours.

I would ask all of you to think about what you can do to make the Club more interesting to current and potential new members.

See you on September 8th.

Cheers, Mike

Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

Four Dayton Wire Wheels shod with Dunlop Elite P205/70R15 radials. Like new! $1,000 for all four. I have converted my XK150 back to original 16 inch whitewalls. Please contact Dave Boon at 613-731-4166 or daveboon@rogers.com. [JAS]

1973 Jaguar E-Type Convertible. Professionally restored by Richard Grenon and probably one of the finest examples in existence today. This car has won awards at the Stowe Vermont Concours D'Elegance (British Invasion), Ottawa's Concours D'Elegance, first place at the Stowe Auto Show and Best of Show at Roqbrune, PQ. The car has not been shown anywhere else due to time constraints. Price: $150,000. Please contact Steven Elefant, General Wood & Veneers Ltd., 1220 Blvd. Marie-Victorin, Longueuil, PQ, J4G-2H9 (www.gwv.com). [ASO]



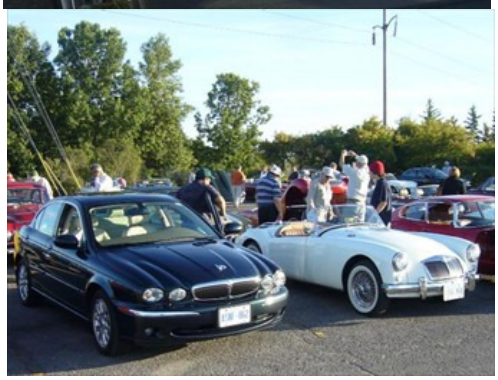
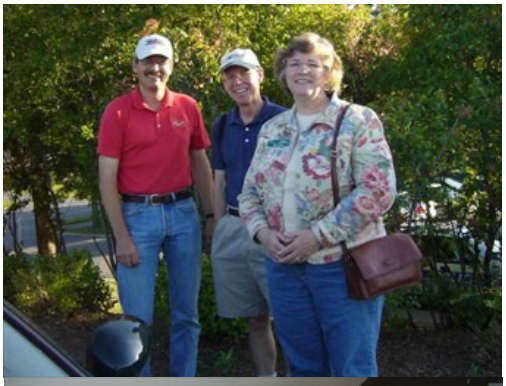
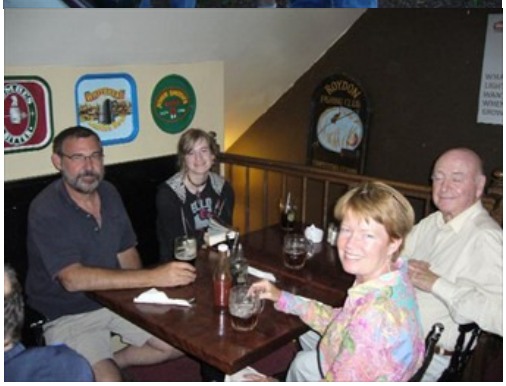
Got some obsolete parts? Don't forget, Jaguar Jottings' "Marketplace" is not just for selling Jaguar autos. If you have anything of interest to our Club members, or are looking for that hard-to-find part, one of our readers just might be able to help. And, of course, ads are free to members of the OJC and JOAM clubs. Send us the text of your ad and a picture, if available.

Advertising in Market Place is free to OJC members, $10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.

Hazeldean Cruise Night

On August 26, 2008 a band of intrepid British Car owners sallied forth and entered the Hazeldean Cruise Night - at our peak we had 40 cars, down a little from last year's 54 but a great showing nevertheless. After an hour and a half we left and found our way to the Cheshire Cat Pub, 24 joining us for dinner. A great time was had by all.

Alan Graves

Plating Primer by Jim VanAlstyne

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1. Old chrome plate removal.
2. On steel, rust, and on pot metal, pits and corrosion removal.
3. Filling those pitted surfaces and/or sanding them smooth.
4. Plating 1,2,3, or more layers of copper, sanded in between layers, to get a mirror finish.
5. When the part is like a mirror in copper plate, only then can you do the nickel layer. This is the actual colour of the piece, but it has a yellowish hue.
6. The actual chrome layer. This takes only about 2 to 3 minutes and is what give a chromed part that bluish/white colour.

As you can see, this is time intensive. It doesn't all have to be done at once of course, but it still all adds up to a lot of time.

Getting Down to Business

Well, if I haven't scared you off yet, let's get down to specifics.

In the actual plating processes we use, zinc, copper, nickel and chrome, and processes are all basically the same. You have a tank with the electrolyte solution in it which is specific to each metal being plated. In that tank is suspended the anode, which for most processes, is the metal you are plating - copper, zinc, or nickel. For chrome, it differs a bit. The chrome anodes are just lead sheets. The actual chrome comes out of the electrolyte solution. This will eventually deplete the chrome in the solution, but the four gallon kit I used has enough chrome in solution to plate about 1000 square feet. That's a lot of door handles!

We have the tank, electrolyte, and anode, so let's get a part in there. A bar across the top of the tank suspends a prepped part hanging in the solution by a solid copper wire. Scrap pieces of #14 or #12

Nickel plating process.

house wire stripped bare are great for this. This wire has to make a good electrical connection to the part, or not much will happen. Now all we need is power. You can buy purpose made D.C. power supplies made for plating, but these are not cheap. The simplest power supply is a battery. As long as it will supply the amps, or milliamps (1/1000 of an amp = 1 milliamp), to the part being plated it's fine, the lower the voltage the better. With zinc on small parts, you can actually use flashlight batteries. I use a 6 volt lead acid battery made for an old tractor, it has enough capacity to plate a long time without a recharge, and it has enough size and current capacity to do chrome, more on that later.

Tank, electrolyte, part, power, we now need to control and monitor that power. We can't just hook the battery directly to the anode and the part. There needs to be a certain current density, or amps per square inch for each plating process: .14 amp/sq. in. for zinc, .06 amp/sq. in. for copper and nickel, and only .03 amp/sq. in. for copy chrome (CC). More on copy chrome later. As you can see, the power needs for these processes are very low. For example, the spinners on the Jag wheels only needed 2 amps to plate them with nickel. They are about 32 sq. in. in area. Now chrome is a different story. The good news is that it takes only 2 to 3 minutes to plate a piece in chrome, BUT chrome needs 1 to 1.5 amps/sq. in. in order to plate out of the solution. That's about 25 times the current needed for copper or nickel. As a result, the limiting factors with chrome are the size of the part and the capacity of the power supply. Like I said, the spinners took about 2 amps for nickel, but about 50 amps for the chrome. This requires larger wire (battery cables are good) and a larger power controller.

To control smaller currents, you can use different combinations of heavy resistors or something really simple like a salt water rheostat. This is basically 2 steel plates in a salt water bath. One wire from one plate comes from the battery positive post, the other plate is wired to the anode. To control power you move the plates together for higher and apart for lower current. For chrome, a large salt water rheostat can be used. To monitor the current I use a digital volt/ohm/amp meter. This can be wired in series between the battery negative and the part being plated. The amp setting on mine is only good for 10 amps so it's not good for chrome. For that I use a "clip on" D.C. ammeter. It just clips around any wire in the circuit and will measure the current flowing.

So let's hook it all together. The tank has the anode in it. The part is suspended in the solution by a copper wire from the bar above it. (Several wires with alligator clips are handy here). A lead from the battery positive goes to the power controller and from there it goes to the anode. The anode is always positive for plating. Another lead from the battery negative goes to the digital amp meter and then to the part being plated. Plated parts are always negative. If you know the area of the part (which sometimes takes a bit of head scratching to figure out), all that's needed now is to adjust the amps to the right value and wait. For chrome we eliminate the amp meter and go directly from battery negative to the part and use the clip-on meter.

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Plating Primer by Jim VanAlstyne

(Continued)

Each solution has to be held to a certain temperature as well. This is done with glass aquarium heaters or submersible ceramic heaters for higher temperatures.

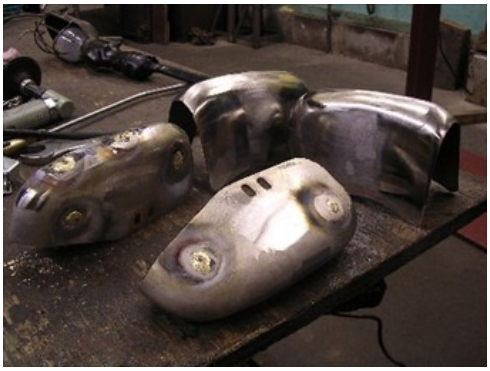
Dealing with Odd Shapes

I mentioned copy chrome earlier. Very early on in my plating "career" I realized that it wouldn't take a very large piece to exceed the current limits of my setup. The largest parts I chromed were the spinners. The over riders and the front bumpers, to name two, had too large an area for plating chrome, especially the bumpers. At about 130 square inches each, they would be pushing 200 amps to chrome, and they needed a weird shaped tank to fit in. Caswell sells what they call "Copy Chrome" (CC). They call it a modified nickel plate that has a whiter hue than regular nickel. So I ordered just the chemicals for the electrolyte solution. CC uses the regular nickel anodes so I set up another tank for it. The good news is that it plates with about .03 amps/sq. in. or about 2% of what real chrome needs. It also plates everywhere on the part at once. Chrome is very directional, you could say it only plates in "line of sight" from the anode. The bad news is that CC will tarnish. I have to take metal polish to my exterior CC plated parts every now and then. It also is slightly more yellow than chrome. In the future I may flash some chrome over some of these parts, if I can come up with a larger current supply setup. You can chrome directly over CC with no problem.

Zinc Steps

Plating a part is a lot like painting it, as far as the preparation goes, the surface finish of the part is reflected in the final product. Let's go through the steps a part might need for zinc plating.

The first step is cleaning and degreasing, you don't want grease and oil in your sand blaster. If the part isn't too rusty, it can be blasted to a "clinically" clean surface that is good enough for zinc plating. I learned a little trick that will do a lot of the work for you on really rusty parts. Soak the degreased parts in a solution of 3 parts water to one part muriatic acid. (You can get muriatic acid at Canadian Tire in gallon jugs.) I found that most of the rust will be gone in about 2 to 3 hours, if you plan ahead, this can save some time in the blast cabinet. You don't have to get all the rust off of the parts but you should blast them any way. After the acid bath, rinse with distilled water using an old Windex sprayer or such letting the water drip back into the acid bath. Next dip the part into a solution of baking soda and water. As much baking soda or more as will dissolve in this bath is what you need, this will neutralize any remaining acid. Rinse like you did with the acid bath and blow dry with an air hose. The dry parts can now be cleaned to perfection with your sand blaster. After blasting, and blowing the dust off as well, you can go directly to the zinc tank, but I find that this gives too dull of a finish for my taste. To brighten it up a bit, I like to take the part from the blaster and buff it up a bit with a wire wheel before plating it. This makes zinc hardware really shine. Any time you handle a part after it's blasted you should wear nitrile gloves to keep oil from your hands off of it.



Pieces in progress.

You can colour zinc plated parts with different chromate dips. I have used the yellow and black chromate. The freshly plated zinc part is simply rinsed with distilled water and dipped into the chromate solution. The longer in the bath, the more intense the colour is. But at most about one minute is all it takes, and it's not a coating, the zinc is actually etched with the colour.

Chrome Steps

The steps that a typical chromed part would need are more involved, and pot metal differs from brass, which differs from a steel part! Let's do a rusty steel part. The first thing is to get all of the old chrome plate off. Always remember, no plating will "stick" to a chrome plate. I strip old chrome plate by "reverse plating" it off before sand blasting. The part is placed in a solution of 2 parts water to 1 part battery acid. (20 litres from NAPA is about $25.) The negative goes to a lead plate in the solution, the positive goes to the part. We use the same current controllers and monitors as plating. I control the current to about .1 to .15 amps per square inch. This will deplate the chrome in about 1-2 minutes. You can actually see a brownish "fog" coming from the part. When the part starts to bubble vigorously the current will drop off slightly and the chrome will be gone.

Now the part is sand blasted. The blasted part is cleaned in a degreasing solution for several minutes at about 175°F. Then it's rinsed with a squirter with distilled water (not deionized water). Then into another bath of distilled water at about 140° F. (Note: all baths, electrolytes, and cleaning solutions must be made with steam distilled water.) The rinsed part can now go directly to the flash copper tank. Caswell has both acid copper and what they call "flash" copper solutions. Acid copper will plate very quickly, but will only plate over a nickel plate. Pot metal

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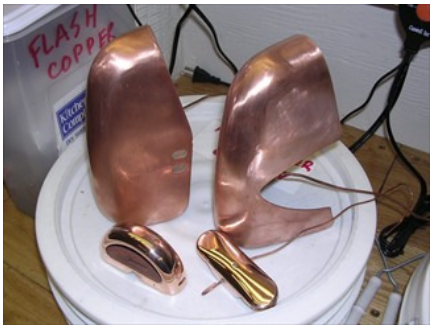
Plating Primer by Jim VanAlstyne

(Continued)

parts are also tricky to do without almost anything you might have to plate, steel, pot metal, brass, copper, nickel, lead solder, silver solder, and maybe even old zinc plate (although I have never done it). It won't plate over old chrome plate, nothing will plate over chrome. After the flash copper, the part might buff up to an acceptable shine, but in most cases it won't. You can compare the plating process to painting. The flash copper can be compared to the etch primer. Next might come acid copper, this will fill more pits and scratches. Several layers sanded in between with 400 or 600 paper might be needed to get the surface level. The part needs to be hot tanked and rinsed before every dip in the plating bath. The acid copper can be compared to a high build primer in painting. Filling bad pits in copper plated parts can be done easily with 50-50 plumbing solder. A bit of solder flux and a soldering gun is all it takes. You over fill the pits with solder and then sand them off flat. You will have to flash copper the part before more layers of acid copper are added.

When the part is finally smooth enough for you, sand it again with 1200 paper. Then it's time to go to the buffing wheel. Be careful, you can burn through those hard fought for layers of copper if you are too aggressive. If all goes well at the wheel, you will have a very smooth and shiny copper part now. After this comes another hot tank and rinse and it's into the nickel or copy chrome tank. In these two baths the part needs to go in "hot" electrically. That is, you hook up the negative wire to the part before it enters the electrolyte. Another thing to watch with nickel and copy chrome it to never interrupt the power to the plating process before the part is ready to remove for good. If this happens the nickel plate *will* flake off. Don't ask me how I know this! After the copy chrome tank, a



Pieces in progress.

light buffing of the part and you are done.

The nickel plate can be compared to the base coat in paint, for chromed parts we move on to the final tank. Yet another hot tank and rinse before this! The nickel plated part is put into the chrome tank and if enough current is supplied it will plate in 2 to 3 minutes. Chrome can be compared to the clear coat of a paint job. Because of the high current requirements of chrome, the part will "boil", or gas, as it's being plated. Caswell supplies plastic balls which float on the surface of the bath and reduce the mist from this "boiling". Chrome also needs to be well vented to the outside. An old kitchen fume hood works well for this. The fumes from chrome are nasty. This is another advantage of copy chrome. Actually all the other baths hardly give off any odour or fumes at all.

Brass parts are much easier because they won't be rusted or very pitted. Caswell sells "nickel remover" for brass. I found that after the chrome was deplated, the nickel layer on brass parts was still pretty rough. I could have copper plated, sanded, plated, etc., but removing the nickel completely is the answer. Sand blasting will take it off, but will eat the brass too. The nickel remover takes just the nickel off and leaves you with a brass part. This is easily sanded and buffed to get ready for nickel or copy chrome.

Pot metal parts can be a nightmare, especially pitted parts. The corrosion in pot metal can be very hard to remove completely, and if not completely removed, it will bubble up the copper plate. Pot metal parts follow the same basic steps as steel parts. Strip old chrome from the nickel underneath, blast corrosion, pits and loose nickel plate away - copper, nickel, chrome.

All this might not be for everyone; so far I've only used my set up to do my E-Type. For the novice plater, a zinc plating setup is not that expensive and fairly simple to use. For any of the electrolytes, they are good as long as they aren't contaminated. I've been using the same zinc electrolyte for almost 10 years.

Next Restoration Project

Now, I'm moving on to my next restoration, a 1947 Buick Super. There won't be as many parts to plate as the Jag had though. But since the setup has far more than paid for itself, all I'll have into them is my time.

If you are at all serious about plating, you can order Caswell's plating manual, about 160 pages, and study it. I think it's about $20 and that's refundable on a kit purchase. Or you can do a web search on home plating setups, I'm sure that there are countless sites on the subject.

I've skimmed over some of the procedures needed for plating. If you do decide to take this up, you can contact me with any questions you may have. Contact Ray Newson, editor of the Jaguar Jottings, for my address. Also take a further look at pictures of my plating setup and E-Type restoration at http://www.xkedata.com/cars/detail/?car=878152.

(Continued on Page 10)

Plating Primer by Jim VanAlstyne

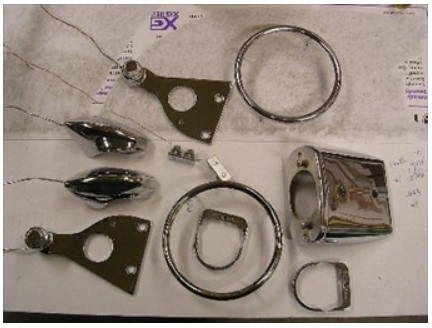
(Continued)

Some **"safety warnings"** about using acid of any type. Always add acid to water, never the reverse, and add it slowly. Always keep baking soda on hand for any spills. Always wear eye and face protection when handling and using acid. A little common sense goes a long way!

Jim VanAlstyne

On behalf of the Ottawa Jaguar Club, many thanks to Jim for sharing his plating expertise with us.

Ray Newson

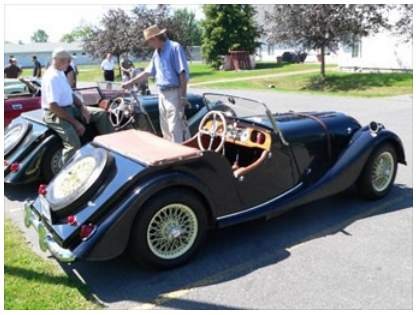


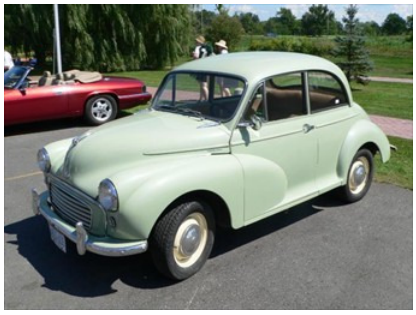
Finished product.

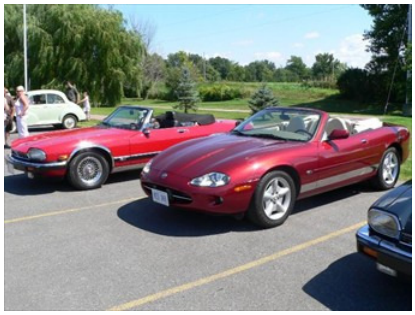
Canadian Guide Dogs for the Blind

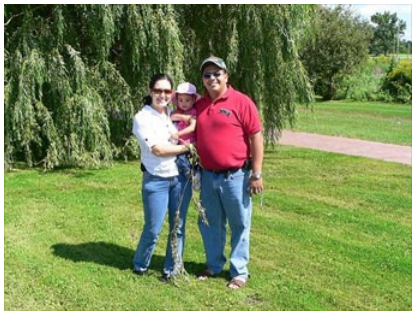
About 15 people (8-9 cars) met at the Swan at Rideau for lunch before heading over to the Canadian Guide Dogs for the Blind headquarters and their fund-raising Garden Party. We were joined by other vehicles to bring the count up to about 14. The afternoon was pleasant, the company enjoyable and the host appreciative.

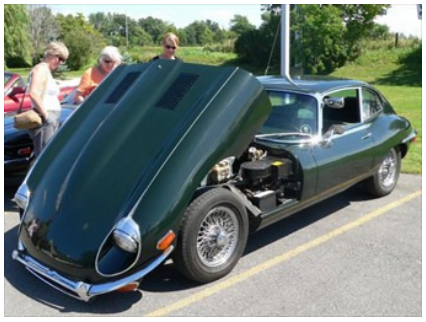
Alan Graves

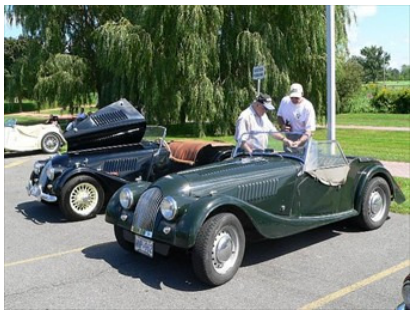


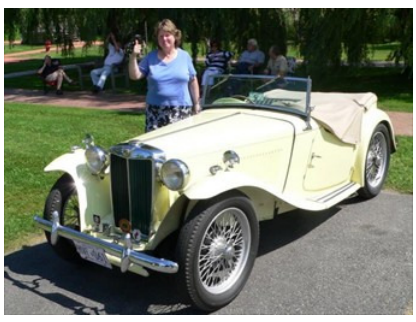












Jag Mags by Rob Dunlop

Apparently there were no death threats to the editor or demonstrations against proceeding with the review of the Jag Mags column that I introduced in last month's Jottings, so I'll proceed with coverage of the June and July magazines in an effort to catch up by next issue.

JAGUAR WORLD (JW)

June 2008: A special issue largely devoted to the 97-06 XK8 and XKR models. Articles cover the design and conception, a timeline of the various models throughout production with details of changes and upgrades and an "Essential Guide" detailing the engine issues and rectifications, recommended maintenance (including "sealed for life" components) and considerations and factors in finding and buying one.

Q&A: Chasing a stumbling idle on an XJ40. Why you don't really want to maintain XKR Brembo brakes and opening an X300 boot lock with a dead battery.

Practical Jaguar: Detailed basic routine servicing of an S Type is explained. Although a 2.7 Diesel model, much of it (brakes, suspension) applies equally to the gasoline engine models we get in North America.

XJS Bulletin: Continuing detailed series on the overhaul of an XJS differential.

Tech Tips: A detailed description of the XJ40 power hydraulic system. How it works, maintenance, what goes wrong and how to fix it.

July 2008: This issue features the Mark 2 owner's guide. A component by component overview and a discussion of maintenance and upgrades. Installing a 4.2 supercharged engine from an XKR in an X300!!

Series 2 E-Type: Overview of the changes and improvements over the Series 1.

Project XK8: Beginning a series on the purchase of a second hand XK8, analysis, necessary repair/maintenance and eventual upgrades.

Q&A: Lifting a V12 from an XJ Series 3. Stalling issue with an X308. Zinc in oil (from Frank Basten). Upgrading E-Type brakes.

Practical Jaguar: A detailed replacement of XK8 rear dampers (aka shocks), breakdown problems, a useful article on basic faults and problems usually the cause of roadside breakdowns (fuel, spark, etc.).

XJS Bulletin: The continuing saga of a differential rebuild. Wear was significant despite relatively low mileage.

JAGUAR ENTHUSIASTS' CLUB (JEC)

June 2008: Road testing the "new" X Type diesel. Useful upgrades although X Types are no longer available in North America. The Mark 1 saloon rebuild continues (steering column, rear axle).

Bob Bate tech topic: S Type rough running. Methodical analysis/diagnosis of potential problems leading to a split breather hose buried in the engine bay. Then the fun began to replace it! Excellent detailed discussions and photos don't make the job any less daunting!

July 2008: Professional rebuild of a gorgeous SS 100. Retrofitting Jaguar accessory telephone and sat nav systems in an X308. Reader describes general process in some detail. (A braver man than I.)

Bob Bate tech topic: S Type. Replacing a leaking cooling system expansion tank, a very common problem. From the photos and explanation, one gets the impression that newer Jags may be DIY repairable but in many ways even less maintenance "user friendly" than the older models.

The E-TYPE

June 2008: Continuing series of three rebuilds, each one with useful tips and pitfalls for anyone contemplating this exercise.

CMC Column: Discussion on welding techniques for floor/sill replacement.

Q&A: Discussion on the process to replace a 2+2 auto transmission with an overdrive manual box. (Yes, it's worth the trouble…)

July 2008:

CMC Column: Overview of the CMC road test and inspection before accepting customer cars for work. Covers all aspects including cooling, engine and other leaks, wire wheels, brakes, bushes and seals etc. Chris Rooke FHC restoration tackles redoing the interior including the various material types (six to be precise), gluing techniques (and what not to do..) and the @%# hatch door area.

Q&A: Replacing a stripped sump plug (Retap for a larger sump plug. A helicoil is not recommended as they can come out of a hot engine with the sump plug due to alloy expansion around the insert).

Cheers, Rob Dunlop

OIC Road Trip – To Prince Edward County – Sept 13 -14th

The weekend visit to Prince Edward County for Sept 13 – 14th will visit several wineries, a chocolatier, a vintage cheese factory outlet as well as enjoying the bucolic countryside of this unspoiled corner of Ontario. We will overnight in Picton (you have to make your own hotel reservation), which is the largest town on the "Island". We already have 6-7 cars going….

We start the tour on the morning of **Saturday, 13th Sept at the "Brewed Awakenings"** coffee shop in Merrickville for an **8:45am SHARP** start. We travel via good back roads through the Rideau Lakes down to the Loyalist Parkway at Amherstview, avoiding Kingston. We then follow the Parkway to the ferry crossing to PEC. Once on the island we will proceed directly to the **"Duke of Marysburgh" pub** (2470 County Rd. 8, Waupoos) shown above (left) and which is just west of Waupoos Winery to **link up with anyone who went down to PEC on Friday** – we are targeting being at the pub by **12:30 pm** and people who traveled down on Friday should be there at this time. After lunch we will visit a vintage cheese outlet and a couple of wineries, and a chocolatier as stops during a leisurely drive through some small villages. Then it is back to Picton to our respective hotels. We will then meet up for dinner before retiring.

On Sunday morning we will meet for breakfast before exploring northern PEC, again taking in a winery. We will then loop back through Picton and the Lake on a Mountain to pick up the ferry and return along the Loyalist Parkway, turning north at Amherstview to take a different cross country route home, ending the tour at the Old Mill pub in Ashton, just south west of Ottawa for a post trip drink and/or dinner.

The Saturday morning run to get to lunch will be about 178km but the afternoon is a leisurely 93 km, On Sunday the morning run is a little longer – about 114 km followed by lunch at a waterfront eatery in Wellington and the return Sunday afternoon is about 207 km.

A series of PDF formatted stage directions has been prepared and will be posted on the web site. **Please print them out and bring them with you** – while we will be travelling in convoy, should you become "detached" they will allow you to reconnect. To ensure you have the right vintage the titles of the 5 PDF files are "Sat Sept 13 Morning run", Sat Sept 13 Afternoon", "Sat Sept 13 Late Afternoon", "Sun Sept 14 Morning" and "Sun Sept 14 Afternoon". If you cannot find them on the web site please e-mail me at aqraves@rogers.com and I will send you an e-copy.

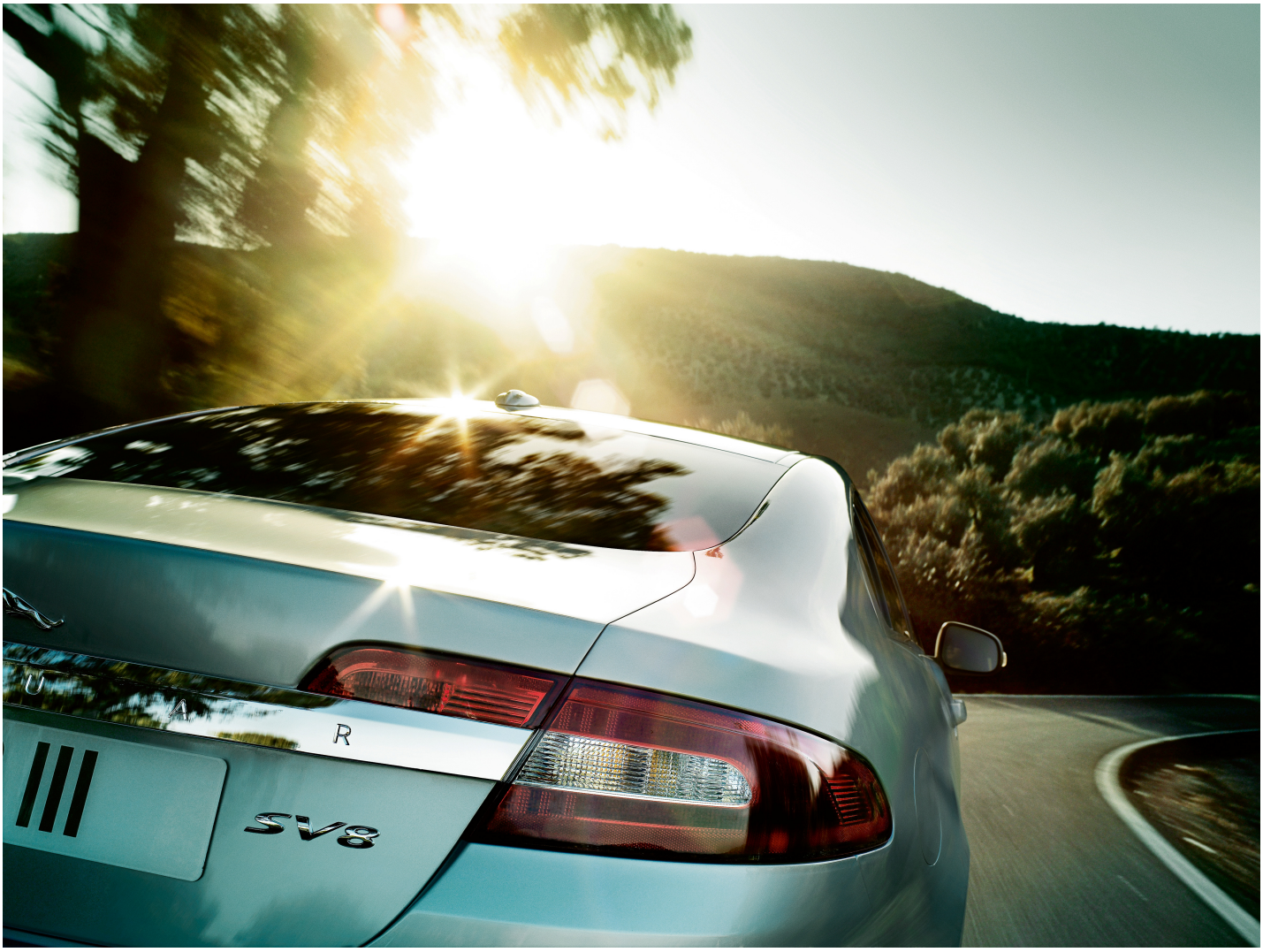
OJC Executive

President: Mike O'Brien 613-258-9136
president@ottawajaguarclub.com
Vice President:
Chuck Robinson 613-523-1799
Secretary & Membership:
Lee Harrington 613-774-4532
Treasurer: Roger Gough 613-837-2462
Activities Team Leaders:
Social: Alan Graves 613-592-6176
Technical: Phil Karam 613-521-5100
Concours Chair: Mike O'Brien
Chief Judge: Mark Roberts 613-591-1659
Webmaster: Mike O'Brien
Librarian: Merv Clarke 613-723-5125

Club information:
Lee Harrington
1372 Old Carriage Lane, Box 2016
RR#1, Winchester, ON K0C 2K0
613-744-4532
email: leeh@robertconstruction.ca

Ottawa Jaguar Club 1985

www.ottawajaguarclub.com



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OTTAWA

1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500