



It can't get any shinier

***or... "Catherine Roberts
Nominated for Jag Restorer's
Wife of the Year"***

See Cover Story, page 3

Highlights ...

Club Events, 2
Spit & Polish, 3
Club Activities, 5
President's Musings, 6
Bits & Pieces, 6
\$1,000 Jags Part 2, 7
Boca Raton Motorcycles, 8
Editor's Ramblings, 8
Marketplace, 9

Photos: Mark Roberts 1,3,6; Vikram
Ambrose 7,8; Ray Newson 8; Stewart

April Jag Night

NO MEETING IN APRIL— See Events List

Jaguar Jottings

Editor: Frank Basten

(613) 342-0467

fbasten@ripnet.com

Publisher: 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. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

Advertising

Full Page \$25/month, or \$250/year (11 issues)

Back Cover \$300/year (11 issues)

1/2 Page \$15/month or \$150/year (11 issues)

1/4 Page \$10/month or \$100/year (11 issues)

Business Card \$5/month or \$50.00/year

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$10 to non-members.

Submit advertising copy to: Editor, *Jaguar Jottings*, Ottawa Jaguar Club, c/o 1127 Albany Drive, Ottawa ON K2C 2L1
(613) 225-3449
pdavis002@sympatico.ca



Club Events

April Spring Brunch – Brigadoon

This is a final reminder about the upcoming club brunch at the Brigadoon Restaurant, Oxford Mills on Sunday, 18 April. Details including the sumptuous menu are on the club website. Be sure to reserve with Mike O'Brien ASAP, if you haven't already done so. With the early appearance of spring this year, we're expecting to see more than one or two Jaguars in the parking lot.



Spring Undercarriage Inspections

Both Mike O'Brien and Lee Harrington have offered the use of their hoists to our members. You may wish to do an oil/filter change, grease nipples, check rear diff oil; look for oil leaks, brake fluid leaks, antifreeze leaks; check your brakes, check for exhaust leaks. All the necessary tools are available, but bring your own oil filter and oil. Let Phil Karam know (contact info page 10) if you are interested, no later than April 14.

Club Events List (until July 2010)

May

- 1 or 8 Spring Undercarriage Inspection, OPI Phil Karam
- 10 Visit to Autobahn Tuning in Manotick/Pub Night in Manotick. OPI TBD
- 15 Concours Judges Training. OPI Mark Roberts
- 29/30 Spring Drive/Intro to Slalom. OPI John Price
- 30 Hudson Car Show. OPI Frank Basten

June

- 6 ByWard Market Car Show. OPI Rob Dunlop
- 14 Concours Preparation at Knoxdale. OPI Mark Roberts
- 26 Club Concours d'Elegance at Vintage Wings, Gatineau, OPI Mike O'Brien

July

- 17 ABCD. OPI Mike O'Brien
- 31 Club Slalom/BBQ. OPI John Price

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, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

Spit & Polish: A Cam Cover Story

By Mark Roberts



Someone asked on the Jag-lovers Concours forum how the smooth cam covers of an older 6-cylinder XK engine can be polished because,

when they are, the whole engine looks like a real jewel. The actual process is not that difficult, but it does take some work. It is not as arduous as it may seem.

The engine in the 1968 E-type that Mike O'Brien and I bought last year, was actually a 1964 E-type engine, one that I figured would go better in my 1964 E-type, so long as it was re-built. However, it was missing the correct smooth cam covers, having instead the ribbed cam covers from a 1968/1969 E-type. Thus, a set of the correct covers would need to be obtained, and brought up to a reasonable finish.

The place that sold me the covers (Mostly British in Chaumont, NY) explained how to "bring them up", and it does work, but you need "elbow grease".

Start with the covers you have, or get them, and clean any grease/oil off using varsol or other solvent, then dish detergent and water. Don't worry, they will be getting wet again as you go through this process. At this point, inspect the surface to see how much pitting there is, as this will determine what grade of sandpaper you start with, and how long it will take you to go through the process. For mine, the pitting was not too bad except in a couple of small places, but there were a few "dings" on the front of the engine head that needed attention. These I first filed out using a medium-fine file. Try to keep the file teeth clean, as any bits of aluminum which get trapped in

the file teeth will really scratch the surface more than the file teeth themselves, meaning you will have to file/sand even more aluminum off to remove those new scratches. Take as little aluminum off as possible to "just" take out the pitting/dents/etc. Don't file off everything at this point.

Next, depending on how bad the rest of the surface is, use a random orbital sander using 180, 240, or 320 grit wet/dry emery cloth sandpaper. I used my Makita sander with 240 grit over the rougher sections only, and then 320 over the whole surface using enough water to flush the emery cloth clean enough so that you can feel and/or see that the emery is biting. At this point, try to get even and uniform sanding marks over the whole surface, and take out all or as much of the remaining pitting as you want. I had a few very small but deep pits in places that I decided would be best to just leave alone, as sanding them out would probably take too long, and remove too much aluminum. There are also some places that the sander will not go, so those will need to be done by hand.

With the pitting gone, I switched to 320 grit on my hand sanding block, and then proceeded to sand all the major surfaces so that the scratches went all in the same direction, and clean up all the small corners and nooks and such. This step returns the surfaces to as flat as possible, and removes all the deeper sanding scratches with shallower ones that are all aligned.

This will be a very dirty job, as the aluminum dust will come off black, and it will stain any porous surface it

comes in contact with. I wore old clothes, and worked with other cloths to wipe off the "sludge" as I went along, and cleaned the sanding block in a bucket of water, which I re-freshed as I went along. From the start to the stage where I was happy with the straight scratches over the whole of the cover, and as flat over the surfaces as I wanted, took about 6-8 hours. What it looked like can be seen in the first couple images.

The next stage is just like the last. Using my sanding block, I hand flattened the entire surface, this time using 600 grit wet/dry emery cloth. This took about another 4 hours until I was happy with the results, and all surfaces were as straight and flat as I could hope for. The worst part is in trying to get around where the acorn nuts go, around the oil filler cap, and around the mounts at the front of the covers. These areas easily took three-quarters of the total time.



Continued on page 6



723-8717
PARTS AND SERVICE

**“WE THINK THE WORLD
OF OUR CUSTOMERS”**

Michael Doherty

* Jaguar Canada “Member Technician”

* Extensive Factory Training

Complete Repairs—Minor to Major
Pre-Emission Test Service (99% Success Rate)
Special Labour Rate Discount to OJC Members
Parts Available

1796 Woodward Drive at Maitland

Sponsors of the Ottawa Jaguar Club
Concours d'Elegance
and the 2009 Global Auto Care
BEST IN SHOW - DRIVEN Award

www.globalautocare.com

Club Activities

March Pub Night

The Royal Oak Pub on Hunt Club at Uplands was the site for the regular monthly gathering of Jaguarists on the 8th. Maybe as the date coincided with the International Women's Day, a goodly number of the ladies attended, with a refreshing broadening of discussion topics beyond the usual engine rebuild and welding issues that tend to crop up when only the gents gather.

Amongst the 20 plus in our group were two BMW club members, **Bennett Lecke** and **Paul Skene** (also an S-Type owner) who decided to check out an OJC gathering. We quickly learned that both clubs share common interest in driving activities and would each welcome participation in their respective drives. As evident from the BMW website (www.bmwccottawa.org) they're more advanced in some areas, with driving schools at Tremblant and Calabogie available to OJC members as well. For our part, they expressed interest in attending

the concours training to see how the judging works. Perhaps the first steps of a new relationship outside our traditional UK auto club colleagues. All in all, with good ale, hearty food and great company, another successful, well attended social evening.

Byward Market Auto Classic – 9 June

After a lengthy absence, OJC once again participated in this excellent event last year with six cars. It's well attended by the public and includes an excellent box lunch for participants.

We are hoping to get 12 Jags this year, so we can fill the picturesque Tin House Court area. In order to do this, we need to coordinate an early club submission. Please complete the registration form on our website and forward it to me at president@ottawajaguarclub.com by NLT MONDAY, 19 APRIL. I'll pay the \$10 per car entry fee (for charity) and collect either by cheque to me, or in cash on the day of the event. This is a great day and a great way to kick off the driving season, so be there!



Daily Worldwide Shipping • Helpful Friendly Staff
Club Discounts • Competitive Pricing • Complete Inventory

The Jaguar Parts Source...




Late-Model '95-on




XK-120-140-150




E-Type




Early Saloon

Visit www.xks.com, for parts, specials, restoration profiles, and catalog ordering details

Mechanical Body & Paint Interior & Trim Craftsmanship






Restoration Done Right The First Time

The Jaguar Restoration Source...





XKs UNLIMITED

850 Fiero Lane, San Luis Obispo CA 93401 (800) 444-5247 www.xks.com
Outside U.S.A. (805) 544-7864 • FAX (805) 544-1664



Cover story cont'd

The final stage was to use a buffing wheel on my bench grinder, and a smaller buffing wheel on my drill for the front of the head, as the head is too heavy to bring to the grinder buffing wheel with any sort of control. The paste I used was "white diamond" for aluminum, but ask your local auto parts clerk for what they recommend. This last bit for the polishing only takes about 1 hour, as all the hard work is in the hand blocking and flattening. This is how mine turned out. Unfortunately, I did not take any pictures before I started, but



it probably suffices to say that I was a bit concerned when I bought the cam covers that I was only buying junk that would never look very good: I think the results speak for themselves.

Mark Roberts

Ed.Note: Apparently Catherine doesn't really mind the cam cover on the living room rug because it looks so very fine!

President's Musings

This year's JCNA AGM is just underway in Indianapolis as I two-finger tap out this article. If you like me just got your Jan/Feb 10 edition of the *Jaguar Journal* and have read the various editorials, you'll know that the downward trend in concours interest continues JCNA-wide and will no doubt be the subject of much discussion at the AGM. Although historically the concours has been a fundamental basis for JCNA, it's clear that despite clubs' best efforts, fewer Jag enthusiasts each year are keen to spend the time and work to prepare concours-quality cars and are looking elsewhere to express their passion for the marque. In that regard, the JCNA slalom in particular has shown significant growth in recent years with every indication that it will continue. Importantly for the health of individual clubs and JCNA, this activity appears to attract the young Jag drivers, who have been otherwise reluctant to join the "spit and polish" brigade.

OJC is only one of 68 clubs affiliated with JCNA, each of which have favourite interests and activities almost as varied as their geographic location, but like the JCNA trend, we too have watched the concours numbers come down in recent years. It remains the main focus of our club's activities again and we're hoping that the exciting new venue with the classic warplanes at the Gatineau Airport will boost interest and participation this year. Concours training and tips for car preparation will be coming up in May as a lead-in.

In addition, your executive is working hard to come up with other places to be and things to do, to encourage your continued interest and participation in the club. In that regard (and again as mirrored by the JCNA trends), we want to give the JCNA slalom a try, starting with a trial event this summer. The latest *Jaguar Journal* promotes slaloms and provides an excellent introductory article definitely worth a read. John Price, our new Activities Coordinator, is particularly keen to introduce this event to OJC members and there will be more shortly on how we plan to go about this. In the meantime, if you have any ideas/thoughts/suggestions about activities to share with the club (or indeed JCNA) be sure to pass them along.

The operative word throughout however is **PARTICIPATION**. As the covers come off the cars, now's the time to check out the events calendar on our website and to firm up your plans to take part in your club's events this summer. ... you just might enjoy it and have some fun!

Cheers and happy motoring!

Rob Dunlop

Bits & Pieces

Side View Mirrors

Check out this video on how to adjust your mirrors to virtually eliminate blind spots: <http://www.youtube.com/watch?v=KwzUE6PHk4U>

After passing this message around, we got reviews from several members. **Lee Harrington** said that it takes a little time to get used to, but it really works and opens the line of

site tremendously. **Anthony Pearson** said there's a secondary benefit when you're driving at night: you don't get headlight glare from the cars behind you.

Harry's Famous!

The Ottawa Citizen published a nice article about Harry Brownell and the restoration of his 1948 Ford Coupe VS DeLuxe in the March 5th issue. Please take note that Helen is another deserving candidate for the

"Restorer's Wife of the Year" Award!

Congratulations!

The JCNA 2009 Concours Championships have been announced. **Graham and Margaret Stokes** of Toronto, regular participants at our Concours for quite a few years, received 100 points in class C14.

Jean Nocera, an OJC member, received top marks in the Special 03 class for his 1969 E-Type OTS.

\$1,000 Jags

Part 2 - by an unemployed student

My name is Vikram Ambrose. I'm a graduate engineering student at the University of Ottawa and I became a member of the Ottawa Jaguar Club in 2008. I bought a 1974 Jaguar XJ12L last year for CAD\$1000.00 and spent the summer of 2008 restoring it. Without even a socket wrench to my name, it cost me roughly \$4000 in parts, tools and labour to get the beast legal and with a few luxuries (Performance Suspension, Ignition etc...). Contrary to popular belief, 50% of my expense was the cost of tools and miscellaneous items, whilst parts and labour was split evenly 25%-25%.

Labour

There aren't many workshops in town that will work on a 40 year old Jaguar. And if you need more than a \$50 oil change, its safe to say, not many

workshops will be able to do the job either. You are your own mechanic, chauffeur and governor when you buy into a cheap classic.

This is where the benefit of belonging to the Ottawa Jaguar Club comes into play.

There are a few specialists around town that work either from their homes or small businesses that have intimate knowledge of Jaguar cars. These people generally do not advertise nor want to advertise through traditional media.

Instead they prefer customers from word-of-mouth. The best place to find the best labour is through the Ottawa Jaguar Club. Personal recommendations vary and may even contradict each other, but go a long way in finding the best labour. Socialise and be an active club member and you'll make the right contacts.

Example, Ural Francis, (613) 321-1722. Ural runs a small general all makes/ models garage on Cleopatra drive, but grew up with the Jaguar V12. Tell him Mr. Ambrose referred you if you're going to take the Jag to him.



Tools & Miscellaneous

Thankfully there aren't many "special" tools required when working on a classic Jaguar. Nevertheless tools aren't cheap either way. A good floor jack, a few pair of axle stands, socket sets, torque wrenches can easily set you back a \$1000.

Even though the Ottawa Jaguar Club does not have a formal tool sharing program,

some of the club members have been building Jags for decades and should be able to loan you the tool for your job.

Canadian Tire is the best place to buy tools when they put things on sale.

Remember to keep your receipts, there is a lifetime warranty with their budget Mastercraft brand. Avoid Canadian Tire if there aren't any sales. EBay is also a great place for tools at very competitive prices. I've bought crow wrenches, gasket cutters and torque wrenches from EBay.

Buy your nuts and bolts from Valley Hardware – they have the lowest prices for non-industrial buyers. Their staff are competent and helpful. If they don't have what you're looking for, they can make it for you. Some original Jaguar bolt lengths do not have exact SAE equivalents, so be careful when you're reassembling

Since 1905,

E.R. Fisher's mission has been to deliver quality clothing and accessories along with the highest level of service.

Over the years, styles have come and gone and we've changed and evolved. Today we offer great sportswear, a full-service tailor shop, excellent Made-To-Measure clothing and personal consultations with our expert staff.

What's never changed is our commitment to our customers. And that will never go out of style.





WESTBORO

Visit us at our terrace store and join us in the next chapter of our great history.

199 Richmond Road (at Kirkwood) 613-829-8313
www.erfisher.com

Continued on page 11

\$1,000 Jags—continued

parts with bolts of different length – especially on the aluminium V12 block.

Conclusion

There is a wealth of knowledge in the Ottawa Jaguar Club that no Haynes manual could ever replace. Some of the club members have restored easily over 10 cars in their life. No matter



how experienced you are, or what your project entails, you can find help within the club.

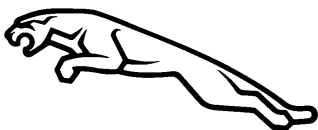
Predictably, some of the more experienced or less financially concerned restorers,

can sometimes seem arrogant and narrow minded at times. But as a beginner or as someone on a budget, you have to humble yourself and be patient when asking for advice.

Whether you can afford to spend \$1000 on new brake disc callipers, or only \$50 on the rebuild kit, at the end of the day, we're all in it for the thrill of driving one of the best sports cars ever made.

My \$1000 Jag: read about her at <http://vikramambrose.blogspot.com/>

Vikram Ambrose



Editor's Ramblings

We are somewhat short of input this month for our *Jottings*, so I am going to "bang the drum for more input."

There are 72 OJC members, yet I receive articles from only about six (the same ones). There have to be many more that have some interesting items to write about. Remember, *Jottings* keeps you informed and is "by the members for the members."

I ask you all to consider submitting any item that could be of interest to our readers, and let me know what you would like to see included that we do not currently cover.

For instance:

- ♦ Favourite drive, Worst drive, Longest, etc.
- ♦ What vehicle problems are you having or have had and how were they resolved?
- ♦ Do you have a problem and can somebody help? Do we need a club help line that can function

outside the Jottings so you do not have to wait till next Jottings?

- ♦ List of members who have" been there done that" and who would be willing to impart their expertise
- ♦ Where do you go for your maintenance and/or parts? Is the service good, etc.?
- ♦ I understand there are some new car purchases in the OJC. How do you like your new vehicle - good points ,not so good, etc.?
- ♦ Do you have spare parts kicking around that could be useful to others? Should we have a "Car boot" sale at the Concours or at a special evening or event?

Anyway, I have rambled on enough. The only reminder is the Hudson car show on the 30 May. Would any one intending to go please e-mail me at fbasten@ripnet.com. (Please make sure you send it BCC. This will help me to avoid receiving unwanted spam & phishing e-mails.)

*Happy motoring,
Frank Basten*

Boca Raton Motorcycles

Ray Newson's report on the 2010 Boca Raton Concours d'Elegance included this item on the motorcycles, for which we didn't have room in the March issue of Jaguar Jottings.

In the "unusual" corner were a few vintage Motor cycles.

This is a **1908 Indian Twin Cylinder**. The "V" Twin configuration produces 7HP.



This **1915 Indian "Motorbike"** is powered by a 2hp Shaw engine driven by a riveted leather



belt drive system.

Note the large handle in front of the seat that is used to adjust the belt tension and speed.

This **1917 Johnson "Motor Wheel" Bike** is one of 17,000 produced by



"Mead Ranger" between 1917 and 1922. The cast iron twin cylinder engine produces 1.5 hp

The second and third bikes are owned by James Plihck of Fort Lauderdale who proudly announced that he stores them in his living room. He also said that it helps to be a bachelor to do that.

Ray Newson

Marketplace

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

1974 Series II XJ6L Saloon.

Rare primrose yellow with great curb appeal (MMELLOW). Has Safety Certificate. Very original 107,000 miles. Second owner, since 1989. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks, new brake work. Plenty of documentation including workshop and parts manuals. Needs work on air conditioning and some body work (mainly rear panel). \$5,400. Anthony Pearson 613-225-0351 or apa@magma.ca. [FMA]



Jaguar for sale. 2001 XJR,

BRG mint condition with 80,000 KM. \$16K It is currently stored in our garage in Barrhaven. Contact

Dale_Rabbie@Rogers.com or 613-323-0394. (AMJ)



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.



Parts for all Jaguars at really great prices, from Mk4 to XF and absolutely everything in between...

Service Parts ● Repair Parts ● Sheet Metal ● Performance Upgrades ● Jaguar Literature
Styling Accessories ● Jaguar Gifts ● Award Winning Trim ● Massive Stock Inventory
Knowledgeable Staff ● Fast Mail Order Service ● New Stock Arriving From UK Every Week!



...PLUS... Industry leading website that puts the information you need right there at your fingertips. Buy parts on-line 24/7 with fast despatch and truly excellent customer service. A virtual benchmark throughout the world!



...AND... A range of detailed and concise catalogs that allow you to see what we have and exactly how much it costs, in the office, in the workshop or even at home in your den!

SNG Barratt USA, Manchester, NH 03104 USA

TEL: +1 800 452 4787 (toll free) FAX: +1 603 622 0849 E-Mail: sales.usa@sngbarratt.com Web: www.sngbarrattusa.com



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

2010 OJC Executive

President: Rob Dunlop 613-834-0588
president@ottawajaguarclub.com

Vice President:
 Chuck Robinson 613-523-1799

Secretary:
 Paddy Robertson 613-729-8859

Membership:
 Lee Harrington 613-774-4532

Treasurer: Stewart Robertson 613-729-8859

Activities Team Leaders:

Coordinator: John Price 613-489-0086

Technical: Phil Karam 613-521-5100

Concours Chair: Mike O'Brien 613-258-9136

Chief Judge: Mark Roberts 613-591-1659

Webmaster: Mike O'Brien

webmaster@ottawajaguarclub.com

Jottings Editor: Frank Basten 613-342-0467

fbasten@ripnet.com

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

leeharrington@explornet.com



www.ottawajaguarclub.com