

Jaguar Jottings

MAY 2013

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Ottawa
1986  Jaguar
Club

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Events This Month

13th May - Dez's Autobody Visit

19th May - Wicked Garage Open House

26th May - Beaconsfield Drive

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President's Musings

To loosely paraphrase that infamous saying " **...I love the smell of Castrol in the morning...**", Mother Nature has grudgingly released its icy grip on our landscape and more and more sporty cars are emerging from the deep, dark caverns of winter storage, to cough and sputter back into life. May your own efforts prove equally successful (...I'm referring to your cars, not your physical condition...).

Spring Dinner

Also surfacing from winter hibernation were 40 plus attendees for the excellent annual welcome to spring dinner. A special thanks to **Phil Karam** for an excellent evening with special entertainment. As usual, it was a great opportunity to reacquire with old and meet new members after the long winter. As the dinner gradually wound down with farewells, I noted Paddy Robertson and Wendy VanderMeulen pulling out a Scrabble board, evidently prepared to settle in for a while. All in all, a great gathering to get our annual social season underway. It was great to see a half dozen Jags in the parking lot as well. Regrettably, no good photos appeared, unless there are still some out there. If so, please send them along for a future Jottings

Jottings Contributors

Many thanks to **Dave Bradly** who provided his superb E type replica story in the last Jottings. All of us live interesting lives and many travel. Please give some thought to jotting down a few comments/observations and photos to share with your fellow club members in our monthly newsletter. Our editor Vikram Ambrose would be most grateful.

Jaguar news

Road tests of the exciting new **F type Jaguar** are starting to appear and

the word universally is that this is an outstanding automobile, a true sports car and genuine successor to the E-type. I gather that the sound of the car is very special. If you haven't yet had a chance to check it out, I can recommend the Auto Express site (www.autoexpress.co.uk) which carries a number of road tests as well as an excellent video with the various models roaring by.

Upcoming events

Our monthly gathering for May will be a visit to well-known **Dez's Body Shop** in the Greely industrial park. The date/time remains in flux at the moment but we expect sometime in the **week of 14th May**, likely with a 6 PM start, followed by a stop at a Manotick pub afterwards. Details will follow soonest by email once confirmed.

Wicked Garage Open House - Sun, 19 May, 10am to 3pm - Greely Industrial Park. Tours of their projects plus a Show and Shine. A wide variety of classics, rods and racing cars.

Beaconsfield British Car Show - Sun, 26 May, 10am to 4pm. Alternates annually with Hudson. There are usually one or two regulars from OJC who attend. It would be great if someone would be prepared to lead a group. Let me know if interested.

Byward Market Auto Classic - Sun, 2 June. Traditional start to the OJC show season, \$10 entry fee for charity. I coordinate all entries to ensure a club parking spot (usually Tin House Court). Forms and info to follow shortly by email. Pre-register is essential. Check out past Jottings for photos and reports.

Also, in June. **concours judges' training** (date TBA) and of course **EUROCARS**, our annual major club

show and concours, this year on a Sunday, 23 June.

In the meantime, back to spring chores and cars preparation. Please join us in a heartfelt prayer to the Weather Gods for a favourable season.

Cheers and happy, safe motoring

Rob Dunlop

Twin SU to Triple SU to Triple Webers

I've heard much folklore and even more B.S about whether or not to convert from a twin SU (HD8) carb setup like on my Series 1 XJ6 provided 4.2L E-Type kit car to the triple SU as used on the S1 E-Types to get more fun out of it. The B.S is prolific and difficult to decipher, but rest assured if you are considering this, then you will eventually float to the top of this to be able to see your way through. Lets explore some myths and also detail what I was really after :

Will the triple setup make me go faster? Not very likely, without a lot of other mods like cam-shaft and valve clearances / timing. **Will it improve my fuel consumption?** If by this, you mean increase it, then yes, most likely. There is one more carburettor after all. **Will it be a drop in replacement?** You have to be kidding. Even the ones all set-up and very shiny at some \$4,500 are likely to require tweaking – they are carburettors after all. **Is it going to improve the sound of the car?** I am hopeful about this. I will add that, like fuel economy, you need to complete the circle here and add exhaust manifold (gas flowed) and polished inlet manifold. **Is it going to improve the drive-ability of the engine?** I am again hopeful here. It is the same block basically used for the XJ6 and the E-Type and the power differences are huge (from 170 hp to 265 hp on the last triple SU carb'ed ETypes). Not to mention the racing variations.

A HUGE amount of info out there in intraweb land. Too much really, so know where to go and what you need. I used www.xks.com as a part source reference, my original Jaguar E-Type parts listing book, the Brooklands SU Carbs book, Jim Taylors online SU Tips article (link : www.jcna.com/library/tech/tech0006.html) and the www.sucarbs.com/restoration web-site.

Now, down to business, assuming you are mad enough to move forward and do this. Documentation, labelling and photographs are key in any detailed over time rebuild. Arm yourself with markers, lots of ZipLoc Bags, foil pie trays and jam jars for cleaning and storage.

I found a set of the triple SU's from a local(ish) eccentric Jag / British car nut with a barn full of the stuff. You know who. Anyway, I was assured they would fit the XK block and started the "fun" part of pulling these apart to service them.



Best way to get any of these seized parts apart is patience, penetrating oil and heat. Be prepared to go through this cycle several times over a couple of days. I started at the rear most carb and this came apart very easily. There was obvious sludge build-up and some small corrosion, but all came apart and replacement parts lists started to be made.

To ease disassembly and also tag parts correctly, I printed out the triple SU carb drawing from the Jag manual on large format and used it as a table cloth, gradually building piles of bits on the drawing as I went.

By the time I got to the front carburetor, the story was very different. I guess in years of use, the back parts got more oil covered which in the end saved them. The front one was washed clean and so corroded far more aggressively than the others. It meant many stripped threads, sheared bolts, a stuck & sheared piston, and destroyed fuel supply. The

jet assembly was basically corroded in to a single lump of scrap oxide. Not good.



After much soul searching and also on the web of course, I realised that getting to my triple SU goal was going to be much harder than I had thought and also very difficult to even find the parts.

At this point a little history about me ; I was brought up with small 4 cylinder engines in things like Ford Cortinas and Sunbeams in the UK. These had lots of different carbs on them, but the favorite was always the Weber twin choke. I got used to building and tuning these so as they are also much more prevalent and this is a kit car, so originality doesn't really matter, I decided to go for the triple Weber 45 DCOE carb setup with dreams of this in my head :



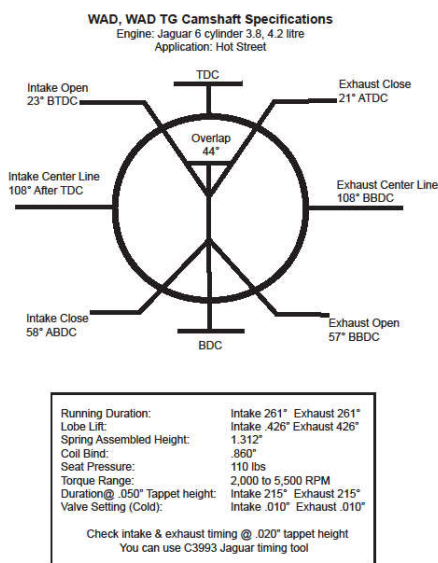
After much searching I found what I was looking for from *The Driven Man*, and he even would give me some money for the old SU's I had as scrap and the set I was taking off the car. If I only knew then what I know now, I would have hung up, reinstalled the twin SU's and gone driving. A lot. But ignorance is bliss and also makes for a far more interesting stories, so onwards I went.

Sent the broken triple SUs and good twin SU setups back to him once I had received what was shown in the picture above. It looked incredible on my dining room table.

Then I started reading Power Tuning the XK Engine—an excellent but disturbing book by Des Hammill. It talks well about the Weber approach, BUT the need for lots more besides to make any difference what so ever. Bugger.

Having sent away my only working carb set, I was more than committed, so started looking in to other "required" mods if I wanted anything other than crappy fuel consumption and lumpy running.

Engine Block – couldn't afford any mods here, so checked the compression and it was good and even across all six pots. This is essential for Webers as they don't take care of averaging like the SU's do. Phew – sigh of relief. Good oil pressure. Hot running around 55PSI. Phew. **Cooling** – yea, deal with that later. **Distributor** – told that there is no way the old Lucas could keep up with what is required by Webers. Got the Flame-Thrower. Was told to get one with vacuum advance. More on this later. **Cams** – yes, you guessed it. Need to get something a little more aggressive in a hot state of road tune to take advantage of the throttle response from the Webers. Didn't go crazy here, but went with the following :



These were sourced from Terry's Jag Bits in the US. As were the springs, shims, coil and distributor.

To fit a new set of cams is very easy and fast in the XK block. They were designed for a track side replacement in seconds. That is if you know clearances and don't change anything. I didn't know these and was changing everything, so had to do the back to first principles a bit.

Changed all valve springs as a matter of course. Old ones looked identical to the new ones in compression resistance and bind, so worst case, I wasted 2 hours and have a spare set.

Measured clearances with the old cam set in : 12 thou all round. Good. Made a table to decide what shims I would need after putting the new cams in with no changes. Ordered shims. Good.

Borrowed Lee's cam alignment tool, having made my own from a sheet of G10 plate. Good. Fitted new cams with right shims.



Lots of rags to stop stray bits falling on to the bowels of the engine and requiring a full strip and rebuild, proved priceless. Several times.

Old distributor and coil out. New ones in. Easy. A little confusion around the ballast resistor. This is a clever little device that is relay switched during starting currents to give good spark all the time (especially during cold weather or poorer battery condition). New dizzy doesn't need it, BUT you cannot ditch it otherwise the rev counter wont work. Some clever re-wiring and we have the right 13.5V at the coil all the time, and a rev counter that counts revs. Imagine that.

Trial fit of the carbs & manifold. Looks stunning, but found out what I knew already ; there is not enough room in the engine bay with the pedals being on the same side in a right hand drive car. Bugger.



A custom piece on the kit car is the clutch and brake pedal boxes. They are huge, made of 1/4" thick welded plate steel and allow pedals to be top hinged. See the steering column also just clearing the carb intakes. MUST have air-filters to avoid regrinding the engine while driving. **Conclusion** : clutch pedal has to go. So, remove master cylinder from the top end, and leave hanging. Remove pedal and drive pin. Start cutting the steel pedal box with a Dremel wheel. Some life-times later, I am done. Now how to release the clutch now there is no pedal. And nowhere to hang it from either? **Answer** : go to floor pivoted competition pedals. Awesome. JEGS came to the rescue on this. Lots of choice and even considered making my own.

New pedal in, new push-rod and clutch worked (I think). The master cylinder was moved down on to the front wall of the foot well, Just above the slave, so should be fine. And now enough space for the lovely low profile K&N's I have purchased as the power trumpets just wouldn't work and aren't really for road use anyway.

Distributor in and static timing set to 12 deg BTDC (usually 8 deg for standard XK and twin SU). Fuel pump re-connected, pressure checked to 3.5PSI, clean fuel run through and filters changed (oil & fuel).

Time to connect water works. This was non-trivial as what was in place was from an early XJ6 with the mini

header tank and cap all joined in. What was coming off the manifold is to suit earlier E-Types with no header tank, but the main and water pump feeds to the gallery. Used a thermostat from a 1985 Jeep Grand Cherokee as it is low profile enough and drilled an 1/8" bleed hole in the closed face just in case things didn't open (set to 76 degrees Celsius). Soooooo, made my own header tank for the main upper radiator hose as follows : brass pipe with screw cap insert, OD 1 1/2" as needed.

Inserted the thermostat switch for the electric fan and tightened everything up. Used a VW Golf hose to connect manifold to water pump, new heater hoses all round (blue silicon) and clips.

Next was the fact that there is NO easy vacuum created by the Webers. On the phone to Mike Pierce at Pierce Manifolds to talk about this. There is a tap in the manifold at the intake on cylinder #1. This is then led via a non-return valve to a vacuum reservoir tank. From there the brake master cylinder is connected. Also the vacuum advance on the distributor.

At this point, it boggles my mind, that blokes with little or no engineering education invented, built and then improved and tuned all these disparate systems, getting them to work together for hours at a time at race levels of stress. Incredible as my new BMW cannot seem to make it past a garage without a cough or a sneeze.

It fires! Wooooohooooooo.

Disaster strikes – big black puddle starts to appear under the oil filter. Kill the ignition immediately as it looks like I blew an oil seal. Yikes. Engine can still be turned by hand thank goodness, so nothing seized.

Genius input from Lee H at this point; drain the oil, put old filter back in and 8 litres of DIESEL. Run for a few minutes, drain and replace the filter and oil. Re-run. When I drained after running for a few minutes a couple of

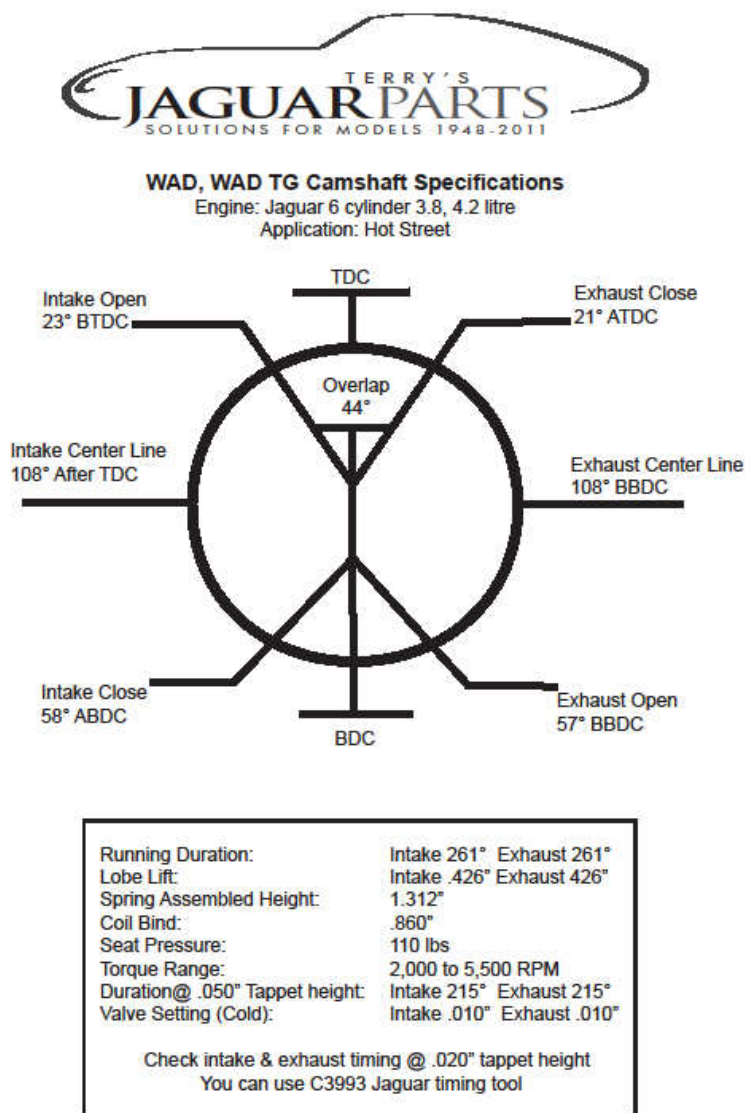
"squash ball" like tumors burped out of the drain plug along with dirty diesel. Interesting. Might just have done the trick.

Runs very fast (about 2,000 RPM) but the idle jets and air intakes are not really adjusted at all. Oil pressure bounces along having run it without plugs on the battery for about 20 minutes.

So there you have it. From twin SUs to triple SUs to finally triple Webers.

Dave Bradly

(Ed: Cam profile reproduced below for those interested)



Twenty-Five Years of 'R'

Once a 50/50 joint venture between Jaguar and Tom Walkinshaw Racing (TWR) called JaguarSport, the 'R' cars were the flagship of Jaguar performance. The first R cars were launched in 1988 and were only available from JaguarSport dealers. This included the XJR-S (based on the XJS) and the XJR (based on the XJ40).

The JaguarSport brand was dropped for the X300 cars in 1994 and the XJR production was bought in-house. Jaguar used the late XJ40 XJR's to develop the supercharged engine for the X300 XJR, but for tax reasons most of these cars would have been destroyed after development. Rumour has it that there may be one of these supercharged XJ40's that has slipped through the cracks, if true, it would be rarest XJR of them all.

The latest X351 XJR sports saloon has 550PS and 680Nm of torque thanks to its 5.0L supercharged V8. The all-aluminium quad-cam engine with fancy pants technology like spray-guided direct injection (SGDI) and dual independent variable cam timing (DIVCT) gives the big cat performance and efficiency. The high-pressure die-cast lightweight aluminium block is stiffened with cast-iron liners and cross-bolted main bearing caps. The four-valve cylinder heads are constructed from recycled aluminium, between them sitting the Roots-type twin vortex supercharger fed by twin intercoolers, which feature their own water-cooling circuit to reduce the temperature of the pressurised air, optimising power and efficiency.

All that coupled to the now model wide 8-speed ZF autobox, the XJR is capable of sprinting from zero to 60mph in 4.4 seconds and on to an electronically limited top speed of 174mph (280kmph). Sounds like just what the doctor ordered.

Vikram Ambrose

Source: JaguarSport-XJR.com



Bits & Bobs

Lyonheart K

Remember the beautiful E-Type "Growler" concept car? Lyonheart, the Coventry-based car maker has resurfaced with an announcement of the Lyonheart K Coupé and Convertible, including prices and production numbers.

Strictly limited to a run of 250 cars to be built between December 2013 and 2015 summer, the Lyonheart K Coupé and Convertible are now available for order with a list price of €360,000 (about US\$481,000) for the Coupé, and €375,000 (about US\$501,000) for the Convertible. This includes free delivery in Europe, but not VAT and local taxes. Pricing for other regions is available on request.

The luxury sports car features an all aluminum multilink chassis intended as a modern interpretation of the XKE of the 1960s. It was created without Jaguar's participation by Robert Palm, founder of Swiss design firm Classic Factory as a derivation of its Growler concept and was engineered and is being built by the Envisage Group in Coventry, UK.

The specs have been tweaked a bit since its 2012 debut. Instead of 550 bhp, it's 5.0-liter supercharged V8 now pushes 567 bhp (423 kW, 575 PS) with 516 ft-lb (700 Nm) of torque. Acceleration to 100km/h (62 mph) is under four seconds with the top speed electronically limited to 186 mph (300 km/h).

Delivery time for the Lyonheart K is estimated at between 18 to 24 months depending on specifications and body type. Fifty percent of the cars will be sold in Europe, 20 percent in the Middle East and 30 percent in China.

Vikram Ambrose

Source: Lyonheart



Classic XJ coming back?

While Jaguar and its sister marque, Land Rover, continue to pick up steam in China's developing market, local buyers there tend to have more conservative tastes. Thus when it comes to styling, more upright dimensions, big back seats and larger quantities of traditional luxury materials (think: chrome and wood) are preferable.



According to Edmunds, Jaguar feels that the very bold current-generation XJ sedan may be leaving some sales on the table. In order to reduce that

risk, it is preparing two bodystyles for the next-generation XJ – one with the rakish coupe-like styling of the current model, and the other a more "old-school" three-box sedan designed to appeal to a wider swath of Chinese buyers.

It's reasonable to question whether Jag might offer both XJ bodystyles here in North America – perhaps in a tiered scheme like the Audi A8 and A7. That strategy might catch more profits for the marque, but it might also represent a setback to design head Ian Callum's vision for a thoroughly modern Jaguar portfolio.

Would you like to see the old X358 car back in action? I certainly would.

Vikram Ambrose

Source: Autoblog

Marketplace

1987 XJ-S purchased by the current second owner in 1999 with only 27,000 km. Completely original, never winter driven and always stored in a heated garage. It comes with Dayton spoked wheels and the original never used wheels come with it. There is a complete service file/history for the car. It currently has only 43,000 km (certified) & is really an exceptional car. The insurance valuation & photos are available on request. Asking \$14,500.00. Paul 450-835-1248. [AMJJA]



1984 Jaguar XJS seats and parts. Tan seats \$375. Steering Wheel \$50, Wiper motor and grill \$120. Drivers side wing mirror \$40, Sun Visors \$40, Rear Lens assemblies L/R \$100. Rear View mirror \$25, Spare tire cover and tie down \$40. Contact: David (613) 8922-3669. [MJJ]



Toolkit for Series 1 E-Type. Complete. All original, authentic and correct, in very good condition. Includes grease gun and Dunlop brake bleeder tin and tube. Original tool roll material is deteriorating and coming apart, so I am including a brand new correct reproduction tool roll. Transfer the tools over to the new roll and you are ready for the Concours. \$1,200 for everything. Gary Grant, 613-248-0752 or ontariogrant@gmail.com . [MJJ]



1987 Jaguar XJ6 Very good condition. Any reasonable offer will be accepted. Tel: (450) 994-5613. [MJJ]



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