

Jaguar Jottings



The Challenger—See Page 6

Drive with us!

September-2020 - ottawajaguarclub.com

In This Issue

Contents	2
Presidents Musings / Last Call for the Calabogie Run	3
Etta's Lighter Flywheel	4
The Ladies Corner / Paddy's China Painting	5
The Challenger, Dashboard reinvented	6,7,8
OJC Executive / Adams Probe Sold!	9
Advertising - Moss Motors & S.N.G. Barratt	10
Events & Activities	11
Marketplace / Entirely Mobile	12
Jaguar Ottawa	13

Photo Credits

Front Cover	Colin	
P4	Mike Milton	
P5	Paddy Robertson	
P6,7,8	Dave Bradly	
P9	Warner Bros.	

If not specified, photos are otherwise credited to the author(s) of the article or advertisement or Jaguar Landrover Ltd. (JLR)

Follow us on Facebook! <https://www.facebook.com/groups/OttawaJaguarclub>

It doesn't cost anything and it's easy to join. "Just download the APP", then;
1. Simply follow the "Create new account" tab on the main page and input the information. You will be sent a text to confirm your identity.
2. Once you have created your account and logged in, you will be able to see and post on our Facebook page.
3. You will have control of your account privacy as to who can see your information.

Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$60.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director, Jay Hunt. 613-521-6839 (leave message)

Please do not mail cash.

Ottawa Jaguar Club
24-2420 Bank St.

Jaguar Jottings

Editor & Publisher: Ray Newson
613-720-5396
editor@ottawajaguarclub.com

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January to December for the information of its members. We welcome your participation.

Deadline for contributions is the 25th 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 (12 issues)

Back Cover \$300/year
(12 issues)

1/2 Page \$15/month or \$150/year (12 issues)

1/4 Page \$10/month or \$100/year (12 issues)

Business Card \$5/month or \$50.00/year (12 issues)

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the publisher and your cheque to the treasurer.





September 2020

On Saturday August, 22 I participated in the JCNA Annual General Meeting via a four hour on-line conference call. I would like to give you a quick synopsis of what transpired, restricted to a few lines of text.

First and foremost was the fact that the call could not constitute a voting AGM as the present bylaws do not acknowledge electronic meetings or voting. Our club's bylaws happen to be the same. So all the items discussed and voted on were taken

under advisement and need to be voted on at the next in person AGM.

Items of interest to our Club that were discussed:

- Changes to the bylaws to allow for the use of electronic technology

- Financial statements were presented

- Membership was down 20% in 2019

- JCNA operated at a \$14,000.00+ loss in 2019 fiscal year

- Increasing fees by \$10.00 January 1, 2022. First increase since 2012

- Jaguar LandRover did not contribute \$25,000.00 toward JCNA Concours

- JLR lost 1.6 billion in the second quarter of 2020

- JLR has basically shutdown the North American headquarters in Mahwah New Jersey, 95% of employees on furlough

- Survey results for Jaguar Journal

going electronic were split 50/50

- Jaguar Journal eats up 55% of JCNA's yearly budget

These are but a few items discussed in the 138 page meeting agenda, if anyone is interested I can forward you a copy. Also items will appear on the JCNA website. As at every one of our Club's AGM's in recent years, we need to revisit the benefits of belonging to JCNA. The general feeling of the US Clubs is that if you can afford to drive a Jag you can afford the membership fee increases. I feel that cost saving measures are more important. In following cost savings, the JCNA Board of Directors did manage to cut \$20,000.00 from the 2020 expenses.

I will be contacting the JCNA Board of Directors to forward our club's concerns over the fee increase and excessive cost of producing the Jaguar Journal. As a Canadian Club I believe that we are not getting true value for our fees.

Stay safe, **Lee**

Last Call for the Calabogie Run

There are now only a very few places left for drivers and navigators for the September 13th drive to the Calabogie Motorsports Park and three parade laps around the track.

Drivers will meet early Sunday morning at Stacked Restaurant on Bank Street for a 9 o'clock departure. The drive will go through Smith Falls and Perth arriving at the Motorsports Park shortly before noon. The parade laps around the track will take place between 12:00 and 1:00 PM. This will be



followed by a brown bag picnic lunch at the Cherry Point Picnic Area before everyone returns home by the route of their choice.

Because of social distancing requirements, only drivers and their navigator are permitted to attend, no spectators or visitors are allowed.

To reserve one of these spots, please contact: Jay.Hunt@sympatico.ca as soon as possible.

If you plan to picnic, bring chairs.

Jay

Etta's Lighter Flywheel - By Mike Milton ⁴

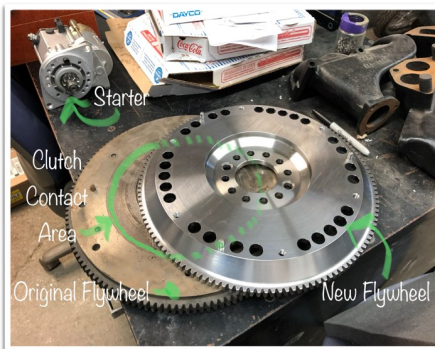
Part 2 of Etta's Story....

What a flywheel does and why you may (or may not) want a lighter one.

As you already know, my restoration goals focus on making the best possible driving car. One of the earliest and simplest changes was to lighten the flywheel a bit.

Normally, the ratio of the gear on the starter (small) to the teeth on the flywheel is enough to give the starter the leverage to turn over the engine.

The starter in the picture is another upgrade. It has additional gearing to increase its leverage, reduce the power needed, and to reduce size.



The flywheel also provides a surface to connect the clutch plate to the engine by friction. In the picture, you can see where the clutch contacted the original flywheel.

The E-Type has a single plate friction clutch. A flywheel is a large and relatively heavy disk attached to the back of the crankshaft. The outside rim is toothed allowing the starter motor to turn the motor over when starting.

Momentum

Finally: Momentum! It takes a lot of energy to spin a heavy disk. The heavier the disk, the more work it takes. If the weight is further from the center, it takes more work than if it is close to the center. Once it is spinning, the disk can do work in return as it slows down.

Momentum is why you might want to change the weight (and design) of your flywheel.

A heavier flywheel, particularly one where the weight is distributed to the periphery, provides drivetrain refinement. This means that, every power stroke, the moving mass (including the flywheel) adsorbs the jolt that would otherwise occur, spreading it out while waiting for the next power stroke. Another outcome is that the energy stored in the spinning disk assists in accelerating away from a stop. You can experiment with this by attempting to pull away on a level surface by gently letting out the clutch without using the accelerator. The lighter the flywheel, the more likely that the engine will simply stop.

It is also true that, the less momentum, the less work is required to increase the speed at which the wheel spins. Although a flywheel makes no difference to available engine power, a lighter wheel takes less power to spin-up. This is most noticeable in lower gears, just where you want to feel that bit of extra push.

Originally, The 3.8 and 4.2 engined E-Type each had two available flywheels; the standard (heavy) one and a lighter one for racing applications. The 4.2 wheels were 26lbs (Part Number: C18517) and 18lbs (C25662) respectively while the 3.8 was slightly lighter.



It isn't obvious why the 4.2 was heavier. It might be that the result was that the total momentum remained the same with the lighter clutch and other changes to the rotating components or, perhaps, Jaguar thought it might suit

the US market better. For my car, I was certainly willing to trade off a bit of refinement for quicker response in lower gears.

At 12lbs, the Team CJ Billet flywheel seemed to be a balanced compromise compared to some lighter aluminium flywheels. It is CNC (*Computer Numerically Controlled*) machined from a single billet of hardened chromium molybdenum steel.

Weight alone is not the whole story and no specifications for momentum are provided. As you can see it is substantially thinner and, more importantly, most of the weight has been removed from close to the circumference.

With the car almost finished, I look forward to seeing how big a difference this makes. Hopefully that difference won't include too many embarrassing stalls when pulling away.

Thanks to Mike Milton

Watch for the next issue of the Jottings (Oct. '20). Mike shares his knowledge on differentials.



Paddy's China Painting

By Patricia Robertson

Thirteen years ago, an Ottawa neighbour invited me to try china painting. It was a small project, just painting holly on a mug. I said truthfully that I haven't an artistic bone in my body, but she insisted. To be polite I said I'd give it try, and was I was hooked!

At the time I was looking for an enjoyable, relaxing hobby. I had re-learned crocheting (and still make 3-4 blankets each year), but then found china painting (aka overglaze painting, porcelain art and oils on porcelain). This has become my life passion.

I still don't claim to be an artist: stick figures are a challenge! But I have learned how to apply paint and the skills to create works that give me pleasure. If you paint water colours, oils or acrylics, you can paint on porcelain; you're away ahead of the game. It just takes more planning and different techniques to work on a slippery surface!

I enjoy working from my own photographs. We use mineral pigment powders for overglaze paint and oil mediums to apply paint to glazed porcelain or glass. Our work is fired in a kiln at temperatures ranging from 1,200 to 1,500F. We also use gold and lusters, metallic, matte and glossy paints and sculpture pastes. It is even possible to build your own pieces using porcelain slip (not my expertise!). The options are endless.

The porcelain I use comes from various sources, HomeSense being my favourite although they don't carry as much plain white porcelain or bone china as they used to. I prefer to work on tiles, but they are only available through U.S. suppliers. I also paint on glass, which is fired at a much lower temperature as it can slump or melt!

All that to say that China painting is fun ... and opening the kiln the morning after is just like Christmas!

If you're interested in learning more, I teach the basics and Ottawa has an active group of painters who are always happy to share their talents with newcomers.

The following arts are from the collection of Lee & Alex Harrington



Squirrel – 8 x 10 porcelain tile, photograph by P. Robertson



Seagulls on Clover Point, Victoria – porcelain fish platter, photographs by P. Robertson

The beautiful Challenger on the front cover is an E-Type replica belonging to OJC Member Dave Bradly. Dave has reinvented the dashboard on the Challenger to improve the functionality, performance, and accuracy of the instrumentation and controls. Dave takes us through the why and how he built the new dashboard for the Challenger.

Dave's story starts here:

Ray

This all started with the annual Challenger Club gathering in Norfolk, England a couple of years ago. I live in Canada and have my Dad's Challenger there. It was one of the ones completed with the XJ6 dashboard center, with the 4 instruments and clock in a line with large rockers underneath.



Old Dash

Over time, the clock failed, then one by one the rockers went too. I had never trusted the oil pressure gauge either, which is really the most important one there. The senders were always a little sketchy and the gauge itself seemed very susceptible to anything other than a rock solid 12V from the regulator. It would be nice to have an ammeter also to check on charging and battery condition, in addition to the volt meter. So, six instruments.

In the meantime I did find someone in the US to rebuild the clock and rev counter for electronic ignition. Very old school fella who only took money orders and stamps for return postage. Took an age to do the two units, but the Rev Counter works really well with the electronic ignition. MUCH faster and true response. If you do any engine mods on your engine, you need a really good rev counter as that is what stops you destroying your engine. If you fit electronic ignition (why wouldn't you?) then you also need this upgraded rev counter. Mike Eck runs www.Jaguarclock.com and can be reached at Mike@jaguarclock.com.

I had changed the regulator and oil pressure sensor several times. No real improvement in performance. The oil pressure gauge would sometimes take minutes to register anything even though the idiot light had gone out. Still, unnecessarily nerve racking.

Then I went on the annual gathering and looked at all these lovely Mk1 dashboards with their stainless steel spun pattern center dash panels and rotary headlight switch etc..

I stepped Jerry with a dashboard blank for a great price, even shipped to Canada. I then started investigating the various gauge and switch gear for this new installation. GULP!

Stupidly expensive and also some items very hard to find. Then the added complication of moving the ignition to the center console and figuring out the 4 way hazard flashers. Then getting into new heater controls and moving all those control cables too. Wimped out.

I took the path of designing my own dashboard, and it was all centered around a gorgeous Jaeger wind up car clock that I found on EBay one cold snowy winters evening. It ran, pretty accurately for about 7 days and ticks too! I sourced a simple dashboard stopwatch holder for it. EBay and in Germany, VH Classics.



Now, what to do for instruments?

Well as we know, EBay is flooded with Chinese and Indian Smiths knockoffs, but I thought for \$50 or so, I would give them a try. That's \$50 for FIVE instruments and two senders!! Bear in mind that sourcing a period Smiths gauge of any kind is around \$200 each. Literally twenty times more expensive.

Continued on page 7

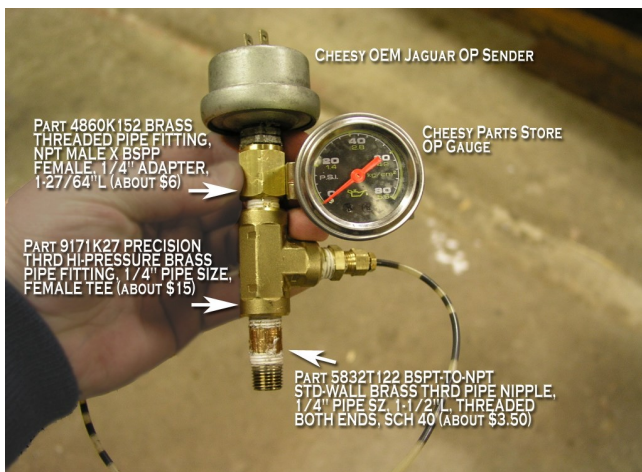
Continued from page 6



The \$50 Kit

Anyway, final piece was the mechanical oil pressure gauge. This was one of the primary reasons for doing this in the first place. I am very fortunate that an old buddy in the UK sent me a surplus known, good mechanical one from his 1968 Lotus Elan. Included new copper pipe with soldered fittings and everything.

There is lots on Jag forums about adding mechanical oil gauges, both for pressure and temperature, so I thought that I might as well add both. In almost all cases they involve some kind of Frankenstein pipe tree off of the old oil pressure sender spot above the filter



Pipe Tree ?

I'm sure you'll all agree that this is awful looking, prone to catastrophic failure, and also doesn't really take the pressure or temp where it matters - at the main bearings.

I changed the approach and decided to use the main bearing oil gallery blanking bolts. They are all level with the filter and 5 of them. You can really only use 3 as the other 2 are used for fittings such as mounts and brackets. These are 1/2" UNF.

Some reference thread sizing: This took ages to really figure out. Lots of conflicting information out there and there was a little Colin Chapman parts binning going on too, resulting in strange thread choices.

XJ6 Mk1 oil pressure sender (above oil filter) : 1/4" BSPP

Oil temp sender thread (Indian fake Smiths) : 1/8" BSPP. This is very common. Used 1/8" NPT tap.

Oil pressure sender (Lotus mechanical one) : engine side required male 1/8" NPT to connect copper feed pipe to gauge.

XJ6 Mk1 oil gallery thread : 1/2" UNF, about 3/8" long.

Flat copper washers required.

Back to the dash for now;

Switches, again, Jag toggle switches are rarer than rocking horse poop, so went to the cheap and cheerful electronic store version. Bag of 10 SPST switch for \$15.

These look cool, with chrome toggles and the period looking ON/OFF red/black bezel. Able to source from a local independent electronics shop, not to mention all my connectors and wiring also. Trying not to add to the Bezos fortune if I can. Oh yes, and the original new old stock toggles are about \$80 each, IF you can get them. I needed 8 switches, so spent \$12 instead of \$640 (55 times more expensive).



The New Switch Choice

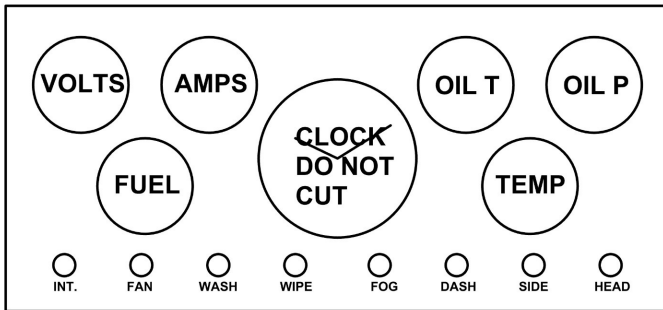
Continued on page 8

Continued from page 7

Next a design. I have built other kit cars and modified several with extra dash instruments, so knew what I liked, but understand this is a very personal decision. My thinking was to not worry about originality here as these are not original cars, and then I wanted everything to do with oil (pressure and temp) and water (temp) nearest to me.

Switch gear was a similar approach. Starting with sides, heads, fog, dash, on my side, then the other items such as wipers, wash, fan and interior light.

This is what I came up with. I use Rhino CAD for designing things, which made it easy to give the aluminum plate to a machine shop with a cutting file.



Once I was happy with the design (note the clock was to be surface mounted for easy removal, so no hole cut), off to the machine shop, then anodized clear to stop any possible corrosion. Also keeps the brushed surface finish nicely.



Continued in the October Jottings:

"Lets put it all together"

Thanks to Dave Bradly

OJC Fall Drive October 3rd, 2020



We are pleased to inform the members that we will have an OJC Fall Drive, which will be held on Saturday, October 3rd.

The drive will be organized by Paul Balharrie.

Stay tuned for more information via google mail.

Be safe!

Your OJC Executive – 2020**President***Lee Harrington***Vice President***Lee Keeley***Treasurer***Jay Hunt***Secretary***Dave Batten***Membership***Jay Hunt***Social***Josee Dubois***Concours Chair***John Blais***Concours Chief Judge***Rob Dunlop***Webmaster***Lee Keeley***Technical***Phil Karam***Jottings/Newsletter***Ray Newson***Communications & Advertising***Lee Keeley***Family Day***Josee Dubois**& Lee Harrington***Inter-Club Liaison***Dave Batten***Advisor/Ex-Officio***Dave Kenny***Ottawa****Club****Adams Probe 16**

As noted in last month's Jottings, Phil Karam's Adams Probe 16 was going for auction by Bonhams at the Petersen Museum in Los Angeles on August 14th.

For those readers who were able to tune in and watch the auction live you would already be aware that the car was well received and was sold.

The Auctioneer's overview noted that the car had recently been on show at the Petersen Museum in LA. It was awarded the "Best Styling Exercise" award at the 1969 London Motor Show and as one of only 3 built, a very rare automobile.

Sitting only 34 inches tall, the car was entered through a sliding glass roof panel. How four people fit into this car during the filming of Stanley Kubrick's "A Clockwork Orange" is a mystery. In the film the car was known as "Durango 95".

Hagerty recently listed it as one of the "eight strangest rides" on the August auction circuit.

Congratulations to Phil on the successful sale by auction of Adams Probe 16.

If you missed the auction you can watch a rerun at:

<https://youtu.be/7JL1eYADoRY>

For more information re - Durango 95:

<https://www.autoblog.com/2020/08/11/2969-adams-brothers-m505-probe-16-a-clockwork-orange-auction/>

The new owner is Dempsey Motorsport:

<http://dempseymotorsports.com>

Ray**Don't Forget !!**

Add your Spouse, Partner, Significant Other or Co-Pilot's email to the *Roster Report* to ensure that they receive their copy of the Jottings, and are kept up to date with club activities.

Just notify Jay Hunt, Membership Chair at;

jay.hunt@sympatico.ca



*Jaguar Owners
have our full support!*



**CLASSIC
JAGUAR**

*With Moss Motors' professional sales staff, engineers, technical team, and a long legacy of service, Jaguar owners can expect top-tier parts selection and availability. And with two warehouses, our delivery is fast across the country. **Long live the Jaguar.***

XK120, 140, 150 / E-Type / Early Saloons / XJ6/XJS / XK8 / Late Models

800-444-5247 | www.XKs.com | parts@XKs.com

**S·N·G
BARRATT
GROUP**

buy parts online at sngbarratt.com



Some event times and locations are still in the process of being organized and arranged. All dates are accurate at this time, to the best of our knowledge. Activities for the current month will always be highlighted in **red**, Ottawa Jaguar Club Activities will be highlighted in **bold** lettering. Associate club activities and activities of interest to our members will also be included here as appropriate. Time, location and any pertinent information will be updated on the website and via Facebook as it becomes available, and updated here in the Jottings monthly.

The Calabogie Run is still on the books for Sept. 13th. The October Fall Colours Drive is also still planned to go ahead, more to come re this event planned for October 3rd.

All other September and October events are cancelled due to the C-19 virus protocols.

For information on additional automotive events in the Ottawa area that may not have been cancelled go to:

www.ottawacarscene.com click on Car Show Calendar - check the website of any event to confirm still active

September	13th	Sunday	Calabogie Run	Calabogie Motorsport Park, Calabogie, Ontario
October	3rd	Saturday	OJC Fall Colours Drive	Time & Route to be determined
November	15th	Sunday	OJC 2021 Membership	May be paid anytime now
	23rd	Monday	Interclub Trivia Challenge	Time & Location to be announced
December	12th	Saturday	OJC Christmas Dinner	Time & Location to be announced
	21st	Monday	First Day of Winter	Looking forward to spring
	25th	Friday	Christmas	OJC Wishes you all a Merry Christmas
	31st	Thursday	New Years Eve	Drive Carefully & All the Best in the New Year

Did you guess at the mystery tool in last month's Jottings?

It's the perfect accessory for your Vanden Plas picnic basket!

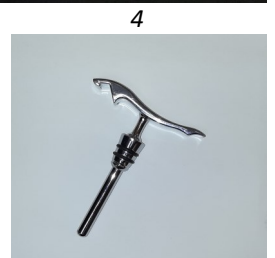
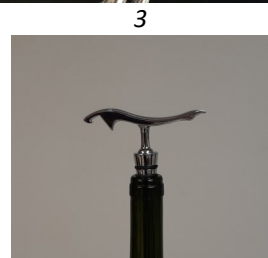


1 - A Bottle Opener

2 - A Corkscrew

3 - A Bottle Stopper

4 - All in one



Advertising in Marketplace is free to OJC members, \$20 to others. Ads run for 3 months. Contact the Editor with your advert (editor@ottawajaguarclub.com) and forward payment to the Treasurer: Jay Hunt, 24-2420 Bank St. Ottawa, Ontario K1V 8S1

Jaguar Jottings accepts advertisements in good faith. It is in your best interest to make every effort to **check offers personally**.

YOUR ADD HERE!!

OJC Billboard Inc.

enTIREly Mobile
Driven To You... Always



Rim & Wheel Repair Services

We Repair Wheels up to 30"



- ✓ Vibration
- ✓ Lateral Run Out
- ✓ Lug Port Distortion
- ✓ Overall Appearance
- ✓ Structural Integrity

Accuracy to 10/1000 inch

Ensure Your Family's Safety & a Smooth Ride

| www.enTIRElyMobile.ca

613-406-8473

enTIREly Mobile

Don't forget, during this very unusual time of social distancing and major health concerns, Entirely Mobile can service your needs right in your own private driveway, with no need to violate social distancing rules and regulations.

Appointments can be made and instructions relayed by phone, text and email.

Payment can be made by VISA, MASTERCARD and E-TRANSFER.

Your vehicle will be serviced with no physical contact on your part, and no waiting around in busy Service Center waiting rooms.

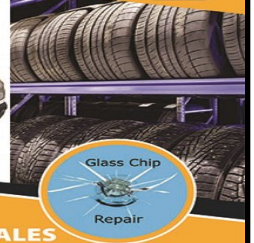
enTIREly Mobile
Driven To You... Always



info@enTIRElyMobile.ca



613-406-8473



- NEW TIRE SALES
- SEASONAL TIRE CHANGE
- TIRE STORAGE
- NEW RIMS / WHEELS
- WINDSHIELD CHIP REPAIR
- WINDSHIELD REPLACEMENT
- AUTO DETAILING

At HOME or WORK

or any location in Ottawa & Gatineau

CALL NOW FOR MOBILE SERVICE

613-406-8473



| www.enTIRElyMobile.ca



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

Ottawa Jaguar Club Members enjoy discounts on parts and labor for work performed by Jaguar Ottawa. Club members must show their membership card to receive the discount. You will receive a 10% discount on labor rates. Parts, used at time of service, will be priced at cost plus 10%.