

Jaguar Jottings



No longer pushing up daisies!!

Dave Bradly's Mark 2 Restoration starts on page 6

February 2021 - ottawajaguarclub.com

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In This Issue

Contents	2
Presidents Musings / Membership Due	3
January Calendar Profiled	4
February Calendar Profiled	5
Dave Brady's Mark II Restoration	6,7
The Ladies Corner	8
My Friends First Jaguar by Lee Keeley	9,10
Marketplace	11
Events & Activities	12
Moss Motors & S.N.G.Barratt	13
CAA-NEO Your Questions Answered	14
Advertising - Ottawa Jaguar	15

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 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 Clubs of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*, along with all of OJC's events and social activities. Cost of membership is \$60. To join, please make your cheque payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director, Jay Hunt. For information call 613-521-6839 (leave message).

Please do not mail cash.

Ottawa Jaguar Club
 24-2420 Bank St.
 Ottawa, Ontario
 K1V - 8S1

Your OJC Executive – 2020

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Dave Kenny





February 2021

As I write this piece there are only 7 more Monday's until the first day of Spring, not that I am counting down to an early demise of winter.

The Club Executive held its first virtual meeting in January. Thanks to Lee Keeley and Josee Dubois for setting up the Zoom meeting and agenda. Our discussions

centered on a 2 pronged approach to club events for the year. One approach was if the Covid 19 situation remains as is and the other was if restrictions were eased. We will be going ahead with planning a Concours Event once again at the Cumberland Museum but not the family day portion unless restrictions are eased to allow larger groups on City Properties. We also discussed member participation in future Zoom meetings to allow for new input and ideas.

Lee Keeley has been trying to up date the club website as well as our presence on the JCNA website. If there are any members out there with experience building and maintaining websites I am sure that he would appreciate some help. Also Ray Newson can always use member's articles for the Jottings.

On a personal note my work is continuing on my E-type's motor.

I have switched out the oil pan, oil pump piping and the filter mount. After reading Mike O'Brien's article on the parts tumbler last fall, I purchased one.... it works like a charm, very noisy but really slick, the nuts and bolts look new. I also purchased a water based degreaser called Spray Nine Professional Concentrated Cleaner from Princess Auto. It is probably the best I have ever used and I use it in a pump to clean my hands as well. I have sand blasted the oil pan and I am preparing it for powder coating. Once the Covid lockdown is lifted I will be sending the motor to West Carleton Automotive for a bottom end rebuild. I am having fun, learning a lot, and will document the process with photos and text.

Cheers everyone, stay safe and healthy.

Lee

Last Call for 2021 Membership & JCNA Registration

Renew your 2021 Membership Now

Your 2021 Ottawa Jaguar Club membership is now due. Our membership fee remains at \$60 for 2021. Be sure to renew by February 14th to ensure that you continue to receive JCNA's bi-monthly magazine, "JaguarJournal".

You can renew now by Interac E-transfer to:

treasurer@ottawajaguarclub.com

If you do not have access to E-transfer, please send a cheque for \$60 made out to "Ottawa Jaguar Club" and mail to the membership director, Jay Hunt at:

Ottawa Jaguar Club
24-2420 Bank St.
Ottawa, Ontario
K1V 8S1

Thank you for your continued support, **Jay**

Don't Forget !

Your Ottawa Jaguar Club membership also includes your monthly newsletter, "Jaguar Jottings", Jaguar Clubs of North America's bi-monthly magazine, "Jaguar Journal" and our 2021 events calendar.





1974 e-type automatic roadster with factory hardtop
Owner: Jerry Zubryckij

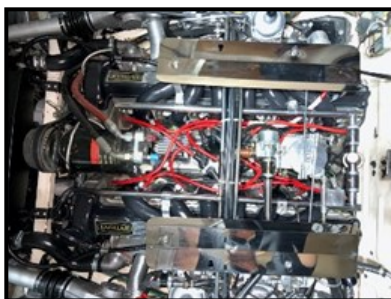
Drive With Us!

1974 E-Type Roadster with factory hard top

Owners, Jerry Zubryckij and Tanya Chamberot have been members with the OJC since 2016. They have graciously provided us with a picture of their 1974 E-type. Jerry indicates that his 1974 E-Type automatic roadster with factory hardtop (white with black interior) had only one previous owner.

Extensive cosmetic restoration was done on the car: All soft tissue replaced, inside and out (leather, vinyl, carpets, plastic). Bumpers converted to Euro style.

Mechanical restoration was also completed: distributor and carbs rebuilt and converted to vacuum advance (originally vacuum retard) and ported vacuum drilled out on #1 carb. Aluminum rad/header tank with upgraded cooling fans. Many other smaller mechanical and electrical upgrades have been done as well.



Just look at this engine, WOW.

Tanya was fearless when helping Jerry in this restoration. Jerry recalls one time when he spent hours trying to reattach the speedo cable to the coupler under the dash. After many failed attempts, Tanya jumped in the car head down in the foot well, feet in the air and with her small hands reattached it in 1 minute.

"Now that's Team work"!

Thanks to Jerry and Tanya for their participation with our OJC calendar!



1959 Jaguar Mark I, 3.4 L

Owner John Kee has been a member with the OJC since 2007.

He has graciously provided us with a picture of his 1959 Mark 1, 3.4-liter Jaguar.

Jerry indicates that since purchasing the car in 2006 from the second owner it has been painted and received a new interior kit from Suffolk and Turley in England.

The automatic transmission has been replaced with a GM automatic and the original transmission stored for any enthusiast who would like to re-install it.

The car runs well.



Great work John. Look at that dash and interior! Beautiful.

Thanks to John Kee for his participation with our OJC calendar!

AKA : what to do with a 1961 Jaguar Mk2.....

Introduction: So as with all good stories these troubled days, this began with me falling into the internet. I fell really far. I have always been addicted to a certain website, no, not that kind of website. Although this is one where you drool and then wish for things you shouldn't, then spend money you don't have getting you in to all sorts of trouble. Come to think of it, could be that kind of website, but instead it was Bring A Trailer (BAT to its addicts like me).



Welcome home

Don't know how it happened but when I saw this sketchy vehicle from before I was born, with its lovely two tone metallic paint and somewhat shouty red interior, I had to have it. But within reason. I stalked the auction for some days, asking subtle questions like, "Does it actually run?". So when they posted a running video, I was sold, or rather it was. Interesting bidding to within \$50 of my self imposed maximum - thanks Dad for giving me this restraint where basically gambling is concerned. Bugger! I actually won.

The reason I was even slightly interested was because it was a nearly rust free car, and came with a boot load of new old stock spares, including alloy rad, Wilwood brakes, all chassis rubber, new wire wheels and tyres amongst other things.



Bonus—All those parts !!

Purchase was easy of course. Thankfully the seller was a small time dealer in Florida who was comfortable to do this kind of thing (remote sales). Organized a shipper - ask me the cautionary tale here as it is a story on its own!! A GREAT customs broker from Toronto (White & White) got this car to me within the month.

How to go about this? Lots of soul searching, but I had decided before buying this car that I would not do anything other than minimum to get it through a safety and

DRIVE it. After all, that is what these are for, right? It would be easy to strip totally and rebuild, send the body for paint etc.. Another 2 years and \$10,000's later. Not the idea at all. I wanted something I could work on over this season and winter to safety in spring, then DRIVE.

Plus, most importantly, I was supposed to marry my darling fiancée this past July and could not, so she has said, regardless of condition, this is to be our wedding car THIS year. Love deadlines.



Tucked away

Next step was to inventory what I had actually bought. Sure enough there were a few minor surprises, but thankfully nothing terrible. Yet at least.

I estimate the new spare parts list was worth over \$5,000 on its own, so well worth it right?!

So, back to basics. Can I get it running? Turns out that the running video they had posted on the auction was without any water (no pump, hoses or rad)!! Was without a working fuel pump using a small plastic bottle as a petrol header tank hanging by a piece of coat-hanger from the bonnet, feeding the AED on the SU's. Yea, so not really running at all.

Basics - fuel, air, fire, water, oil.



Carbs apart

Carbs first; standard SU setup with AED. Took them off and assumed all seals, washers, filters, needles and jets would need replacing. Been a while since I have done a set of these, so took a while. Thankfully the vacuum chambers were free running, which I suppose is the benefit of being in a non-coastal Florida environment. Carbs rebuilt.



Carb parts

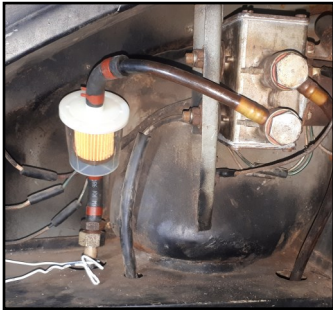


SU diaphragm

Continued on page 7

Continued from page 6

Fuel lines all checked and flushed. The nasty red burning treacle that came out of these was scary. Literally burned on contact with skin. Smelt awful. Fuel pump removed and stripped. Electromagnet worked well, so cleaned, new gaskets, checked points gap and reassembled. Reconnected. At this point I was worried about more "red death juice" lurking throughout the system.



New fuel filter



Fuel pump apart



Fuel pump ready to go

Next up fuel tank. Tried to loosen the drain plug/filter assembly, but just turned and started leaking afore mentioned "red death juice". Quite a tense moment as I got it on me and tried to catch the remnants. Tank felt like it had about 5 gallons left in it, and when you try catching it in a drip, that is a lot. Turned out to be

less than a pint. Phew. Bad news is the extra weight in the tank was rust and dirt from 60 odd years of sitting with very bad "red death juice" fermenting.

Tank out. Awful and way beyond me to clean or vinegar boil. New one over \$2k landed, so went to Capital Dominion Radiator downtown Ottawa. They cut out the bad drain/filter, cleaned, boiled, re-welded and coated inside and out for \$500. Result like new. New sender unit fitted (the old one looked like a piece of coral pulled from the Great Barrier Reef!). New bushings and refitted (floor under the tank was pristine actually).



Tank now ready for new fuel sender



Old fuel sender



Rebuilt fuel tank & mounts

Next water heater removal. This is such a silly piece of kit really. Inefficient, but in reasonable shape again, and to my surprise the core was fine (so I thought). As you cannot buy a new one, I set about refurbishing this. Removing from the car was easy as there were no hoses left anyway and a couple of cables. Squirrel cage fan was rusty and not moving well. In the end it was a mistake to remove it from the motor spindle for painting as I ended up bugging up the motor in the process. Rats. There are no new ones available to replace this, so got in to manufacturing mode. There is a full rebuild option from the UK for 500 quid, plus shipping, likely another \$2k landed. Seeing a bit of a pattern here, I decided to source a motor and rebuild myself. Amazon sourced \$25 motor seemed to work fine and I manufactured a threaded spindle lock to work with the existing fan. The metal box is also made of "unobtainium" so set about freeing the various flaps, and cleaning and painting. Looked pretty good and ran really well on slow only. Mental note: NEVER use fast fan setting as it will likely spin the squirrel right off in to space!!



Renovated heater



New heater motor



New heater motor mount

Removing the water heater revealed what I now know to be a very common Mk2 rust problem. The air chamber in the firewall scuttle often gets water trapped rusting out the clogged drain hole and, if you are unlucky, rusting through to my size 10 brogues right above the steering column. Solution is to strip the body and weld in the new steel part which is available. Or, just clean loose rust, paint and then "seal" with vapour barrier and RV sealing tape. Job done. Will keep the weather and water out and might even allow positive fan air pressure!! Must remember.

Next month; Water pump, plugs, brakes, suspension and more.

Thanks to Dave Brady

February is now upon us. My thoughts are already on my gardening and finishing my gardening shed. This is what keeps me sane and is one of my passions.

You can order your seeds online and start seedlings indoors. If interested, I can go through the process with you in the March Jottings. Send me a note.



We are 16 weeks before the 1st of May and 7 weeks to the first day of Spring! Let's hope it's on time this year.

There are webinars on gardening created here in Ottawa and its surroundings. If anyone is interested, here is the link [Calendar - Gardening Calendar](#)

My other passion is writing. Obviously. This year I intend to put time aside to write. Whether it is my book, short story and even writing for the Ladies' Corner. Thank you for reading my articles and being part of this journey.

During these unprecedented times, we need to find ways to stay sane, healthy (in body and mind) and still stay connected with friends, loved ones and with our little community called the Jaguar Club.

We may have more lockdowns, maintaining physical distancing and all those precautions that will prevent us from getting Covid or spreading this deadly virus. Soon, we will have our shots and hopefully be able to socialize, cautiously, again this year. I'm looking forward to having some activities with you all.

Until then, I will strive to provide you, in the Ladies' Corner, great topics on multiple subjects, games, funnies and a whole lot more. Any ideas, virtual activities and write-up from members are greatly welcomed. Send me what YOUR passions are at ojcactivities@gmail.com.

Happy Saint-Valentine to all you love birds and hopeless romantics out there.



Be safe, healthy and sane!.....Josee

My Friend's 1st Jaguar

It started with my friend Dan Ferguson expressing interest in some of the deals on older modern Jaguars that I had acquired in the past couple of years. Dan was interested in getting one someday and asked if I could keep an eye out for one that would suit him. His wife Heather had a friend with a Jaguar XJ12 Sovereign back in the 80s and she fell in love with that car and would love to have a Jaguar! So, not too long after that discussion, I invited Dan and Heather over with a surprise for them. I had acquired a 2000 Jaguar S-type with 125,000kms, through a tip from a long time club member and past president Mike O'Brien. The car was in fairly good condition for its age, but had been neglected for the past few years, and was in need of some repairs. I offered to clean it up and let Dan know what work it would need to be road worthy and pass a safety check.



2000 S-type ready for restoration

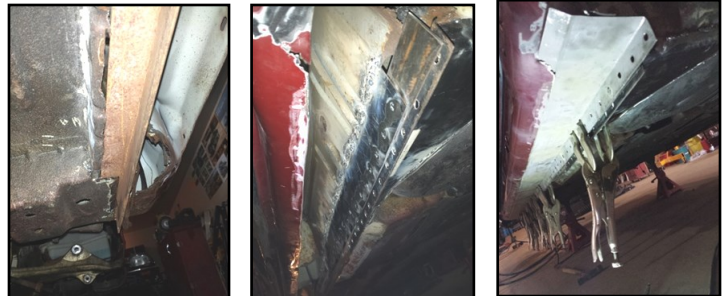
Once the car was up on stands a more detailed inspection could be performed. After removing the plastic rocker guards, I noted that it was suffering from the dreaded rocker panel rot, and was in need of rocker panel replacement. It also needed some basic mechanical work to address the lack of maintenance over the last few years, but the biggest job would be the rocker panels.



Rocker Panels present the first challenge

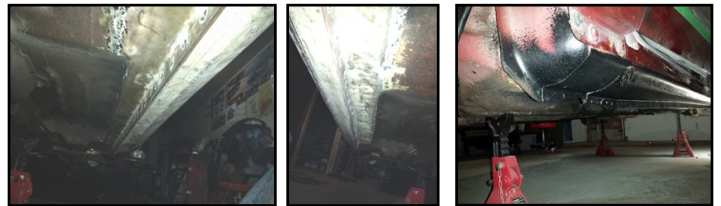
1st step was to source parts; most of the mechanical parts were readily available and reasonably priced, however, replacement rocker panels for the S-type were not so easy to find. There was a set at a dealer in southern Ontario for approximately \$1500, which was more than I paid for the car! So given that these are covered by plastic rocker guards, I decided to fabricate the 3 sections of bent sheet

metal that formed the rocker panel structure. After cutting away most of the rusty part of the rocker panels, I started with a 2" steel angle to give it some improved structural integrity. Then I fabricated the inner and outer sections to mate to this steel angle to form a solid structure.



Rocker panel fabrication

All sections were tacked in place and then welded to the existing floor and what was left of the existing rocker panels. The interior was partially removed above the rocker panels on both sides, including removing the driver and passenger seats, rolling back the carpets, removing the side crash impact sensors, and protecting any wiring that ran along the rocker panels from possible fire. Once everything was welded in place, the panels were cleaned, primed, sealed. and undercoated.



Rockers ready for paint

That left some of the visible body work to contend with as there was blistering at the "dog legs" and bottom of the doors. Grinding off the paint and the blisters exposed some bad rust at the dog legs on both sides, requiring the rust to be cut out and new dog legs fabricated and welded in place.



Dog leg repairs in progress

Continued on page 9

Continued from page 8

Marglass filler and spot putty was used on the new dog legs and other spot repairs done on the body. It was primed and painted being careful to minimize the overspray areas and create enough overlap to blend the paint and clear coat. Once that paint was cured for a few days, it was multi stage polished to further blend in the newly painted areas.



Paint work in progress

Next came the mechanical work. Starting with the front suspension, the car need new struts all around, new upper and lower ball joints, new tie-rod ends, and new front wheel bearings. Both front controls arm/spindle/strut assemblies were completely removed and rebuilt with new components on the bench. The four original Bilstein Active struts were badly rusted and very expensive to replace, so standard struts were used retaining the coil springs. The active suspension system was disabled. Once the suspension



components were rebuilt, the front suspension was reinstalled. Then work on the engine bay was next. The 3.0L was in need of the usual major tune-up work, i.e. new spark plugs, new fluid change, new filters. It also required new cam cover



gaskets to address the oil that had leaked into the spark plug gallery on a few of the cylinders, causing ignitions faults.



Brake work

Well, all of the work took me the better part of 3 months in my spare time, approx. 100hrs. Including the cost of the parts, a very reasonable total investment for my good Friend to have his 1st Jaguar!



New cam cover gaskets

The look of Joy on his face when he came to pick it up was price less! Dan became an OJC club member as a result.

Later that summer he entered his 2000 S-type into the Ottawa Jaguar Club Concourse and won 1st place in the S-type driven class!



Engine bay looking good



Thanks to Lee Keeley



Dan Ferguson, a proud new Jaguar owner and Concours winner.

2008 Jaguar XJ - Vanden Plas For Sale

The car has new winter tires on OEM rims, has new aftermarket summer wheels and tires with only one season on them, new brakes (pads rotors and calipers) front and rear, 2 new key fobs.

195,000 kms, body has very minor rust where paint chips are, overall in decent condition.

Full disclosure, some gremlins in the vehicle; intermittent warnings come on the dash, when passenger door opened an airbag lights, it usually goes away. Air bag suspension works fine, but deflates over time. Small clunk in right front developed recently. Willing to repair clunk and sell certified if required.



Asking \$5,000 – Contact Tom at Doug's Auto Repair 613-820-4810



YOUR ADD HERE!!

OJC Billboard Inc.

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)
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.**

Planned Events & Activities –2021

12

Due to the continuing COVID-19 restrictions, all planned events for 2021 will be reviewed and the status updated monthly. Below is the tentative schedule of events, you will be kept advised on a regular basis.

February All February activities have been cancelled due to current COVID 19 social restrictions

March	17th	Wed.	OJC General Meeting	Time & Location to be announced
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April	14th	Wed.	OJC General Meeting	Time & Location to be announced
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May	15th	Sat.	OJC Spring Dinner	Time & Location to be announced
	30th	Sun.	OJC Spring Drive	Time & Location to be announced

June	17th	Thurs.	OJC Concours Judges' Training	Time & Location to be announced
	19th	Sat.	OJC Club Brunch	Time & Location to be announced

July	4th	Sun.	OJC Family Day & Concours	Cumberland Heritage Museum, Cumberland, Ont.
	10th	Sat.	All British Car Day (ABCD)	Time & Location to be announced
	14th	Wed.	OJC General Meeting	Time & Location to be announced
	24th	Sat.	OJC BBQ Party	Manotick, Ontario
	31st	Sat.	OJC Summer weekend drive or Rally	Time & Location to be announced

August	8th	Sun.	Boot 'n' Bonnet Show	Kingston
	14th	Sat.	OJC Club Picnic	Time & Location to be announced

September	7th	Tues.	Hazeldean British Invasion & Pub Dinner	Hazeldean, Ontario
	15th	Wed.	OJC General Meeting	Time & Location to be announced

October	2nd	Sat.	OJC Fall Colours Drive	Time & Route to be determined
	17th	Sun.	OJC Club Brunch	Time & Route to be determined

November	14th	Sun.	OJC 2022 Membership	May be paid anytime now
	22nd	Mon.	Interclub Trivia Challenge	Time & Location to be announced (organized by OMGC)

December	11th	Sat.	OJC Christmas Dinner	Time & Location to be announced
	21st	Tues.	First Day of Winter	Looking forward to spring
	25th	Sat.	Christmas	OJC Wishes you all a Merry Christmas
	31st	Fri.	New Years Eve	Drive Carefully & All the Best in the New Year

The official list will be included in your 2021 Calendar for a quick reference.



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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.



CAA-NEO – OJC preferred rates

Q&A

Is this offer available for current CAA-NEO members?

Yes, this discount is available for all current Plus and Premier CAA-NEO members.

If I have basic CAA-NEO coverage, can I upgrade to Plus or Premier and receive the discount?

Yes, upon your update of your membership the discount will be applied to your next renewal.

I am a current CAA-NEO members, how can I take advantage of this discount?

There are 2 ways you can update your file:

You can fill out the CAA-NEO form, which you will dully fill with your current CAA-NEO membership number and indicate your Ottawa Jaguar Club (OJC) membership number, then send the information via email to groups@caaneo.on.ca; or

Call 866-220-1205 to update your CAA-NEO file. Please have your CAA-NEO number, OJC membership number and the OJC corporate discount reference #OJC before calling to expedite the process.

Why are we getting this offer?

The OJC has reached out to CAA-NEO and requested a discount for the members. The CAA-NEO has graciously provided us with the current reduce rates as long as the club can have at least 10 members apply for this discount. If CAA-NEO receives more than 10 requests, the partnership will continue for many more years and the OJC may benefit for more discounts on their rates.

Can a friend also take part of this discount?

Unfortunately, no. This discount is provided specifically for all members of the OJC and their household family. OJC will be working with CAA-NEO to validate all applications and their status with the club.

I live in the Outaouais-Pontiac area, can I apply for this discount?

As an active member of the OJC you can apply for this discount. The CAA-NEO will review your application and advise accordingly.

Canadian Automobile Association—North & Eastern Ontario





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%.