

JAGUAR JOTTINGS



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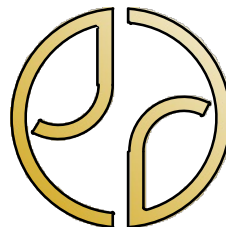
*Contact dealer for details. Ottawa Jaguar Club Members only. Some restrictions apply.

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MEMBERSHIP

with the Ottawa Jaguar Club entitles you to enjoy all of our regular and numerous activities that include regular meetings and summer drives, to name only a few, along with a copy of our on line monthly newsletter, Jaguar Jottings.

If interested in joining our club please contact Ray Newson via email at:

membershipottawajagclub@gmail.com for additional information and an application form.

Your OJC Executive – 2025

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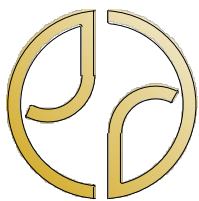




Ben Farmer
President

The Jaguar division of Jaguar Land Rover is transforming to compete in today's advanced technology and electric era. So too is the Jaguar Jottings of our Ottawa Jaguar Club! - you will note a new look to our cover page as we freshen things up. Thanks to Dave Seabright for his initiative!!

May is the start of an active event season for OJC and related car shows. Two tech sessions are being offered by Phil Karam related to car restoration and a drive will be organized to go convoy-style to the amazing Hudson British Car Show on May 25th - details elsewhere in this issue of The Jottings!



IN THIS ISSUE

A lot of change is on the horizon for JLR. This issue covers some of the future and some of where JLR came from. I hope you enjoy the ride.

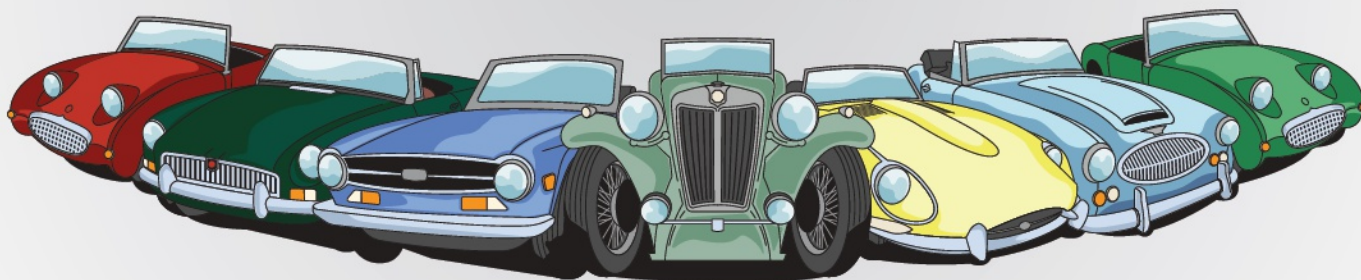
This image is an approximation of one of the new logos. It shows a stylized J along with a matching r representing the J in Jaguar along with the last letter r.

This month's cover approximates the new font Jaguar will be using from which the new logo is derived.

David Seabright
your editor and publisher



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OJC Events - May 2025

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Events may be added or dates altered from time to time. Updates will be emailed to all Members as and when this may happen.

Note: Events listed with a green background are OJC organized events or an OJC organized drive to a non OJC event

MONTH	DATE	TIME	EVENT	DETAILS
May	Saturday, May 10th	10am	Tech Session 1	Phil Karam philkaram3@gmail.com
	Saturday, May 17th	10am	Tech Session 2	Phil Karam philkaram3@gmail.com
	Sat, May 24th	9am-1pm	Tomlinson Show & Shine https://tomlinsongroup.com/tomlinsons-2023-show-shine-raises-money-for-charity/	100 CitiGate Drive, Ottawa Charity fundraiser. BBQ, over 300 cars on show last year. Get there early. Donations expected.
	Sunday, May 25th	TBD	Hudson British Car Show www.hudsonantiquecarklub.com/british-car-show	Kester Hamilton led organized drive. khamiltonASMI@rogers.com Depart, Orleans Shopping Ctr. 9am. Details to follow in OJC Updates. \$10 entrance.
June	Sunday, June 8th	TBD	Suggested drive to Merrickville	*** Looking for a OJC volunteer to lead/organise
	Sunday, June 22nd	9am-2pm	Wheels on Mississippi car show, Riverside Park, Carleton Place. Well shaded. Food, vendors, prizes, 50/50 draw. \$15 Entry Dash plaques to first 250 cars. https://www.wheelsonthemississippi.ca/	Kester Hamilton led organized drive. khamiltonASMI@rogers.com Depart, Orleans Shopping Ctr. 9am. Details to follow in OJC Updates. \$10 entrance.
July	Saturday, July 12th	10am-3pm	All British Car Day (ABCD) Free admission Fundraising for the Heart & Stroke Foundation This show is an all-time favourite local car show. britishcardayottawa.ca	Clarke Fields Park, 93 Houlahan Street Ottawa, Ontario (Barrhaven)
	Sunday, July 27th	11am-4pm	Annual OJC Jaguar Day - Register Jags for judging or show. Beautiful cars, beautiful grounds. Awards, prizes, lunch, comradery. Details are being finalized.	Cumberland Heritage Village Museum 2940 Old Montreal Road Cumberland Ontario More info ottawajagclubsecretary@gmail.com and in regular updates
August	Saturday, Aug. 2nd		Leisurely morning drive to the famous St Albert Cheese Co-op https://fromagestalbert.com/about/st-albert-cheese/?lang=en then onto Beau's Brewery in Vankleek Hill for lunch beaus.ca	Details are in the works. Stay tuned!
	Friday, Aug. 8th to Monday, Aug. 11th		Drive to Hamilton to the OJOA (Ontario Jaguar) Owners Association) JCNA sanctioned <i>Concours</i> . <i>Always an interesting and comprehensive itinerary set up by OJC Member Al Graves.</i>	Updates and information on how to become part of this mini staycation with a <i>destination to the OJOA Concours will be available when all the details are confirmed.</i> gravesal76@rogers.com
	Sunday, Aug. 10th	10am-3pm	Boots'n Bonnet British Car Day, https://bootnbonnet.ca/events This is another well organized British car event that never fails to be well attended. Entry fee \$15 (pre-registration available on website.	Ken Garrett Memorial Park, Inverary, On. 4010 Perth Road (Kingston area)

(continued next page)

MONTH	DATE	TIME	EVENT	DETAILS
August	Saturday, Aug. 23rd	11:30am-3pm	"Lunch in the Garden" hosted by Helen & Kester Hamilton khamiltonASMI@rogers.com	Further details and location to follow, closer to the date.
September	Sun, Sept. 21st	TBD	Merrickville European Classic Car Show Well attended annual classic car show. It's always a nice day trip to visit historic Merrickville, shopping, history, museums, etc. Watch boats go through the 3 historic Rideau system locks (#'s 21-23). <i>Another opportunity for an OJC drive.</i>	Merrickville Fairgrounds 446 Main St. West, Merrickville More details to follow closer to the date. Check out this video of the 2023 show. https://youtu.be/uiFaLpUwF90?si=jqHln-w9vgem7EY9
November	Saturday, Nov 8th	11am-2pm	Breakfast and OJC General Meeting	Busters Bar & Grill, 420 Hazeldean Rd. Kanata More details to follow closer to the date.
December	Sunday, Dec 7th	TBD	OJC Christmas Dinner	Location and time to follow

Other Possible Events to Consider.

If you would like to take the lead on a drive or help coordinate any of the following drive suggestions, please contact Bonnie Newson

ottawajagclubsecretary@gmail.com

- Opinicon Lodge, 1697 Chaffey's Lock Road, Elgin, ON Beautiful historic Lodge, great food, ice cream store on site.
www.opinicon.com . This would be fabulous for an early October drive.
- Merrickville in summer for lunch, shopping and "touristing", or just plain relaxing by a lock.
- Organize a drive to the Merrickville European Car Show in September.
- Calabogie Motor Sport Nascar Canada Race Weekend - July 26-27
https://calabogiemotorsports.com/nascar-canada/?srsltid=AfmBOoqWESqU_3gao7YjDKIM_tor7CiorKf6CxoytmCmYWruPJWlhiZB
- Calabogie Track event for OJC cars

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~ All Clubs Listing 2025 ~

Eastern Ontario ~ Western Quebec ~ Northern NY

Apr 10 /2025

Check website below for more events

Club Name	Website	Contact Name	E-Mail	Phone Number
AACA - Ottawa Capital Region	www.ottawacapitalaaca.webs.com	Rheal Larose	rclaroses@gmail.com	(613) 424-1852
ACCCC - Rideau Lakes	www.rideaulakes-acccl.com	David Willows	dwillows@sasktel.net	(613) 430-4421
Alexandria Eazy Cruiser Street Club		Roddy Johnson	roddy_diane@bell.net	(613) 874-2539
Alfa Romeo Club of Ottawa	www.alfaromeoclubottawa.ca	Marc Faubert	shiraz1965@gmail.com	(819) 775-0632
Association les Voitures Anciennes de l'O	www.avao.ca	Claude Duford	presidentclubavao@gmail.com	(819) 328-2880
Austin Healey Club of Ottawa		Lynda Wegner	lynda@freshimage.ca	(819) 647-3467
BMW Car Club of Ottawa	www.bmwccottawa.org	Chris Pawlowicz	info@bmwccottawa.org	(613) 237-9652
Boat and Bonnet British Car Club	www.boatnbonnet.ca			
Canada's Capital A's	www.canadascapitalas.com	Colin Lawson	canadascapitalas@gmail.com	(613) 272-1930
Capital Corvette Club	www.capitalcorvetteclub.ca	John Scapillati	president@capitalcorvetteclub.ca	(613) 410-5755
Capital Area Mopars	www.capitalmopars.com	Tim Dunn	gtduinn@sympatico.ca	(613) 296-7115
Capital City Volkswagen Club		Micheline Lane	michelineathome@rogers.com	(613) 722-9939
Chelrod Car Club	www.facebook.com/groups/30083306797	Bernie Simpson	berniesimpson@outlook.com	(819) 827-4378
Club d'autos Hawkesbury Auto Club	www.facebook.com/clubautohawkesbury	Gary Wilson	info@clubautohawkesbury.ca	(450) 516-4422
Club Mustang Outaouais	www.clubmustangoutaouais.ca	Jonathan Dubé	president@clubmustangoutaouais.ca	(819) 593-0109
Cornwall Area Mustang Club	www.facebook.com/cornwallmustangs		cornwallmustangs@live.ca	
Cornwall Olde Car Club	www.facebook.com/coccpubpage	Ken Hodgson		(613) 932-0245
Cornwall Road Warriors Car Club	www.facebook.com/cornwallroadwarriorscarclub	Christopher Sauve	cornwallroadwarriorscarclub@gmail.com	(613) 363-7198
Eastern Canada Lotus Club	www.lotuscarclub.ca/eccl/	Harald Freise	hfreise@gmail.com	(613) 828-3411
Eastern Ont Trailblazer 4x4 club		Paul Dufresne	president@eotb.ca	
Ferrari Club of America - Ottawa	www.fcaottawa.com		info@fcaottawa.com	
Golden Gears Car Club		Martin Nicolaassen	martinnicolaassen67@gmail.com	(613) 223-3536
Highway 43 Car Club	www.Hwy43CarClub.com	R. Wyman	ronwyman@hotmail.com	(613) 371-5991
Highway Legends	www.HighwayLegends.us	Cathie MacNeil	cathiemacneil@gmail.com	(601) 310-9805
Italian Car Club of Ottawa	www.italiancarclubottawa.ca	Chuck Storry	info@italiancarclubottawa.ca	(613) 299-7273
Limestone City Car Classic		Gary Barker	obigar@hotmail.com	(613) 561-5868
LOSERS Car Club				
Mercedes-Benz club America - Ottawa		Tom Lang	tlang1@sympatico.ca	(613) 596-5460
Motorsport Club of Ottawa	www.mco.org	Remy Guervin	autocross@mco.org	
Ottawa Jaguar Club	www.ottawajaguarclub.com	Ben Farmer	benwfarmer90@gmail.com	(613) 261-2582
Ottawa MG Club	www.omgc.info	Len Fortin	president@omgc.info	
Ottawa Mustang Club	www.ottawamustang.club	Allison McBrine	president@ottawamustang.club	
Ottawa SportsCar Club	www.ottawasportscarclub.ca	Stephen Roque	osccpres@ottawasportscarclub.ca	(613) 769-4328
Ottawa Street Machines		Blayne Page	dunrobin32@gmail.com	(613) 293-7002
Ottawa Valley Land-Rover Club	www.ovlr.ca		info@ovlr.ca	
Ottawa Valley Triumph Club	www.ovtc.net	Mike Solonynko	president@ovtc.net	(613) 846-9861
Pacemakers Street Rod of the 60's		John Cruise	grampasgarage@sympatico.ca	(613) 729-3907
Perth Civitan Classic Cruisers		Hugh Henderson	hugh.henderson88@yahoo.ca	(613) 267-4935
Rennsport Region Porsche Club of America	www.rennsport.ca		social@rennsport.ca	
Rideau Rods & Rides Car Club	www.facebook.com/groups/2163180083931529	Dave Lindstedt	oldgoats1949@outlook.com	(613) 725-4162
Seaway Cruisers Classic Car Club	www.seawaycruisers.com	John Miller III	seawaycruisers@yahoo.com	(315) 347-3414
St. Lawrence Valley Car Club		Todd Ferguson	splashwelldrilling1987@yahoo.ca	(613) 925-4885
St. Lawrence Auto Club	www.stlac.ca		st.lac.club@gmail.com	
Smiths Falls Cruisers	Facebook: Smiths Falls Cruisers	Jim BigBarn Barne	jimbigbarn@gmail.com	(613) 283-0754
Summer Knight Cruisers Car Club		Tim Ruggles	judyruddles@hotmail.com	(613) 829-5359
Syracuse Nationals	Facebook: Syracuse National	Brian MacKenzie	b.mackenzie@rogers.com	(613) 878-4048
Thousand Islands Street Machine Assoc.	www.tisma.ca	Paul Gardiner	tismainfo@tisma.ca	(613) 556-0644
TIFOSI Motorsports Club	www.tifosiclubhouse.com	Enrico Valente	enrico.valente70@gmail.com	(613) 720-4640
Underground Miata Network	Facebook: Underground Miata Network	Mike Bernier	President@ottawamiata.net	(819) 921-4895
Upper Canada Chapter of A.T.C.A.	www.facebook.com/UpperCanadaChapterATC	Ken Shirley	kenshirley11@gmail.com	(613) 913-2413
Valley Cruisers - Arnprior & Area		Brian D. Gunn	grandpagunn@gmail.com	(613) 355-5878
Venosta Car and Truck Club		Charles Kealey	charleskealey@gmail.com	(613) 294-1717
Vintage Veteran Car Association of Ottawa		Vic Chartrand	vic.chartrand@sympatico.ca	(613) 831-4061

Credit for this list goes to Bounder Magazine

Coventry, United Kingdom – 3 April 2025: Jaguar Classic is now offering a range of new, high-quality parts for the world-famous E-type, allowing owners to maintain and repair their vehicles with brand new, original-specification parts for maximum compatibility, and durability.

Joining the already extensive range of genuine Classic parts, the expanded selection now includes a number of panels that are often difficult to source. These include front cross member assemblies, front frame assemblies, outer sills and floor panels – all of which contribute to enhanced strength and longevity of a classic vehicle. The front frame assembly, for example, is made using the original in-period Reynolds tubing method – innovative in its design originating in bicycle manufacturing, to keep the strength and characteristic of the part.

Covering Series 1, Series 2 and Series 3 E-types across 3.8-litre and 4.2-litre examples, the experts at Jaguar Classic have designed the parts to the exact specification of the originals. Classic engineers used original drawings combined with 3D CAD modelling to produce new tooling and components. Each component was then scanned and compared to the original drawings and the CAD data to confirm its dimensions all match the original specifications.

Made from mild steel and finished in black eCoat to help prevent corrosion. The panels are strong, durable and precisely finished. Every item can be purchased with confidence thanks to JLR's standard aftermarket parts and accessories warranty, which lasts for two years in the UK and Europe, and for one year in other countries

About Jaguar Classic:

Jaguar Classic is the official source of authentic cars, expert services, genuine parts and unforgettable experiences for classic Jaguar enthusiasts worldwide. Our team of highly skilled engineers at the Jaguar Land Rover Classic Works facility in Coventry specializes in creating authentic heritage products including limited edition collectable vehicles and new original Continuation cars, such as the Jaguar D-type and C-type.

All enquiries from prospective Jaguar Classic customers should be directed to:
sales@classic-jaguarlandrover.com / +44 (0) 2476 566 600 / www.jaguar.com/classic

JLR is constantly seeking ways to improve the specification, design and production of its vehicles, parts and accessories and alterations take place continually. Whilst every effort is made to produce up-to-date literature, this document should not be regarded as an infallible guide to current specifications or availability, nor does it constitute an offer for the sale of any particular vehicle, part or accessory. All figures are manufacturer's estimates.

Want Ad

I'm looking for a 1964 to 1967 jaguar etype 4.2 with covered lights convertible if anyone is interested in selling one. I want one that's in hopefully excellent shape. Thank you.
Wit Lewandowski.

wit_lewandowski@yahoo.ca



In the News: Jaguar's Future Look

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from a press release from JLR

Jaguar inspires like no other. Since 1935, it has been at its best when looking forward. A copy of nothing.

Now, a new era begins. The first physical manifestation of Jaguar's exuberant creative philosophy – Type 00 – was shown at Miami Art Week.

Fearlessly unique and emotionally engaging, it strives for the highest level of creative endeavour. This new identity and visual language are symbols of change that respect the past and inspire what's to come.

<https://www.jaguar.co.uk/copy-nothing/index.html>

Jaguar Type 00 has been spotted on the streets of Paris for the first time since its launch. A host of celebrity A-listers were pictured arriving at glamorous locations throughout Paris Fashion Week in Jaguar's unmistakable, dramatic design vision concept car.

On Sunday, Barry Keoghan, Irish actor and star of Saltburn was seen pulling up to The Peninsula, Paris after attending the Valentino show. The star was seen removing his luggage before making his way through the crowds into his hotel.



In its final appearance during fashion week in Paris, Oscar award winning star of Avatar and Avengers: End Game, Zoë Saldaña was seen driven by her husband, Marco Perego Saldaña before making a chic exit dressed in YSL.





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A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, smiling, and the man is in the passenger seat, also smiling. The car is moving on a road with green trees in the background.

***You're never too old
to have fun!***

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Hudson British Car Show/OJC Drive

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OJC's first Drive of the 2025 Season
Submitted by Kester Hamilton

Sunday May 25, 2025

Location: St Thomas Park, Hudson Quebec
Time: 09.00 am - 4.00pm
Web Site: www.hudsonantiqueclub.com
Info email: Info@marshplan.com 416-616-8278
Entry Fee: \$10 per car **cash only**
Distance: 124 Km time 1.30 minutes
Start: Place D'Orleans 110 Place D'Orleans Marks Store
Arrive: Place D'Orleans 09.00 am Departure: 09.30 am
Organizer: Kester Hamilton VP Ottawa Jaguar Club

The Hudson British Car show is held in the scenic village of Hudson Quebec (the Merrickville of Quebec) along the shores of Lake of Two mountains. Here are some features of the show as well as cars on display -

- Decarie Motors will be displaying the latest British models,
- There will be classic "For Sale" area for those wishing to display their cars to sell.
- There will be a boot sale section to sell any parts you have.
- Food will be available on site, or in the village, or bring your own picnic lunch

We attended this show last year. It is held in a very large beautiful park hosting over 200 cars last year with many British types that included Trump, MGB, Austin Healey, Morgan, Jaguar, Rolls Royce, Bentley, Mini copper, just to name a few,

Further info:

Please confirm attendance by email KHamiltonASMI@rogers.com or 613-799-9495.

Note 1 - you will of course be required to sign the Standard OJC waiver

Note 2 - more details regarding the drive will be sent via email to those confirmed attending plus copies available at departure.



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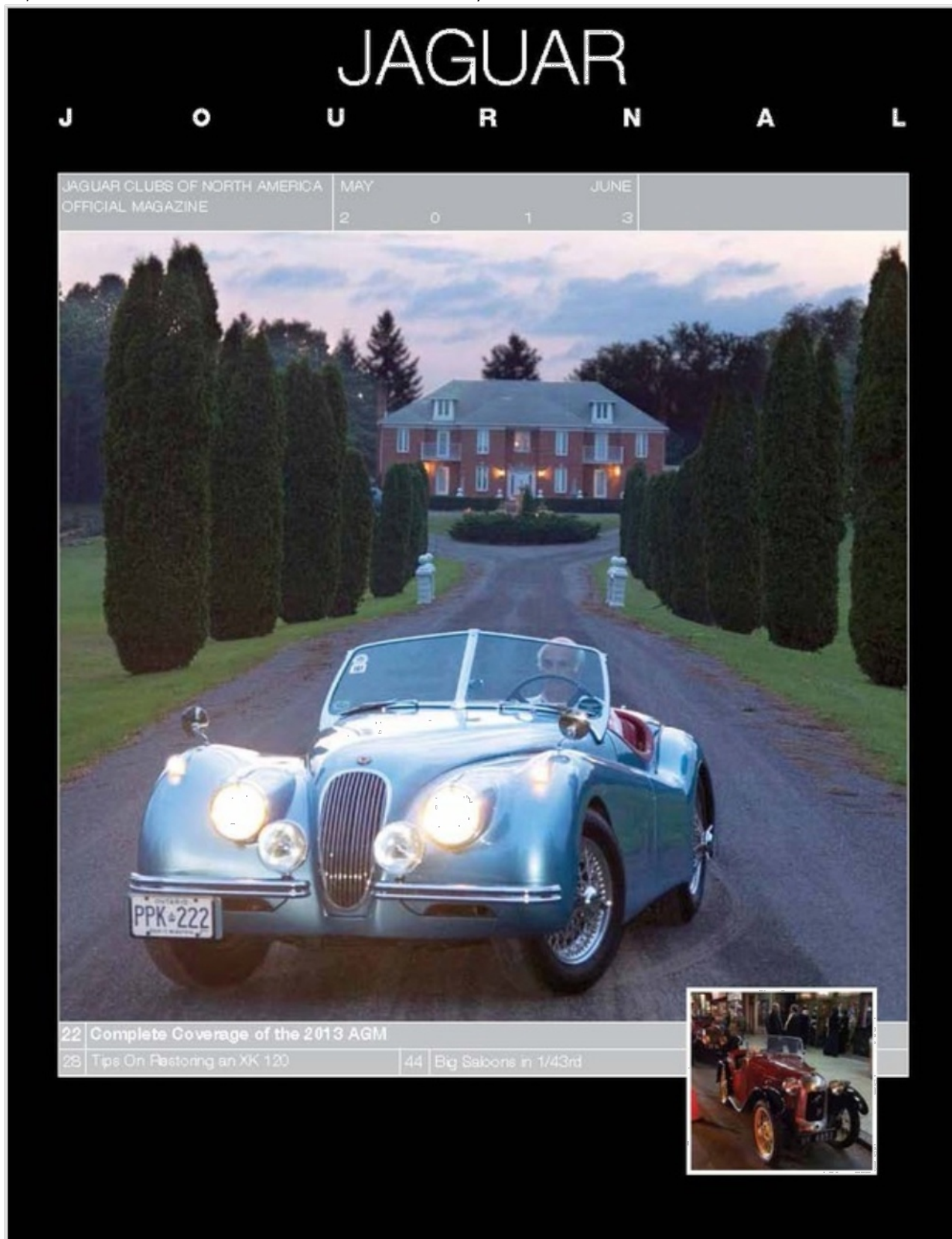
Schedule a Free Consultation Today!



Karam Family (an article from Jaguar Journal)

by Phil Karam

EDITORS NOTE: THIS ARTICLE IS REPRODUCED HERE, WITH PERMISSION FROM THE JAGUAR CLUB OF NORTH AMERICA, FROM AN ARTICLE APPEARING IN THE MAY/JUNE 2013 ISSUE OF THEIR JAGUAR JOURNAL.



(continued next page)

by Phil Karam

An XK120 Restoration



Left: Fully restored and beautiful, this XK is not a garage dweller or trailer queen. **Right:** The proud owner/restorer with the result of his efforts – show quality inside and out.

Some Special Problems and Tips

Story and Photos Phillip Karam, Ottawa Canada

After owning several 'open air' sports cars over the years, I never thought that I would have a desire for one again. They all suffered from unit-body sag (measured by how much the doors sag and pinch the 'B' posts). My 1965 Mustang convertible, my Austin Healey 100-6, my Triumph GT6, as well as my previous XKE roadsters, all had the same ailment.

The road salt winters, as well as cottage road runs, did not help, nor did the fact that these were 'modestly used' when I acquired them. I resigned myself to only acquiring 2 door 'coupes' for my collection over the early years.

A 1952 XK120 FHC, a 1958 XK150 FHC, a 1962 XKE FHC, as well as a 1976 XJS coupe, seemed to satisfy my appetite at the time for my collection. I began to appreciate the graceful and sensuous lines as well as the structural integrity of the coupes.

Then it happened. In 1997, I spotted a 1954 XK120 SE OTS in the local newspaper for sale. (That was prior to surfing the internet) The price at the time was manageable at \$16,000. Since this era of cars had a solid rail frame, I could now have an 'open air' car without the worry of any 'sag' occurring.

As it turned out, the owner confided that the clutch was slipping, as well as the engine would overheat. Of course it had its share of rust, as it was 43 years old by this time. I purchased the car for \$13,000.



Left: No doubt the XK120 is ready for a fashion show – be it clothes or cars! **Right:** The Lord Mayor of London, Andrew Burns, and his wife obviously liked the Jaguar – wonder if she can drive a stick?

(continued next page)

However, the best part is, that no one got to do any bodywork patching on the car. I say this because everything on the car was still original, and no one had been ahead of me to 'patch' and use filler on any of the metal panels. I was able to see and study every metal piece as it was originally made and fastened to the car. This was most important to me, as I wanted to replicate the car to its original fabricated design and condition.

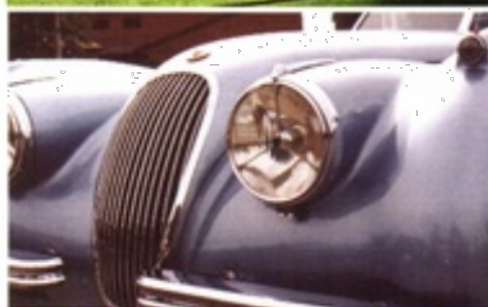
Of course when any replacement metal part was being fabricated, I would do so with one gauge thicker than original, and I would cut well back any of the rusted sections. I would use 'satin finish' protective coated metal for all of my metalwork. The use of an 'English Wheel' was very useful in the forming of some of the fabricated pieces. I would attach some of the parts with an open jaw spot-welder, if that is the way it was originally done.

Whenever rusted pieces were cut out, I would cut back far enough to where there was the original gauge thickness of the metal. The newly formed pieces were 'butt welded' with oxy-acetylene, and 'hammer-welded'. MIG welding leaves the metal hardened and will crack when bent or worked with. Lap welding is too quick and sloppy. Proper 'butt welding' is what was used at the time and it is becoming a lost art. If you look at the underside of a XK120 front fender, you will see that seven pieces were formed and then butt welded together to form the fender. It was not possible to stamp out a fender with one 'hit'.

This brings me to the parking/turn signal light pod on each fender. As every XK120, XK140, XK150, as well as the Mk V, VII, VIII, and Mk2 will show, this is a rust-prone area. Mine were also rusted out.

After cutting out the pod and fender, the size of a football, I would then form the fender patch to the exacting size of the cut-out piece. Using the English Wheel, the top of the fender patch was formed. I tried to keep my gap at 1/32". A new light-pod was spot welded to the formed patch. The pod and formed patch was then butt welded to the fender.

Again, wanting to replicate the same technique and craftsmanship that was done in the era, I preceded to lead-fill the light-pod surround to the fender. I only got 4" around the light-pod in the process of leading the pod to the fender when I realized what was happening to every Jaguar with a rotting, or bulging light pod. The residual acid flux that is used in the pro-



Top: The XK120 looks perfectly at home on display at the prestigious Meadowbrook Concours in Michigan. **Middle Left:** A front closeup, including that pesky, rust-prone parking light on top of the fender. **Middle Right:** From the rear the body looks just as good. Everything lined up properly. **Bottom Left:** The 1952 coupe was the first of Phil Karam's 'keeper' Jaguars. He calls the roofline and spats 'so sensuous'. **Bottom Right:** This shot shows off the striking blue/red color scheme. Philip Karam spends plenty of time in the drivers seat.

cess through capillary action, had sucked into the joint and remained under the light pod. Later in life, the corrosive dried acid flux, when meeting with water, or moisture, would eat away at the lap joint of the pod and first bulge, and then rot away the light pod.

The next time that you spot one of these cars, take a close look. Seven out of ten cars will show this degradation.

Upon realizing what was happening, and after my lead work was completed, I would flush out the inside of the light pod cavity with a baking soda solution in order

to neutralize any acid-flux that was in the light pod. Later I would pack the inside of the light pod with cup grease in order to prevent any water from penetrating and sitting inside. I even drilled a drain hole in the case water ever entered.

Over the past 10 years, in traveling to the Scottsdale auctions, I have probably seen 150 of the XK120, XK140, XK150 models. Only about 10% would have complete symmetry and unbulged light pods. Take a closer look the next time you see one.

When it came time to the engine over-heating, this task was quite challenging

and interesting, however at the end very rewarding. I was given most of the previous owners work orders and receipts. The second owner had a complete engine rebuild back in 1971. Two years later he replaced the head gasket, water pump, and was supposed to have reworked the head. The next month he sold (dumped) the car, no doubt because the engine was still overheating.

The third owner, although keeping the car for 24 years, replaced the water pump, thermostat, radiator caps and radiator, more often than one could imagine. Even as much as installing an electric fan for the radiator. All to no avail.

When I purchased the car, the rad cap was loosened, and I was told to keep an eye on it.

I had decided to pull the head. To my surprise, I found two of the tin corrugated head gaskets in place. It seems that the 'mechanic (?)' thought that if one was good, then two would be better! The car had this overheating problem for 26 years, and no one seemed capable of diagnosing and resolving the overheating issue.

At first glance, it appeared that the head was machined down .030" and stamped as such. Upon very close examination, I was able to detect a 'scar' in the head with 'carbon trace' embedded in the arched scar. This arched scar would start at one of the cylinders and continue to one of the water jacket openings. It seemed that when the head was machined back in 1971, the machining process, using a 'broach machine scarred the aluminum head, allowing compressed gases to leak into the water cavity, hence the symptoms of overheating.

Changing the radiator, water pump, thermostat, radiator cap, or even adding a second head gasket, would do nothing to resolve the problem. The engine never did actually overheat. Releasing the rad cap allowed the last owner to drive the car for 26 years!

I proceeded to have the head milled. We took .005" off and eliminated the scar.

By now the head had .035" removed. I never figured what the increased compression would be, however never caring for the tin can head gaskets, I was able to source a composite gasket from England for the 3.4 liter engine. Now, the composite gasket measured .060" thick, and I



Top Left: As Phil Karam helps Johnny Herbert get into the 120, photographers snap away. **Top Right:** Eddie Irvine looks serious as he prepares for a few fast laps. **Bottom:** Quite a contrast in styling between the 120 and the 2000 XKR but both came from the same roots and share the same purpose – speed and performance!

figured that when compressed, it would be .050" thick, compared to the .015" thick tin gasket. The extra .035" thickness made up for the .035" that was shaved off the head, so now I was back to my original 8:1 compression engine.

As an added benefit, the new composite gasket allowed for better sealing around the water jacket openings in the head that started to show some corrosion.

Note: Change your anti-freeze coolant more frequently in order to retard the acidic corrosion to your aluminum head.

Shortly after my total restoration was completed, Jaguar had announced that it was returning to Formula 1 Racing. In June of 2000 the "Jaguar Racing Team" completed in the Canadian Grand Prix F1 at the Gilles Villeneuve Circuit in Montreal Quebec.

I was asked to bring my opalescent silver blue XK120 S.E. to a Department of Transport test track in Blainville Quebec, not far from the race track. Two other Ottawa Jaguar members also brought their

favorites.

Here we were introduced to the Jaguar race drivers Eddie Irvine and Johnny Herbert. Jaguar Canada had been promoting "Jaguar returns to racing", and had invited the press to see not only the F1 race drivers, but to also showcase the new 'S-Type' and 'XKR'. Both drivers had a 'hoot' in looping around the heavily banked test track in my XK120, to the awe of the many journalists.

As 'pay-back', after everyone had left, and there was only a handful around to watch over and protect the Jaguar demonstrator models, the 3 'Ottawa boys' took the XKR out for a 'spin' on the banked oval. Two of us got to make the buzzer speed limiter to kick in at 155 MPH!

My XK120 SE has been shown at the Meadowbrook Concours in 2005, as well as the many Ottawa Jaguar Concours de Elegance shows. To listen to the 'sweet' sound of the car in action, please go to: <http://ottawa.ctvnews.ca/video?clipId=778927&playlistId=1.987900>

Tech Tip From a Past Issue

This tip first appeared in the May 2000 issue of the Jottings

Tip of the Month

by Walt Osborn

XJ40 Differential Side Thrust Bearings

On the XJ-40 Differential, the rear suspension pushes inward on the stub axles in the sides of the differential. This thrust is limited by a ball bearing type thrust bearing, which is also the radial load bearing. This design is similar to the older I.R.S. design introduced by Jaguar in the early 60's on the XKE and Mark 10 cars. However, the newer XJ-40 design is not as robust as the earlier design and is more sensitive to lubricant quality and quantity. If for any reason the lubricant in the differential leaks away and/or the lubricant becomes too old, these thrust bearings start wearing rapidly. The easy way to test these bearings is to jack up the rear of the car and put it on stands. With the wheels off the ground, tip the wheels inward at the top. There should be only slight movement. Excessive movement can be: from the worm thrust bearing in the differential; bad half shaft universal joint; worn hub bearings; or worn out lower fulcrum bearings. Have an assistant tip the wheel while you watch carefully to see where the movement occurs.

Check the lubricant level in the differential. Replace it if you are in any doubt of its quality. The drain plug is magnetic and will collect fillings. The amount and size of the fillings will give an indication of the condition of the differential internals.

Good Luck!

Walt

P.S. We offer bearing kits for the hubs, bearing kits for the differential side thrust, and universal joints. The bearing kits include seals.

(c) Walt Osborn 2000 This Weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works. Address: 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA Phone: (208) 684-4767 Fax: (208) 684-3386 Email: walt@vintagejag.com

Publisher's note: An extract from https://www.vintagejag.com/About_Us.html

"...Walt retired at the age of 81. ...After he retired in 2022, Joe, Rob and Arlene took over running the business, focusing on rebuilding components for the vintage Jaguars. Walt passed away in February of 2024 at the age of 82. He is greatly missed by those who knew him but the family business he started keeps rolling along."



Jaguar XJ-40 (Public Domain)

Jaguar Jottings

Editor/Publisher: David Seabright

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.

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