



# Jaguar Jottings

November 2005



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## *Power of the 60's*

*Peter Whitworth's 1961 Mk 2*

## ***November Meeting & Elections***

***Monday, November 14 - 7:00 p.m. at Jaguar Ottawa, 1300 Michael St.***

## Jaguar Jottings

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**Jaguar Jottings** is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month.

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Rates effective January 2005



## President's Message

I am writing this text, my last one as President, with mixed feelings. On the one hand I am somewhat saddened by the fact that I will no longer be directly involved in the planning and execution of various activities. On the other hand, I look forward to having a new president and executive who will breathe a breath of fresh air into the Club and I also look forward to being "just" a participant in various Club activities. Needless to say, I will support whoever is the new President with enthusiasm.

The past few years as President have been great, but both the Club and I need a break from me. For those of you who are considering running for a specific position, I strongly encourage you to throw your hat into the ring. You can get your favorite items to the forefront and have others with the same views support you. Make a point of getting to the November meeting to exercise your voting franchise. Remember, if you don't vote, you can't complain that things are not to your liking.

To get away from elections, I want to remind everyone that Dave and Keitha Kenny have graciously agreed to host our Christmas Party on December 3<sup>rd</sup>. While running the risk of repeating myself, it's always a BYOB affair. I would encourage you to confirm your presence with Dave as soon as possible, as we have to get a firm number to the caterer a week ahead of the event. As in previous years, an exchange of presents will take place for those who want to participate. Bring one, get one is the basis of exchange.

In closing, I want to thank all of you for your unwavering support over the years. I urge you to support the new executive that will be elected on November 14<sup>th</sup> meeting with the same enthusiasm as always.

Guy Larabie



# 1 9 0 5 2 0 0 5



— 100<sup>TH</sup> ANNIVERSARY —

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## Member Profile: Peter Whitworth

For almost as long as I can remember I have been involved with cars in one way or another. When I was seven or eight, I earned pocket money spot-welding starting handle guides for Austin, with whom Dad had a contract. During summer vacations I 'reconditioned' UK Ford 5 & 10 hundredweight vans for resale, one every day and a half for a dealer. I was a tyre-fitter during university vacations. Later I worked in market research at the BMC headquarters/Austin factory in Longbridge.

The first car I bought was a 30's UK Ford Model Y for £7, I was 14 and was looking after Dad's 'shop' while he was out. I knew the car, its value and the customer, who needed instant money. Dad resold it for £25: he was not displeased. He had his own one-man business combining specialist welding and, initially, coach building, later becoming a body repair and paint shop. Around 1950 cars in the UK were in very short supply. He would buy, from government disposal, ex-wartime-expropriated large cars that had been turned into canteen trucks, fire tenders and the like and turn them into woody station wagons.

Family cars changed frequently but included 30's US Ford V8's, Pontiac, Hudson Terraplane, Railton (unfortunately very briefly), Willys Jeep as well as the usual UK models. Other cars that passed through our hands included an Allard Safari estate, Allard and Raleigh trikes, Bentley, Bradford, Brough, UK Citroen, Daimler, Jowett, Lanchester, Lloyd, Minerva, Talbot and Rolls-Royce.

My first Jag experience was a ride in a very nice SS1 Coupé in about 1950. I remember the conversation that the

owner would be lucky to sell it for £100.

The next was an early morning, fast delivery trip from Birmingham to Hull in an SS Jaguar 3.5 litre saloon with a puncture stop in the rain in Sherwood Forest. Then there was the back seat ride home from a university dance in a 2.4 (MK1). I also remember helping Dad

to fit factory new chassis to three SS or Mark IV Jags and the SS 1.5 saloon that had been squeezed against the wall on a humpback bridge.

For me, the MK2 is the quintessential Jag - it's also the car I used to curse every time I saw one getting rapidly larger in the mirrors of my 59 Velox - it was the only car I was likely to meet that I couldn't stay in front of on my (pre-speed-limit) back road trips between London and Worcestershire. Since I couldn't beat them, I knew that eventually I would have to have one. It is a marvelous car to drive now but in the 60's it must have been unbelievable!

I joined OJC a few months after buying my MK2 in June 1994. It's a mongrel. It was a 1966 manual 2.4 sold to a Canadian serviceman by the Peter Lindner (Jag racer) dealership in Berlin, brought to Ottawa and sold. The second owner found the car under-

powered. He also found a 1961 manual/overdrive 3.8 which had lost a serious argument with an OC Transpo bus and the 2.4 became a 3.8 with a Moss box, overdrive and a manual choke. It's presently off the road with a sick engine: I don't want to refit the 2.4 so I need a 3.8 or 4.2 in good running condition - Anybody? Please?



*From the Whitworth Collection: his 1961 MK2, a 1946 Aeronca 7AC Champ, and a Morgan tucked away in a hangar.*

I bought my first 'seriously old' car in 1968, a 1931 Morgan Aero trike with two-speed double chain drive (no reverse), J.A.P. V-twin and a total loss oiling system (designed that way!). I stuffed it and a new Sprite Cadet caravan filled with all our worldly possessions into a twenty-foot shipping container and sent the lot to Canada in 1970.

Once I got a job here, I bought my only new car - a VW Superbeetle. It was a disaster as were the biodegrading Bronco and the 73 'Vette, so in 1977 I reverted to something more reliable and bought a 48 Rover 75 and 62 Morgan Plus 4 as everyday cars. When opportunity or necessity arose, I retired one old car and bought another. The result is two garages full and all because of cheap motoring! These include a 51 Anglia, 60 Cresta, 80 TR8 and Land Rovers. Now, if only I could finish my house rebuild!

Many club members also know that I part-own and fly a 46 Aeronca 7AC Champ on wheels and skis. We also have a rare 48 Luscombe Observer T8F which I flew to the Bahamas in 1981 for my very own Bahama's Triangle experience. It has been under on/off restoration since the mid 90's but is now on again. If we can farm some of that out we hope to start 'reassembly' of our Belgian Stampe SV4B biplane which the Belgian Air



*Pete's 1931 Morgan Aero trike—a definite eye-catcher!*

## Pete: Cont'd from page 3

Force aerobatic display team demobbed in 1974. I also inherited this interest: Dad flew gliders and Tiger Moths just before WWII and worked for Boulton-Paul on the prototype Defiant night-fighter.

My mother owned the first DAF car to have been imported into England. Apart from adapting to LHD and metric, my brother and I learned to left foot brake in it. My brother is also a Jagman and recently turned over



*Pete driving a Daimler Ferret armoured car; even with a Rolls Royce 6-cyl 129 hp engine, it has a maximum road speed of 93 kph. Definitely not the Mk2!*

Worcester Classic Spares, his Jaguar parts business, to his son. They specialize in Marks V/VII/VIII/IX.

What do I like about the OJC? The general friendliness and KARTING!

And YES! Rose and I are looking for another Samoyed but breeders are few and far between and pups are hard to come by.

*Peter Whitworth*



# OJC Meeting Notes

*Tuesday October 11, 2005*

**Guy Larabie** opened the meeting at 7:05 p.m., with 19 members present. Guy welcomed everyone and introduced the agenda. He mentioned that there had been a brief executive meeting before the main meeting and it was decided to leave the subject of elections until the November meeting. He did say that there were several positions vacant including his.

The next item was a presentation by **Mathieu Pichette** who had been invited by **Phil Karam**. Mathieu owns a company called Mako Racing. During his 20-minute slide presentation, he described how he operates a portable dynamometer to test torque and horsepower of engines. He operates out of a 48-foot trailer that can carry cars and also provides him and his team with sleeping accommodation.

After Mathieu's presentation, **Phil Karam** completed his presentation from last month on his visit to the

Meadowbrooke Concours.

**Alan Graves** reported on the fall drive, the last for this year. The leaves had not completely changed but the drivers had a good time. He then gave members a heads up for the second annual ABCD (All British Car Day) that will be held on July 15<sup>th</sup>. Planning for this event has started. He also provided an outline of JONAT 2006, now a JCNA-sponsored drive around North America. Everything is tentative at this time, however, the tour will likely arrive in eastern Ontario between June 11<sup>th</sup> and 14<sup>th</sup> before proceeding to Toronto and then Detroit between June 14<sup>th</sup> and 17<sup>th</sup>. The members unanimously supported this event. This will be a planned club drive with associated social events with a hope that Jaguars from Montreal and perhaps eastern USA will join in. **Mike O'Brien** will be the Eastern Ontario Sector Coordinator and **Alan Graves** will assist. Other volunteers will be needed as we get closer to the event.

Executive Reports were limited to ideas presented by **Frank Basten** regarding finding a new venue for our meetings. Frank explained that the best location seems to be the community services rooms available at most large grocery stores. **Lee Harrington** will conduct some local reconnaissance and advise all members of the location of the next meeting.

There was a lively discussion amongst members. **Rob Dunlop** read an article about the dangers of not changing brake fluid that led to a number of technical ideas. Two new members joined the Club: Pierre Sauvé and J.P. Giard, both from the same street in Manotick.

The meeting adjourned to Liam Maguire's at 8:42. The next meeting will be November 14<sup>th</sup> at a location to be advised.

*Mike O'Brien*

## Club Elections

We need people to step up to the plate (or should we say, put the pedal to the metal?).

The executive positions are: President, Vice President, Secretary and Treasurer. Other positions are Membership, Concours, Chief Judge, Activities Leader, and Newsletter Co-Editor (layout & production).

Some volunteers have stepped forward, but we are always looking for "fresh blood" at the November elections.

If you are interested in taking on one of these positions, please contact:



**Frank Basten**  
fbasten@ripnet.com  
tel 613-342-0467

## Fall Colour Drive

**Sunday, October 9<sup>th</sup>**

The Fall Colour Drive started from the parking lot at Lincoln Fields shopping center and featured the Western Parkway, southern Gatineau Park, the Gatineau River shore, to Wakefield for a lunch stop at the Pot Au Feu Bistro/Restaurant in the building of the old train station.



*Champlain Lookout*

After lunch, we headed over to the Wakefield covered bridge before heading up Edelweiss Valley. We drove down almost to Buckingham before returning to the starting point via Hwy 50, Sussex Drive, Wellington and the Western Parkway.



*The covered bridge at Wakefield and, below, a view of Gatineau Park and the Ottawa River Valley*

The "distance run" to our lunch stop was about 35 miles (60 km) with several stops, and the afternoon run was about 50 miles (80 km) for a total of about 85 miles (140 km). We had a relatively good turn out and a very enjoyable lunch.

*Al Graves*



*Waiting for the start at Lincoln Fields Shopping Centre*



*Most of the tour participants: Sue Graves, Gladys Walker, Louise & Guy Larabie, Jim Walker, Lee Harrington, two guests, and Bonnie & Ray Newson. Al Graves took the photo.*



## OJC Annual Christmas Party

**Saturday  
December 3rd**

**At the home of  
Keitha and David Kenny**

**1903 Ferncroft Cres.,  
Ottawa**

**6:30 p.m.**

**RSVP Dave & Keitha  
613-260-1172  
by November 23rd**

**Cost: \$25.00 per person.**



**Please bring your preferred beverage, and don't forget the small-gift exchange: if you bring a gift, you get a gift. Keep the cost to \$10 or less if possible. Mark the item if it is specifically for a lady or a gent!**



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**Jaguar XJ-6 4.0** 184,000 Km Alberta driven. Silver with gray leather interior, automatic, power steering, windows, doors, mirrors, etc., cruise, tilt, alloy wheels. As is, \$3,500 obo. Contact Roger Finn at [roger.finn@sympatico.ca](mailto:roger.finn@sympatico.ca), 613-290-7878 cell and 613-726-0771 residence.



**1992 VDP** (one of the last 100 for the Canadian Market). Black, beige interior. CD player, sunroof, MOMA steering wheel & gearshift, tinted windows. 250,000 km. Maintained in Ottawa; located near Kingston. \$15,000. Contact Edgar Tumak [tumson@sympatico.ca](mailto:tumson@sympatico.ca).



**1958 XK150 DHC**, for restoration. Gray with red interior; disk wheels with spats; 38,000 miles; matching numbers. Has not uttered a sound since 1964; very little rust. Asking \$25,000. Call Roger Tremblay 450-672-5563 or email [rtremblay2@vif.com](mailto:rtremblay2@vif.com).

**JAGUAR XJ6 (69-72) EXHAUST PIPES – ALL NEW OLD SPARES.** Front exhaust pipe with flex section, part no. GEX 1371; also 2 pipes bearing no. GEX 1371 (likely mid section); plus another unknown pipe with a flex section (no. G13001?). Must be picked up by buyer in Montreal. NO SHIPPING. First reasonable cash offer gets it all. 514-983-5820 or [paouimet@sympatico.ca](mailto:paouimet@sympatico.ca).

**JAGUAR XJ6 (69-72) TUYAUX D'ÉCHAPPEMENT – Tous neufs et d'origine Jaguar/Unipart:** échappement avant double avec flexibles, no. GEX 1371 2 tuyaux, sans doute centraux, no. GEX 1371 plus un autre tuyau avec flexible (no. G 13001?). L'acheteur doit venir prendre livraison à Montréal. Première offre raisonnable acceptée. AUCUNE LIVRAISON OU ENVOI. 514-983-5820 ou mieux encore [paouimet@sympatico.ca](mailto:paouimet@sympatico.ca).

**1961 Jaguar MK II.** Silver exterior, red leather interior. 3.8L engine with automatic transmission, chrome wire wheels and Webasto-like sunroof. Lots of mechanical work performed on the car. All service records are available since the car was purchased in 1995. The engine was replaced in 2000. The MK II with a 3.8 was the fastest four-door saloon on the planet in the early 60's. This is your chance to own a true classic. \$23,900. Contact Yann Robin via email ([yann@magma.ca](mailto:yann@magma.ca)) or at 613-265-8666 evenings.



**1990 XJ6 Exec 40.** Silver exterior, grey interior 143,000 km. Clean, summer driven, no rust. \$6,000. Doug Hunter, 613-283-7845 (Smiths Falls).

**NEW: Looking for a 4 speed manual transmission to fit a 1970 E type 2+2.** I understand the transmission from several models is compatible with the long wheelbase E-Type. Anyone with one for sale or trade, please contact me, Lee Harrington, either by e-mail at [lee@robertconstruction.ca](mailto:lee@robertconstruction.ca) or by phone at 613-745-0328.

*Advertising in Market Place is free to OJC and JOA-Montreal members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.*

# OJC Member Survey

Following is a condensed summary of the areas of concern identified by the recent OJC Member survey. There were many very positive aspects noted in the survey, however, the purpose of this exercise was to identify areas needing attention and provide some direction to correct. All of the concerns actually boiled down to only three main areas.

1. There are clearly two camps' within the club: a group that views it as a social club and are members for that purpose, and a group whose interest is primarily technical and is more interested in sharing technical information and learning.

#### *Recommendations:*

- More technical content required, activities should alternate between and/or combine both social and technical activities. An example of this could be a Saturday or Sunday drive with the destination a tour of a restoration shop.
  - There needs to be more involvement from the technical group in steering activities that they want. Many activities, Concours events, car shows, Christmas party, etc. are seen as serving both groups and should continue as is.
2. Meetings are too dry and businesslike and the location is not suitable for our needs.

#### *Recommendations:*

- Business should be strictly limited to a time frame, i.e. 45 minutes (or less) followed by an activity, either a technical presenter or a short drive to a restaurant or pub.
- Put upcoming meeting agenda in the Jotting's i.e. "7 pm Business Meeting, 7:45 pm Presentation by---- on Paint.
- Use the Jotting's more to share and deliver information to cut

down on discussion at meetings.

- Find a new and more suitable location.
  - Empower the executive to make decisions on behalf of the membership.
3. New members are not given enough attention.

#### *Recommendation:*

There have been many recommendations discussed at recent meetings on this topic. How to handle and retain new members should be a task for the incoming club executive to develop and execute a plan.

***Frank Basten & Ray Newson***

## Membership Dues

It's time to renew your membership for 2006!

Dues are \$50 per year (\$60 if you pay after Dec. 31st). Benefits include membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Mark Roberts, 24 Lismer Crescent, Ottawa K12K 1A2.

## ***An old story***

### ***narrated by an old Jag driver***

Last year as I was preparing to put my E-Type to sleep for the winter I thought that I should take it out for one last hoorah. I filled it with gas, topped up the oil and filled all of the tires with air.

It was a gorgeous afternoon, so with the windows down and wind blowing through whatever hair I have left, I headed out onto highway 31.

The car was performing great so it wasn't long before I was doing 110 Km's in an 80 Km zone. My foot was heavy and I was soon doing 120, 130, 140 Km's per hour. Just my luck, I went flying by an OPP Officer coming to a stop at a side road entering the highway. I looked in my mirror and saw his lights come on. I thought to myself that I had a really good lead and I could lose him, so it was pedal to the metal and I was soon doing 180.

All of a sudden reality set in and I thought, what the hell am I doing ... this is stupid! I pulled over to the side and waited for the Officer to pull in behind me. With his hand on his gun, he approached the vehicle. He told me that it was the end of his shift and it would take about an hour to process me. He then asked if I had a really good reason for speeding, and if it was good enough, he would let me off the hook.

I told him that the week before my wife had run off with an OPP officer, and I thought that it was him trying to bring her back.

"Have a great evening," was all he said as he returned to his cruiser.

An old joke worth retelling!

*Lee Harrington*

## ASK THE EXPERTS!

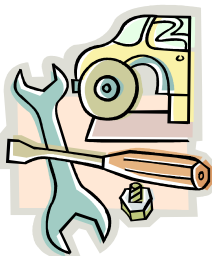
We are still looking for an answer to Paul Davis' question on Jubilee hose clamps on his 4.2L XJ6 engine.

Now, all of you technical types, here is your chance to increase the "Technical Content" of the Jotting's as indicated in the recent club survey, just help us with an answer to Paul's question.

For more information on the question, see the October issue of the Jotting's or contact me by email at [ray@newson.ca](mailto:ray@newson.ca) and I will provide you with Paul's request.

*If you have a Jaguar-related problem that you could use some help with, send us a note. We'll see who can help.*

Ray Newson



## STORAGE TIPS

After realizing that gas line antifreeze is a form/mix of alcohol, and that MacEwen Gas, Mr Gas, and Drummonds Gas all have their mid test 89 octane with 5-10% ethanol (corn alcohol), I have been storing my cars over the winter with a full tank of MacEwen mid test. This is like pouring 5 liters of gas line antifreeze into your gas tank! There is absolutely no way that you can get condensation into your gas tank, to rust your tank from the inside.

Amongst other things, I add a gas stabilizer to help prevent the gas from going stale, I increase the tire pressure to 40lbs to prevent flat spots, I check the antifreeze to make sure it can withstand the winter temperature and not rupture the radiator or block, as well as fogging the engine with oil as it sputters to cling on. I remove the battery and charge it once a month or put it on the "Battery Minder" to prevent sulfation from occurring.

Your Jag should be fine come spring.

\*\*\* XJ6 owners ... Remove front and rear carpets and underpads. If you find any water or moisture in the underpads, it is probably coming from the transmission/driveshaft tunnel that has split. Do not leave this as your floor will rot away. Let me know - I think I have an inexpensive solution.

Phil Karam

## WINTER STORAGE SITES

**Jack Jordan (564-2785 or 799-5000)** may still have space in Bells Corners. Storage "in" dates are Nov. 5, 12, 19 and Dec. 3. You can get your car out as early as April 8th. Cost for OJC members is \$335.00 for the entire period. This is a warehouse-type space, unheated, but secure. There is no access during the winter.

**Boyd Vehicle Storage** is a heated, secure and always-accessible alternative. Cost is around \$110-120 month depending on the services you request. Contact John Goodsell, 744-5767.

## Jaguar Owners Association Montreal



**The Christmas Party will be held this year at Restaurant ALPENHAUS, 1279 St Marc St on December 7<sup>th</sup> at 7:00.**

As we are required to make reservations, your confirmation of attendance and the number in your party must be advised no later than November 25. Contact Jim Begg—  
[jimb@videotron.ca](mailto:jimb@videotron.ca), phone 514-

694-4299, or Bill Taylor 514-737-4913.

Elections will be coming up in January and we would be pleased to accept nominations or volunteers, whatever the case may be, for the coming year. Contact President Bill Taylor 514-737-4913.



*At the Glenora Ferry, 2004  
Fall Colour Coordinated*

## Planning Ahead: Activities

### Technical Events

We need to organize some technical events as the "driving season" opportunities come to an end. I would like to see some technical events (between 2 and 4) between November 20<sup>th</sup> and March 20<sup>th</sup>. Do we have any volunteers who would be willing to organize and host a technical event? If so, I will work with them to get it established and brought to the attention of the club members. You can contact me at [afgraves@rogers.com](mailto:afgraves@rogers.com) or call me at 613-592-6176 with your idea. So far nobody has done so.

### JONAT 2006

A North American tour for Jaguar owners is being organized for April to July 2006. **Mike O'Brien** has stepped up to organize our clubs participation following a decision at the last meeting that we would support this endeavour. [Note: likely date through Ottawa is June 11, 2006.]



For more details also see <http://www.jcna.com/jonat/index.php>

### ABCD 2006

The planning for ABCD 2006, to be held in Britannia Park July 15<sup>th</sup> 2006, kicked off in early October. The basic form of the event will be similar to

this year's and will again be held in the Britannia Park location. There are a large number of detail improvements being made to make it an even better event for 2006.

For details on this year's event see <http://www.britishcarday.ca/>

If anybody has ideas or requests for events to include into the 2006 season, please drop me a line.

So far we have the Concours, a JONAT event and the ABCD car show. I would like to get some momentum towards a more balanced mix of social, driving, show and technical events next year.

*Alan Graves*

## Jacob Marley's Album of Christmas Past

We're sure the Ghost of Christmas Past (and Jacob Marley) would approve of OJC's celebrations of the season.

From right: What were Guy **Goodman** and **Bill Taylor** up to at Montreal's 2002 party? **Gord Mount** and **Michel Lalonde** having a laugh in 2000; **Barbara Woods** is in the middle of the action in 2003; and look at that not-so-square dance of 2000, led by **Wendy VanderMeulen** & **Michel Lalonde**!



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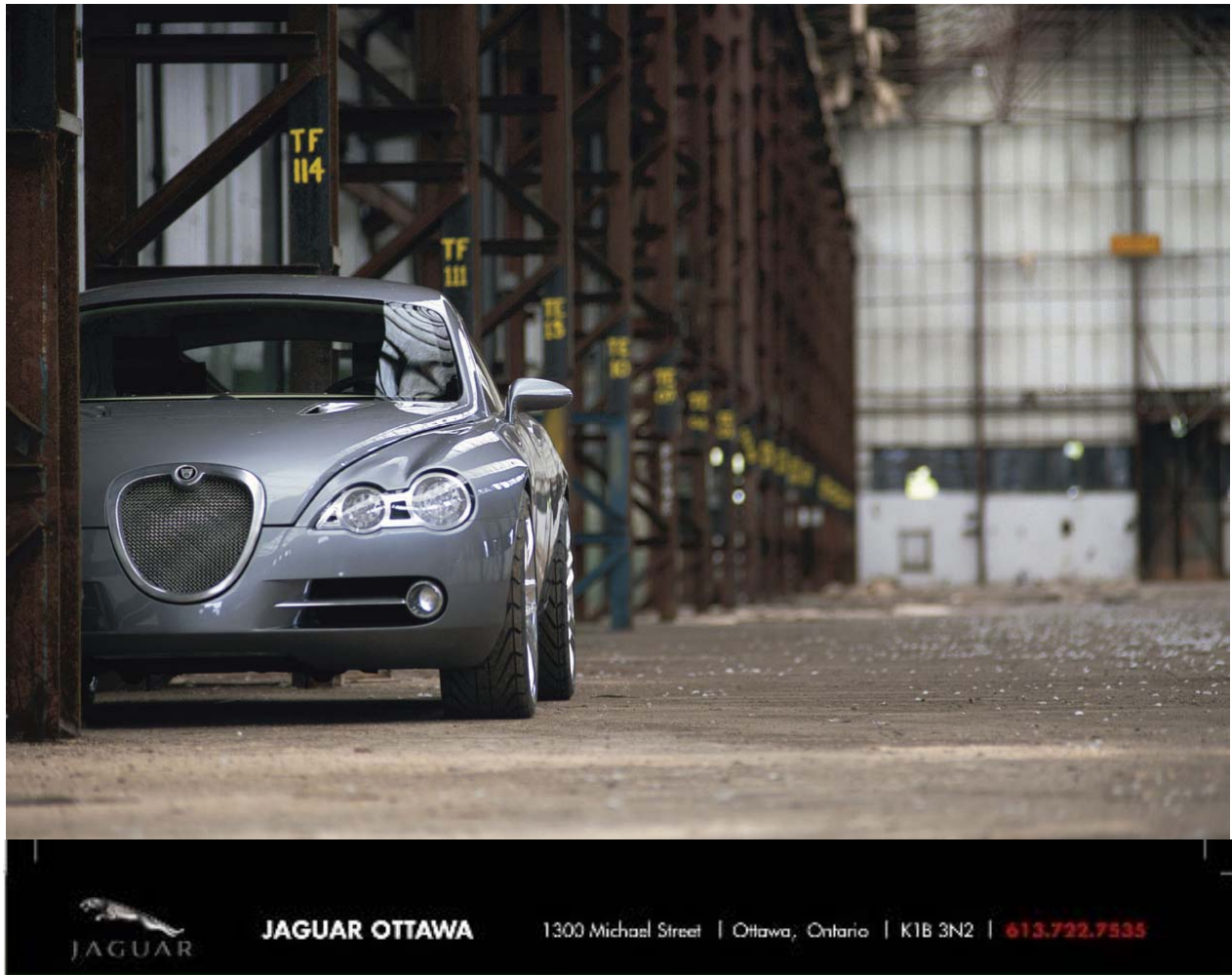
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### ***OJC Executive***

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 Activities Team Leader:  
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Technical Advisors:  
     Harry Brownell 613-774-3649  
     Ron Sierolawski 613-729-9489  
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### ***JOA Montreal Executive***

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