



# Jaguar Jottings

October 2000

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**Jaguar Jottings** is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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## October Meeting

**Monday, October 16th  
7:30 at the  
Warehouse of the  
National Museum of Science  
and Technology**

Join us for a special, guided tour of the Museum's  
premier collection of antique vehicles

***There will not be a meeting at  
Capone's***



## COLOUR DRIVE

**October 22nd, Sunday**



Meet in the north parking lot of Place d'Orleans,  
at 9:00 a.m. We'll leave promptly at 9:30 and  
stop for lunch en route

## What's Inside ...

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## More about the Typical JCNA Member

by Hugh Grice

The editor gave us an interesting profile of a JCNA member but with a major omission. The typical member is a VERY loving person. We are all very loving people. This is not just a casual attitude, it is an obsession. The idiosyncrasies of our cars are not overlooked, as they become known one by one, they are tolerated and discussed in loving detail. I can prove this from my personal experience.

I was re-activated by the 1957 brochure that told me that "in The Jaguar Two-point-four Litre" will be found the embodiment of all the highly specialized technical knowledge and engineering achievement that have gained for the name Jaguar the highest international repute (and so on)." Now who could not fail to gratify "a natural wish to own a car the mere possession of which indicates insistence on owning nothing but the best ... a Jaguar"?

I said "re-activated" as I had already read a 1956 *Autocar* road test (No. 1610) which had been rather more objective. It started off by saying that while the appearance is not a dramatic break away like the first sight of the XK120, 'the lines are modern, dignified and efficient'. Ease of starting, handling and immunity from road noise were considered to be excellent. However we were told that the steering "at low speeds is a little heavy", the battery was mounted "rather inaccessible", the transmission vibrated slightly at about 80 mph and "gear

selection does not quite match the high engineering standards of the engine". There was a modest time lag with the vacuum-servo action of the drum brakes. The maximum permitted revs between 5,600 and 6,000 should not be maintained for long periods and 1 part 100 octane fuel to 3 parts of regular premium should be used to "completely eliminate pinging in any circumstance".

Before taking delivery in Brown's Lane, I read in the *Autocar* in January 1958 that a Canadian owner found that the shock absorbers wore out rapidly and the heating was very inadequate. In the same issue of *Autocar*, another owner also found the shock absorbers unsatisfactory and recommended Konis.

In a June 1958 *Autocar*, the owner of an unspecified car described flooring the brake pedal without brake response after a lunch stop. He contacted the (un-named) makers who had already introduced a modified master cylinder, but had



not advised owners. I had an identical experience in Denmark in July after an overnight stop and so possibly unjustifiably suspect "Jaguar". I had no further trouble as I pumped the brake pedal first thing every morning, but I was surprised on my return to the UK to find that my dealer knew all about the problem and remedied it immediately.

In ..... (I had better stop otherwise the Editor will regret inviting comments). However, if I am allowed to have the last word(s), as a true and somewhat irrational enthusiast who has kept a vehicle-machine-indulgence-plaything for over 42 years, I think I have proved my suggestion that a JCNA member (please note that this includes female and male) is a VERY LOVING PERSON.

***Ed's Note: Thanks for your welcome comments, Hugh. Your 42-year relationship with your "plaything" certainly qualifies you to make your claim!***

### Events Calendar

|            |                                                                                  |
|------------|----------------------------------------------------------------------------------|
| Oct 14     | Our annual "Colour Drive" (details on page 1)                                    |
| Oct 15     | Tour of the National Museum of Science and Technology Warehouse (details page 1) |
| Nov 18     | Go-Kart night                                                                    |
| December 9 | Christmas Party at Mike Stott's residence                                        |

## President's Message

Fall is certainly here, and many of you will be thinking of putting your cars away for the winter. However, don't be too hasty! **October 14th** is the Club's annual **Colour Drive** and we'd sure like to see a huge turn out for this last driving event of the season. Details of this trip can be found in the Activities List. Hope to see all of you there.

How many of you have been approached by **Paul Davis** to volunteer on the Executive Committee? I hope he's not having any trouble filling the few spaces on the Committee that need to be filled. There is no requirement to volunteer for more than one year, so try it, if for no other reason than to help

you understand what's involved in organizing the Club. I think people appreciate what goes on in the Executive after they've been there a term themselves. If you're considering it and have any questions, feel free to call me. I'd be most happy to help you convince yourself to try it!

I'd like to mention one other thing I noticed at the last meeting. Hardly anyone was wearing name tags. I know it's easy to forget to put them on, but it would be a big help to most members of the Club if you would wear them to all Club meetings and activities. Our membership changes all the time. We are constantly getting new

people. I don't know about you, but my memory serves me much better when people wear name tags than when they don't. I admit it - I'm terrible with names. I need to talk with people several times before I can correctly put a name to a face, and as I can't talk to everyone every time we're together, it takes a long time to get to know everyone. I'm sure I'm not the only one with this "problem." So, please remember to wear your name tags - we'll all be on a first-name basis (instead of "Hey, you!") much sooner. If you don't have a name tag, contact **Harry Brownell**, our Membership Director. He will be happy to take your money (only \$6, I think) and order one for you.

Wendy VanderMeulen

### Market Place

This newsletter accepts advertisements in good faith, but we suggest it is in your best interest to make every effort to check offers personally.

**Reduced Price -- For Sale:** 1994 XJ12 (6 litre) Sedan; burgundy/sand, 102,000 km, transferable FADA Platinum warranty to January 2003. \$20,000. Michael Jackson, 514-937-7605 or 514-720-8543.

**Wanted:** Good specimen E-Type roadster. Contact Derek Houghton on his Cell phone 613-851-6247 or at home 613-741-5589 if you have one, or know of anyone that has one, for sale.

**Looking for Aluminum Rims:** Lorraine Seed is looking for aluminum rims suitable for a 1986 VDP with tire dimensions 215/70/R15. She can be contacted at her e-mail address: Lorraine\_Seed@hc-sc.gc.ca

*This space is free to OJC members if you wish to sell parts or vehicles.*

### Travel Professionals International

**Wendy VanderMeulen**  
Associate

Tel: 613-833-3543  
Fax: 613-833-0553  
wendyv@sympatico.ca

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## Tip of the Month

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by Walt Osborn

### **4.2 E & other Jags with S.U. fuel pumps**

A question was asked via e-mail: When I turned on the key I used to hear a fuel pump working - now I cannot and the car will start for a second and then quit. What do I need to check?

You probably need a new or rebuilt fuel pump. There is a small cover in the right rear just above the spare tire cover. Take it off, look in with a light and observe the fuel pump (on early XJ's the pump(s) is located behind the panel directly behind the spare tire). Unplug and plug the electrical connections. Make sure no fuel is leaking. Turn the key on and bump the fuel pump. If it starts clicking - it needs to be rebuilt or replaced. If it does nothing it may be okay - only a poor power supply

or ground. If electric's are okay - replace the pump. Be sure the power is off when raw fuel is present.

### **Brake Pedal Pulsation IRS 1962-87**

If you have a pulsation of the brake pedal and the front brake rotors are good...Look to the rear rotors.

On a customer's 1987 XJ-6 we had this problem. A dial indicator showed that the right rear disc was wobbling about .015 which is not really enough to cause much concern except the disc had worn unevenly and was not showing the true picture. A new disc showed a few thousandths more run-out. The rotor needs to be replaced or turned.

I like to replace rotors in pairs. However, the problem is not the rotor but the stub axle. The stub axle is bent. To check it out - pull the stub axle carrier (seal and bearing plate) off the side of the differential, mount the stub axle carrier in a vice and check

the flange run-out with a dial indicator. It's a little tricky since the flange does not have a surface all the way around but has two gaps and the four bolts sticking out. We determined that it did have some run-out and the shaft was bent. We tore the stub axle assembly apart. The seal self-destructs when you take it apart. You should replace the seal anyway. Also a new crush sleeve between the bearings will be needed on later Series II and Series III XJ's.

When the stub axle was stripped down to the bare part, we mounted it between two centre punches in the drill press - one in the drill press vice on the table and one in the chuck. This allows rotation of the stub axle between stationary centres. We set up a dial indicator and sure enough, the stub axle is bent a few thousandths right by where the threads are to secure the bearings. We took it to a Machine Shop and had them straighten the shaft and re-cut the flange surface a few thousandths so it's dead on. The alternative is to replace the part with new or a good used unit.

Good Luck!

Walt

(c)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



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## LONG JAGUAR DRIVE, ANYONE?

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by Wendy VanderMeulen

Most of you know by now that I am in the travel business. I am hoping to specialize, eventually, in Group Travel. To that end, I am constantly thinking of things that might interest a group in getting together for a trip, short or long, close to home or far away, bus tour or cruise, or whatever comes to mind. Thinking about next summer, I would like to suggest two options for a multi-day OJC drive.

### **Cat Tales ...**

*... ask Michel about Bronte, Jose, Pierre, the honeymoon suite, the jacuzzi, and the king-sized bed. Oh, my!*

### **Advertising in Jaguar Jottings**

**Full Page** \$20.00/month, or \$200/year (12 issues)

**1/2 Page** \$10.00/month or \$100/year (12 issues)

**1/4 Page** \$5.00/month or \$50/year (12 issues)

**Business Card** \$2.50/month or \$25.00/year

**Marketplace:** Free to members; \$5 to non-members

*Submit advertising copy to:  
The Editor, Jaguar Jottings,  
Ottawa Jaguar Club*

1. Drive to Steubenville, Ohio, to visit Welsh Jaguar. This is something that has been mentioned many times by various Club members as a desirable place to visit. Apparently you need a full day (minimum) at Welsh Jaguar, so, counting a day and half trip down and back (approximately 12 hours driving each way) with a full day in Steubenville would make this a 5-day-4-night trip.

2. Take a driving tour of Ontario. I see this as a relaxed drive each day,

with no more than 6 hours total driving time, staying at first-class inns or resorts each night with superb suppers to look forward to each evening. This would also be a 5-day-4-night trip.

If either of these options interest you, please let me know. If there is sufficient interest, I will begin putting the details together. I can be reached at 613 833-3543 or [wendyv@sympatico.ca](mailto:wendyv@sympatico.ca), or fax me at 613 833-0553.

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## Membership in the Ottawa Jaguar Club

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### ***What are the benefits?***

*Monthly meetings*

*Enjoyable events*

*Annual JCNA-sanctioned Concours d'Elegance*

*Subscription to Jaguar Journal*

*Discounts at Global Auto Care, Frisby Tire,*

*Krown Rust Control, Campbell Jaguar*

*... and access to the expertise of devoted Jaguar owners*

*Dues are \$50 per year payable by December 31, 2000  
\$60 starting January 1, 2001*

*Contact Harry Brownell, Membership - 613-774-3649  
or send your cheque payable to the Ottawa Jaguar Club,  
c/o Harry Brownell  
R.R. #1, Winchester, ON K0C 2K0*

## Notes from the September Meeting

By Guy Larabie

Attendance at the September 11th meeting was down slightly as only 25 members attended. Nonetheless, there was a good selection of cars in the parking lot and all had a good time.

**President Wendy** opened the meeting by announcing that she would not stand for re-election in the upcoming annual executive shuffle. **Mike Stott** who has been acting as Vice-president indicated that he would stand for President and **Roger Gough** indicated that he would stand for re-election as Treasurer. Otherwise, all the other positions are open and **Paul Davis** will be heading the Nominations Committee.

**Wendy** then introduced two new members, **Bruce & Marion Callum** who drive a really nice XJ-6 and **Chris Little** who has brought in a 1968 E-Type roadster from Scotland. As we had no scheduled speaker, **Frank Basten** introduced his friend **Syd Parker**, who was visiting from the UK, and he agreed to give us a little run down on the British annual safety inspection requirements for motor cars (more details later on in this article).

**Roger** reported on our finances. We have approximately \$3,500 in the bank with \$1,500 in bills to be paid. This is mostly related to our order for golf shirts with the OJC logo and will be recouped from sales to members.

As Secretary I reported on some press releases received from Jaguar pertaining to sales levels of new cars. As has been the case for a

couple of years, sales are up and Jaguar is consistently setting new sales records every quarter. Otherwise, there was little to report as summer is always a "slow" period for correspondence.

**Yann Robin** reported on upcoming activities. The first item he dealt with was the upcoming Bronte British Car Show that was scheduled to take place on the coming Sunday. As it turned out that week-end, 19 OJC members or associates turned up for this event. Over 1,000 British cars were on display and the weather was gorgeous! After scouring through the parts vendors, some even managed to buy parts they didn't even know they needed!

Also coming up is a "Colour" Drive on October 14th, a night at the Go Carts track on November 18th and our Christmas Party on December 9th at Mike Stott's house in Nepean.

On October 16th, the date of our next meeting, a visit has been arranged for us to visit the National Science and Technology Museum warehouse. This is where the Museum stores most of its unusual, rare, and historic cars. Less than 10% of the collection is on public display and this guided visit is a real coup for the Ottawa Jaguar Club. We urge all members to take advantage of this opportunity.

**Syd Parker** then gave us an interesting run-down on how things are done in the UK with respect to car "safety" inspections. To begin, in the UK the inspections are manda-

tory each year! It doesn't matter if you drive or store the car. If it is to be licensed for the road it must have the annual inspection.

These inspections are done at government-approved facilities and usually cost approximately 31 pounds sterling or \$65.00 Canadian! Contrary to what might be expected, garages apparently do not have to search very hard to find things that require fixing, nor do they have to 'make up' any repairs. Apparently there is enough 'real work' to be done on most cars through the natural wear and tear that occurs through normal driving.

The cars are taken out on a test drive by the mechanic and then given a thorough inspection on the

*Continued on page 7*

### STAINLESS STEEL EXHAUST SYSTEMS

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| XK 140 single  | \$479 | XJ-S s2/HE    | \$569 |
| XK 140/150     | \$419 | XJ-S BBore    | \$639 |
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| XK 150-S       | \$459 | XJ-S 6 cyl    | \$539 |
| XKE6           | \$509 | SS 100 3.5L   | \$579 |
| XKE6 strThru   | \$539 | Mk 1 single   | \$339 |
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| XKE6 + 2 BBore | \$579 | Mk 4          | \$759 |
| XKE v12        | \$469 | Mk 5          | \$489 |
| XKE v12 Prem   | \$559 | Mk 7          | \$519 |
| XKE v12ssDP    | \$269 | Mk 8          | \$579 |
| XJ6 sl w/dp    | \$499 | Mk 9          | \$579 |
| XJ6 s2/3 noDP  | \$469 | Mk 10/420G    | \$589 |
| XJ6 ssDP       | \$139 | "S" / 420     | \$599 |

S Clamps \$7.50 ea - All plus UPS

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## No More Pro-rated License Stickers

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Hello Car Club Members,

I don't know how many people are aware, but as of May 2000, pro-rated license stickers, whereby you paid only for the months your summer vehicle was on the road, has been changed so that you now pay for an entire year. Granted, depending on when your birthday falls, not everyone gets a break, but most were saving some money by plating their cars between May and October. Now \$75.00 is required per plate even if you are simply plating your car from July to October, as was my plan with my MG. If you are plating multiple cars over the summer, as do most of us, the licensing bill can become quite hefty.

This letter from an irate owner of classic cars came this morning. If you feel, as do Bob and I, that it is unjust to pay for something not being used, as paying for a license sticker on a vehicle that is not in use, please reprint this letter in your newsletter along with the pertinent addresses and phone numbers.

Maybe if there is enough outcry from the car community, we can reverse the government's decision.

*Shannon Lee Mannion*

*Dear Club Members,*

A government employee has decided that the Governor-General's guesthouse (Rideau Cottage) is worth spending almost a half million dollars to renovate while the rest of us have things like the following forced upon us.

It is bad enough that we have to buy an information package every time a car is bought and sold, whether we want it or not. We are not given a choice. And now a government employee has decided to cancel pro-rated license stickers.

PLEASE HELP STOP THIS GOUG-  
ING BY THE MINISTRY OF  
TRANSPORT

If you own a classic or antique car, a motorhome or a camper, if you have a vehicle that is not driven year-round, then why should you be forced to pay for a full year when you only drive the vehicle six months of the year?

Please call the following Ministry of Transport number and complain about the cancellation of pro-rated license stickers. (416) 235-3994.

Letters to David Turnbull can be posted to: the Honourable David Turnbull, Minister of Transportation, Queen's Park, 776 Wellesley St. West, Ferguson Block, 3rd Floor, Toronto, ON M7A 1Z8.

Letters to the Wheels editor at the Citizen: 1101 Baxter Road, Box 5020, Ottawa, ON K2C 3M4.

*Bob Lyons*

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*Continued from page 6*

hoist. Depending on the severity of the repair, you may be given 48 hours or 14 days to have the work completed. A serious fault could mean immediate impounding! A 48-hour "offense" could be something like the brakes pulling to one side or the other. A 14-day offense could be an item like moderately worn tires.

Any frame damage or "significant" rust on calipers, brake lines or floor boards could result in having your car impounded. Once you have gone through this procedure, you then go to the license office and pay your road tax. The tax is based on the displacement and horsepower rating of your car. If you drive an

Austin Mini, you could pay a couple of hundred pounds. If you drive a V12 VDP, you would probably have to sell your first born to pay the dreaded road tax bill! After hearing this, our requirements in Ontario started to appear far more reasonable than what we originally thought.

In closing, **Wendy** mentioned that they had a good time at the "moogies" BBQ on the previous Sunday. The Morgan owners were a nice group and we will surely invite them to our next Concours.

*Not to be forgotten, due to Thanksgiv-*  
**OUR NEXT OJC MEETING**  
**WILL BE ON MONDAY,**  
**OCTOBER 16TH!!!**

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