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Photos: Alan Graves, p. 3; Stewart Robertson,
p. 1, 12.

***The Siddons' home was a most
elegant backdrop for the Club's
Christmas Party.***

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February Pub Night

***Monday, February 9, 6:30 pm,
Liam Maguire's***

Jaguar Jottings

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Club Events

February Pub Night - Monday, February 9th, 6:30 pm

LOCATION: *Liam Maguire's, St. Laurent Blvd. at Innes Rd.*

Members and spouses/friends, come join us at *Liam Maguire's* for a social evening of "noggin and natter"... and if you have a hankering for pub food, you can add "nosh". No business or presentations, just ale and idle chatter! Liam Maguire's is located at the corner of St Laurent Blvd. and Innes Road. Take Industrial Road east to the intersection, or Queensway to St Laurent Blvd South exit.

March Club Dinner - Sunday, March 8th, 6:30 pm

LOCATION: *Courtyard Restaurant, ByWard Market*

For this year's gathering, we've booked a private room upstairs at the *Courtyard Restaurant* in the ByWard Market. For newcomers, this is a wonderful old stone building with great decor and excellent food. Details have yet to be finalized, but a three course meal with two choices for each appetizer and dessert and three choices for the main course plus coffee/tea will cost \$42.25 per person, taxes and gratuity included, wine and other beverages extra. Be there at 6:30 pm for the sit-down dinner at 7 pm. The Club will not be subsidizing attendance.

Please note, this is Sunday evening versus Saturday, as in the past, to facilitate the room reservation at a better price and cheaper parking! Check out the website for photos and sample group menus (www.courtyardrestaurant.com). We'll be in the Loft Room. Further details in the next Jottings.

Membership Dues

Dues are \$60. Our excellent benefits plan includes 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, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

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My First Jaguar

"I have a dream...." Martin Luther King Jr.'s immortal words. However my dream is a little less visionary than his; "I have a dream...to own a convertible sports car."

Martin Luther King Jr.'s dream was voiced in 1963 and arguably has come to fruition with the election of President Obama in 2008, 45 years later. My dream, whilst slightly less challenging, required about 40 years of saving up. But at last, the time had come to go shopping.

Yes!

Going straight down to the Jaguar dealer in Ottawa, to see the brand new XK. Wow! It's mean, fast, and looks great, how much? \$167,000. Okay, act cool: ~40 years of saving doesn't quite get me into this car. Sauntering over to the orange Lamborghini, it's second-hand and you need a pair of sunglasses to look at it. Hummmmm, maybe I need to re-think my strategy.

Spend hours on the web checking out cars – other than the cars at the dealer there is only one other Jaguar XK8 convertible for sale in Ottawa, a 1997 British racing green machine that has 84,000 km on the clock and is priced at \$18,500. Very reasonable, however those hours of web searching, dreaming away about how cool you'll look in a XK8, have also unearthed some cautionary tales. Engines blowing up due to timing chain tensioner failure, Nickasil cylinder liners that fail, water pumps that disintegrate and cause over heating, along with ABS braking system problems. More web searching tells me that a new engine for an XK8 will cost about \$12,000.

Many of the engines on the more elderly XK8s were replaced under warranty, or so the informed web discussion forum would have you believe, and when this happens green plates/stickers are placed on the newly replaced engine. So, armed with this information we go to look at the British racing green machine. It is early March and there is still snow on the ground, and the second-hand car dealer takes us into his storage shed to see the car. He has replaced the battery and it starts first time, no smoke from the exhaust, it is a good sign. Opening up the bonnet (hood) I start explain to the salesman, who is also the owner, about the green sticker. "Yes" he says whilst looking at me as if I am mad. So there I am with a PhD in cement chemistry looking for a green sticker. No - I didn't find one, although I did feel rather foolish. The car had

some rust around the wheel arches, there was no service history, and it had been driven up from a car auction in Tennessee: the catalogue number was partially visible on the window, having not quite been fully erased. It was an American car without the winter package (traction control, heated seats, heated windscreen, etc.) that all the Canadian cars came with as standard. We said we would think about it and left the poor salesman wondering what had just happened.

Nickasil liners were used to improve the performance of an engine. Porsche, BMW, and Jaguar used the technology. However, the Nickasil was susceptible to corrosion by sulphur found in the petrol, causing failure. You cannot buy high sulphur petrol anymore as it was legislated out of existence in about 2002/3. So, if you find a car that is running well, and has a Nickasil engine, the chances are that you won't have any problems. Again the informed web discussion forum would

have you persuade the dealer to perform a cylinder compression test to verify the reliability of the engine. Alternatively take it out for a test drive and make it work hard - listening all the time. Jaguar engines with the Nickasil liners were stopped in September 2000, prices rise accordingly.

Looking outside of Ottawa, we discovered Birkshire Motors in Toronto. Birkshire Motors claims to be specialists in Jaguars and as such had several XK8's on offer, both pre and post September 2000. We arranged to spend the night with a friend,

and in late March went down to look. Birkshire Motors is a small family run firm that sells all types of Jaguars. The salespeople, to my delight, actually knew about the Nickasil and other problems that the early Jaguar XK8s had, so I didn't feel quite so foolish looking for the green sticker/plate. I didn't find a single sticker. I did, however, find a carnival red 1997 convertible with 57,000 km that was in mint condition. It was a Canadian car with the winter package. It had the optional six CD changer in the boot (trunk), a full service history, and priced at \$21,000, it was within my budget. Time to negotiate - having bought two other second-hand cars in my life, I am an expert negotiator. They let me off easy, sat me down with a cup of tea, and accepted an offer of \$19,500. A deposit of \$1,000 was debited from my credit card and I was a proud owner of my first Jaguar XK8.

Next month: ABS pumps, computers, and batteries.....

Lyndon Mitchell





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President's Musings

A belated Happy New Year and best wishes for 2009. It's winter in a frigid Ottawa, the economy is mostly in the tank and local politics are conspiring to keep the city buses parked. Despite the gloomy start to the year, I'm inspired to share the optimistic vision of the "other" new president and focus on a brighter future for 2009.

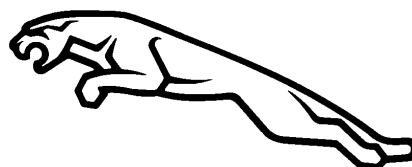
Since the last Jottings edition, a successful 2008 under the leadership of Mike O'Brien concluded in fine style with an outstanding Christmas Dinner, graciously hosted by Hally and Hugh Siddons. The new Executive Committee met in December and, guided by your input at the brainstorming session in the fall and the AGM in November, put together an activity plan with some new ideas for 2009. The meeting minutes are elsewhere in the Jottings (page 7) and need no further explanation. As always, your feedback is encouraged and welcomed.

We kicked off 2009 in January in a low key fashion with a dozen diehard and new members meeting at the Knoxdale Community Centre. In February, we'll escape the sterile Knoxdale environment for a cosy

pub night at *Liam Maguire's* to quaff ale and chat. Spouses in particular are welcomed. March Club Dinner plans are in hand and will be announced shortly.... Then before you know it, it will be April; snow should be melted/melting, metal car parts warm enough to touch again, time for last minute parts orders and driving season will be just around the corner. If you haven't already done so, join us in a New Year's Resolution to get more involved with your fellow Jag owners this year, keep checking the Club website for the latest info and pray for a sunny summer!

Cheers,

Rob Dunlop





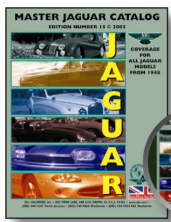
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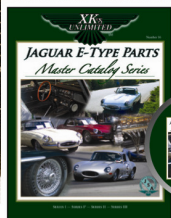
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Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

Four Dayton Wire Wheels shod with Dunlop Elite P205/70R15 radials. Like new! \$1,000 for all four. I have converted my XK150 back to original 16 inch whitewalls. Please contact Dave Boon at 613-731-4166 or daveboon@rogers.com. [DJF]

1973 Jaguar E-Type Convertible. Professionally restored by Richard Grenon and probably one of the finest examples in existence today. This car has won awards at the Stowe Vermont Concours D'Elegance (British Invasion), Ottawa's Concours D'Elegance, first place at the Stowe Auto Show and Best of Show at



Rogbrune, PQ. The car has not been shown anywhere else due to time constraints. Price: \$150,000. Please contact Steven Elefant, General Wood & Veneers Ltd., 1220 Blvd. Marie-Victorin, Longueuil, PQ, J4G-2H9 (www.gwv.com). [DJF]

Offer... free loan of hoist, Ottawa. Jag owner in Ottawa moving to new house, future garage has not yet been built. Has Hydra-lift four post hoist and nowhere to store. If you have room for it and want to use it until my garage is built mid-2009 or later, we'll work it out. Installs easily but requires drilling into floor. Call Trevor, 613-276-7626 or trevor@boicey.com. [DJF]

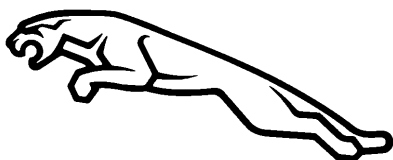
1974 Series II XJ6L Saloon. Rare primrose yellow with great curb appeal (MMELLOW). Has Safety Certificate. Very original 107,000 miles. Second owner, since 1989. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks, new brake work. Plenty of documentation including workshop and parts manuals. Needs work on air conditioning and some body work (mainly rear panel). \$5,400. Anthony Pearson 613-225-0351 or apa@magma.ca. [DJF]



1968 Series 1 1/2 E-Type Convertible. After many years of ownership, we have decided to sell the car. I have attached a picture. Asking \$40,000. Any one that is interested may contact me (Brian Luckhurst) at bdlmarine@rogers.com or at 416-543-0455. [FMA]



Advertising in Market Place is free to OJC 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.



News Editor Ramblings

Ladies and Gentlemen,

The current issue of Jaguar Jottings may be a little light on content this month. Remember we are always looking for articles or questions etc. for publishing in the Jottings. It doesn't have to be technical or very long just that which members would be interested in.

For instance:

- Work you carried out on your car and results of the work.
- Auto problems that you resolved or would like resolving.
- Problems sourcing parts or where you did purchase yours.
- Body work and finishing, who, how, etc.
- Touring on holiday, where do you recommend?, etc.
- Interesting photos.

For your interest:

I have been receiving e-mails from many JCNA Clubs from the USA (15 so far) informing that their "News Letter" is available for uploading from the JNCA web site. One particular site I downloaded was the Jaguar Club of Victoria where I found an excellent article on Nikasil Lined Engines - very interesting and worth reading. I am not suggesting to read all of them, but it was only by chance I picked the Victoria BC one to open up. Site info: www.jcna.com/php/clubdisplay.php?club=NW61#newsletter.

What I would ask is if any one does the same with other club newsletters and finds an interesting article, please let me know and I will have the site info added in our next edition.

Also, here is a note from the JCNA Webmaster Pascal: Concours and Slalom standings have been finalized and are now available at www.jcna.com/scores/results.php?standyear=2008.

From your "new" News Editor.

Happy motoring in 2009!
Frank Basten

OJC Executive Meeting

Thursday, 11 December 2008

Attending: **Rob Dunlop** (President), **Chuck Robinson** (VP), **Lee Harrington** (Membership), **Mike O'Brien** (Concours Chair), **Stewart Robertson** (Treasurer), **Paddy Robertson** (Secretary), **Merv Clarke** (Librarian), **Al Graves** (Interclub Activities)

Absent: **Frank Basten**(Editor), **Paul Davis**(Publisher), **Mark Roberts**(Chief Judge)

1. Meeting Sites

Discussed alternatives to Knoxdale Community Centre (CC) and agreed to alternate between CC and pubs in various locations throughout Ottawa area for a more social atmosphere. Rob and Phil to coordinate pub locations.

CC has offered some storage space for coffee making supplies. Lee to coordinate CC key(s) pickup. Chuck proposed to purchase initial coffee/beverage supplies and coffee urn from OJC funds. Volunteer(s) needed to pick up cookies/doughnuts enroute to meeting.

2. Concours

Location: General agreement to consider Museum of Science & Technology (MST) in expectation that Rockcliffe (RFC) location may be under construction. Mike to liaise with RFC to confirm construction status. Chuck will contact MST as backup and advise Executive Committee.

Date: Decision to remain with third Saturday of June (20th) for 2009. Mike to advise JCNA and confirm official sanction and apply before February '09 for funding.

3. Interclub Activities

Alan Graves agreed to be the OJC representative for interclub activities.

Anticipate one or two additional interclub activities as well as existing ABCD, Darts Night, Hazeldean Cruise Night and Canadian Guide Dogs for the Blind event. Al will follow up with Club representatives committee and advise.

4. Activities

In the absence of an elected Events Coordinator for 2009, the Executive Committee approved events will operate on a volunteer case-by-case basis. Rob will coordinate the volunteers to lead activities.

The Committee agreed to an initial draft Activities Program for 2009, subject to changes:

January 12: Club Meet & Greet at Knoxdale, encourage new members to come out. Lee to divide membership list

up for phone calls by executive.

February 9: Pub night. Location TBD - Phil Karam/Rob Dunlop.

March 7: Annual Dinner. Location TBD / La Cité Collegiale – Merv Clarke.

April 13: Club Night at Knoxdale/tech session– coordinator TBD (Easter Monday – delay a week?).

May 11: Stebro Exhaust visit and pub – coordinator TBD.

May TBA: Concours judges training – Mark Roberts.

May 31: Beaconsfield / Spring Drive – coordinator TBD.

June 7: ByWard Market Car Show – coordinator TBD.

June 8: Knoxdale / concours preparation – Mark Roberts.

June 20: Club Concours – Mike O'Brien.

July TBA: Club drive / BBQ at Kars airport – coordinator TBD.

July 18: ABCD at Britannia Park – Al Graves.

August 11/18/25: ABC Hazeldean Mall Cruise Night – Al Graves.

August TBA: Guide Dogs for Blind Show, Manotick – Al Graves.

August TBA: Boots & Bonnets Show, Kingston – coordinator TBD.

September 14: Club Night at Knoxdale / tech session – coordinator TBD.

September TBA: Drive / Treasure Hunt - Lee Harrington.

September 18-20: British Invasion, Stowe Vt. (subject to interest).

October 4: Fall Colours Interclub Rally - Marc Chappell/Al Graves.

October 13: Pub night – Phil/Rob.

November 9: Club Night at Knoxdale / Annual General Meeting.

December TBA: Christmas Party - Marc & Sheila Chappell.

Other Possible Activities:

- "Tune ups" at Mike O'Brien's new garage

- Ministry of Transport - latest tech on hybrid/alternative fuels

(Continued on Page 8)

OJC Executive Meeting (continued)

- Aviation Museum - possible site for social event
- War Museum - vehicles department
- Vintage Wings, Gatineau - visit and/or join an event there
- Driving Skills Event - slow slalom, obstacle course, etc.
- Regularity Run (twice around a route)
- Social Events: wine tasting, cooking class, Ottawa River cruise, Montebello brunch, plays or concerts (an effort to get the fairer sex out with the Club) (Rob Dunlop)
- Tech Visits: Fibrenow leather, Ottawa Jaguar, wheel alignments, exhaust emissions testing, tire technology
- Auto Shows: Montreal: 16-25 Jan; Toronto: 13-22 Feb

5. Finances

General discussion about philosophy of Club funding: existence versus need for significant account balance, event subsidization versus "pay-as-you-go" and Club membership fees. Proposed before proceeding to define requirements, a Club budget is needed. Stewart agreed to develop a budget plan for executive consideration.

6. Other Business

OJC Website: Email accounts are available for all primary executive members on website. (Currently in use by President and Webmaster). Queries/assistance: Webmaster Mike O'Brien.

Executive Meetings: Agreed minimum quarterly, next in February '09.

Charity Affiliation: General discussion without resolution. To be considered at a later date subject to membership request/interest.

Concours Garage Sale: Agreement with Merv Clarke proposal for members (only) to display car-related items for sale during the Concours. Requirement for a table coordinator noted.

Club Advertising: Agreed that OJC should reinstitute Club advertising in the Clubs column, "Driving" section of the *Ottawa Citizen*. Entry should include "meeting every second Monday of the month, and refer to OJC website (www.ottawajaguarclub.com) for details and Club information." Proposed that Paul Davis as Jottings advertising coordinator should take for action.

Paddy Robertson
Secretary

Good News

Posted January 17th, 10:49 pm by Kenneth Hall - Motor Authority:

"Jaguar has just unveiled two of the fastest cars in its history, with the new 2010 XFR saloon and 2010 XKR sports coupe and cabrio making their respective debuts at this week's Detroit Auto Show, however, according to latest reports the company is working on an even faster, mid-engined supercar. The new flagship will reportedly make its debut in around 12 month's time and is being designed to take on the likes of the Audi R8 and upcoming Mercedes Benz SLC Gullwing.

This isn't the new light-weight sports car that has been reported on for several months. The new Jaguar flagship is tipped to be called the XE, a name the company recently filed as a trademark in the UK.

The first hint that such a car could be in the works came from Jaguar's managing director Mike O'Driscoll, who told AutoExpress that the "XK is the car that began a revolution for us, but it's not the end of the story. I firmly believe the best car we could build to compliment this is a flagship coupe."

The new XE is claimed to be an evolution of the R-Coupe concept from 2001. It will borrow components from the current XK but it will be the first mid-engined Jaguar since the stunning XJ220 was launched more than 18 years ago.

Power is expected to come from the recently introduced twin Roots-type supercharged AJ-V8 Gen III 5.0L V8 engine, but should be somewhat about the 510hp (380kW) found in the XKR and XFR."

Also: Jaguar's new codename F-Type might be launched before 2011. The new Jaguar F-Type has already got the backing of the group chairman, Ratan Tata, owner of Tata Motors, who as of last year, owns the Jaguar and Land Rover brand names. Ratan Tata says that he is open to the new Jaguar F-Type, and he believes that the new Porsche Boxster rival will help the company "show a new face" in the demand for new, and more efficient luxury cars. One main reason for the F-Type coming back into talks is due to the break of management from Ford, which believed that Jaguar only needed to spend their money on 'mainstream' projects, like the Jaguar X-type estate and diesel.

"Putting exciting projects on the back burner is the thing we should not do," said Tata. "Certainly we must attend to business by doing our utmost to cut costs and reduce time-frames, but above all we must ensure that we come out of this slump ahead of where we were – with exciting cars like the roadster that show where we want to go."

In the year 2000, Jaguar showed a very promising front-engine, rear-wheel-drive F-Type concept, so lets see what the new guys at Jaguar can come up with.

Rob Dunlop

January Jag Night

Although only thirteen people appeared at this first meeting of the year, there was plenty of conversation and discussion. The weather (more than frigid), tough traffic situation (ongoing bus strike) and full parking lot (hockey game going on in the outside rink), may have had an impact on attendance.

Rob Dunlop, our new President, led off by reviewing the topics discussed at a meeting of the new executive in December.

To summarize:

The community centre is convenient - and free, and will remain the central meeting place for the Club, although we will not be there many times during the year.

On alternate months, the Club will meet at a pub (greeted with warmth), or at a technical site (e.g. Stebro Exhausts).

The Concours (June 20th) will be at the Rockcliffe Flying Club, although it may be sited on the far side of the field near the Air Museum. **Chuck Robinson** is also looking into the Museum of Science & Technology, provided they don't charge a large fee - the reason we left them.

Merv Clarke has suggested that we hold a Garage Sale (not literally) in association with the Concours.

The executive will not be attending the JCNA annual general meeting in 2009. They plan to send one or two delegates every second year.

Concours judges' training will be extended this year to include more hours of hands-on car inspection.

Al Graves is our liaison with the other British car clubs. Joint activities include ABCD, the Hazeldean Cruise Night, the Canadian Guide Dogs for the Blind annual tea, and a darts night hosted by the Triumph Club. We will invite the other clubs to join our events in order to swell the numbers.

Activities will be coordinated by the executive, and not by a single member.

Paul Davis is checking into updating the club information in The Ottawa Citizen's "driving" section.

Events List: There is a long list of possible events for 2009, including the standards (March Dinner, Concours, ABCD, Fall Rally, Christmas Party) both in town and outside the area. The executive doesn't expect everyone to attend every event.

Finances: The Club is flush with funds. **Stewart Robertson**, the new treasurer, is going to draft a budget so the executive and members can view just how costly it is (or not) to run the Club.

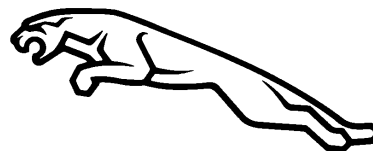
Website: **Mike O'Brien** is continuing on as the Club Webmaster. He has set up a chat line/forum for Club use through the JCNA site (www.jcna.com). He'd like to have more photos of members' cars for our site (www.ottawajaguarclub.com).

New Members: **Martin Lovell**, **John Simms** and **Doug Niblock** were introduced. Martin's looking for a Jag...

After a short coffee and sweet break, Mike O'Brien told the tale of his S-Type restoration. The third S-Type he purchased was the charm! The first two were parts cars. After a lot of work, including updating the transmission, he hopes to be on the road in 2010. Mike welcomes visitors to his new garage, which he rents from a neighbour. It sounds quite large!

The event ended at 9:00, and we ventured back into the cold and dark. The hockey game in the rink beside the building was finished, and the parking lot empty.

Paddy Robertson,
Secretary



Jag Mags by Rob Dunlop

With the Christmas break, this edition covers both December '08 and January '09.

JAGUAR WORLD (JW)

December 2008: The increase in diesel Jag sales and interest, particularly in the UK, is reflected in the growing number of articles about diesel models and upgrades. While interesting, they're of little relevance to North Americans until we start to see some on our side of the Atlantic. Notwithstanding the bleak global economy, Jaguar sales as of Sep/Oct '08 appeared to have bucked the trend with UK year-on-year sales up over 10% and global figures 13% higher, chiefly due to the success of the new XF. (Most recent data unfortunately isn't as optimistic.)

Owner's Guide – X300: The replacement for the XJ40 has developed a well-deserved enthusiastic following for what is considered the last DIY-friendly Jaguar. The guide follows the usual format of a very useful detailed assessment of the various components, pointing out strengths and weaknesses. In summary, the XJ40 headaches have been rectified and if maintained properly, the X300 should be a reliable long term keeper.

Nostalgia: For Jag history buffs there's several interesting articles covering Tom Walkinshaw's successful venture into Euro Touring Car racing with the XJS, driving a couple of original 3.8 E-Types and the return of a vintage 3.4 sedan to racing...with its original elderly gentleman driver! Great photos of an original BRG XK140 DHC epitomize the "time warp" definition and helps explain the \$270K price at auction...

Q&A: Confirmation that all Jag V12s have hardened valve seats and can run on unleaded fuel.

Practical Jaguar: X-Type transmission replacement. The saga continues and all I can add is "arghhh"! My comments in the last Jottings still apply. Statements like "the catalytic converter can reach 800 degrees centigrade and (in the V6 X-Type) sits around 18 inches from your right knee" tends to get one thinking...

Winter Storage: Given the significant climactic differences, UK storage emphasis on fighting the damp shouldn't be too surprising. Regular maintenance steps coincide with common Canadian practice however. They do support (no pun) storing cars with weight off the wheels but also off the suspension.

XJS Bulletin: More still putting together the differential that you took apart three months ago... the news this month is that based on time and parts costs, the author concludes that a remanufactured unit vice rebuild is the way to go (duh).

January 2009: Jaguar topped both the JD Powers Sales (SSI) and the Customer Satisfaction (CSI) surveys for 2008. This marks the fourth time in five years for SSI and retention of CSI number one with 14 points higher than 2007. Hummer (??) and Lexus were second and third for SSI.

Buyer's Guide – Super Saloons: Anyone in the market for a second-hand Jag sedan and no real preferences will find this comparison of six different models very useful. From the XJ40 through the X300/308, X and S-Types to the current X350, a short history of each, buying tips and recommended models should help with the tough decision. Short answer? If you can afford it, an X350.

Beaujolais Run: Under the heading of "mad dogs and Englishmen" comes this annual "driving event" since 1972 involving a mad dash from London to France and back to be the first to return with the season's Beaujolais Nouveau wine. Jaguar was this year's featured marque (Note to self: investigate possibility of Club organized mad dash from Ottawa to Niagara and back with the earliest plonk...last one back has to drink it!).

Coombs Mk 2: Article features a gorgeous black Mk 2 modified by legendary UK Jag dealer John Coombs of Guilford. Originally for racing but also street cars, the mods catalogue and performance results are listed. (Interestingly, many of the mods originated with the factory designed but cancelled "Mk 2 GT").

LPG XK 8: The UK fascination with liquid propane gas continues, with this modification to an otherwise perfectly acceptable XK8. Based on current gas prices, the saving amounts to \$1,200 over 10,000 miles or conversion costs covered after 39,000 miles. Okay, but I guess my question would be why do this to a Jag GT?

Hands On – S III XJ Rear Valance Replacement: Great article with numerous photos detailing installing a new rear valance (under back bumper). As for most of these articles, they make it look easy...

(Continued on Page 11)

Jag Mags by Rob Dunlop (continued)

XJS Bulletin: Rear suspension strip down and brake check. Photos and detailed description.

Catalytic Converters: A concise but very understandable article on the black art of converting combustion residue into less noxious emissions. (Did you know that the internal honeycomb of an average cat, if opened up and flattened out, would cover a football pitch? Note to self: possible activity to combine with an otherwise ho-hum Club picnic).

JAGUAR ENTHUSIASTS' CLUB (JEC)

December 2008: With the multiple model forums (aka "fora") format mentioned in last month's column, much of the magazine no longer lends itself to review, as each section covers a myriad Q&As too numerous to summarize in the available space. That said, to the applicable model owner, much of the specialized info is likely of great interest.

A third and final article with photos concludes the excellent series "The Story of Brown's Lane" covering from the 1957 fire to the last car produced in July 2005. In total in the 54 years, 1,447,677 Jaguars of 31 models/variants were produced at the Brown's Lane factory.

Bob Bate Tech Topic: Timing chains. Another BB tour de force treatise with excellent graphics on everything you ever wanted to know (and more) about Jag timing chains: functioning, variants, problem areas and adjustments.

January 2009: This edition has yet to arrive...hopeful not gone astray. I will cover it next month.

THE E-TYPE

December 2008: The ongoing restoration sagas continue... John Cooper's hilarious account of resurrecting a V12 E-Type this month includes a description of being caught by his wife with a wire wheel in the dishwasher. John concludes (after two wash cycles) "I recommend this technique to anyone with enough balls." He adds "...our plates and kitchenware do have a slight taste of Castrol high temperature bearing grease; but then they always did." The photos of the first road test with E-Type less bonnet and windscreen and driver wearing ski goggles are priceless.

McNabb Report: Calgary-based regular correspondent covers Pebble Beach including the RM auction. He notes five E-Types under the hammer, with the two that sold going for \$US107K and 148.5K. An XK150 FHC upgraded to "S" spec achieved a surprising \$US181K.

Q&A: Plagued with irregular electrical glitches? In addition to the usual checks, examine any bullet connectors very carefully (and regularly). They are often the source of spurious electrons...

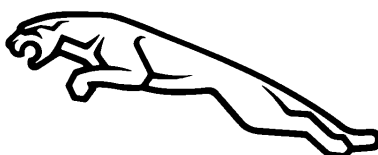
January 2009: The cover and main article depicts an ex-pat Brit E-Type owner living in Jasper. His favoured garage is on Vancouver Island "...just 12 hours drive south". His car is a highly-modified S 2 FHC featuring covered headlights from a German manufactured kit (and very nice too!).

2008 Six Hours of Spa: Fans of vintage car racing will recognize this event as probably the premier '60s GT race and this year, E-Types finished 1-2-3. Benefiting from more refinement and development than in the '60s, lightweight E-Types these days are the cars to beat even up against Ferrari GTOs and Ford GT40s.

Q&A: Got a Jag with one of those pesky tach-mounted clocks that never works? Get a modern replacement looking the same from the front, from K&N Classic Cars (see me for number).

Locking brakes? Check/replace the reaction valve at the end of the brake master cylinder (hmmm... thought everyone knew this one...).

Cheers, Rob Dunlop



Christmas Party

It was a dark and snowy night...

Fifty-two members of the Club were graciously hosted by **Hugh and Hally Siddons** at their lovely home on December 6th. They fit us in beautifully for cocktails and a superb four-course Christmas dinner of beef and salmon.

Mike O'Brien made his 'farewell' speech as President of the Club, and presented a gift to Hally to thank her for her generosity. He then handed the reins to **Rob Dunlop**, who in turn presented Mike with a token of appreciation for three years at the helm.

After the ever popular gift exchange, we braved the cold and snow to make the trek homeward. It was a great start to the Christmas season!

See the bottom-centre photo...we'd like to know what Dave Boon was discussing with this lovely young lady!

Paddy Robertson



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