

Ottawa



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Jaguar
Findings

April 2009



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Photo: Jaguar Canada, p. 1.

***The Jaguar XF. You can see this
fine automobile up close at the
April 6th Jag Night.***

April Jag Night

***Monday, April 6, 7 pm,
Jaguar Ottawa***

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. 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. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

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Club Events

April Jag Night - Monday, April 6th, 7 pm

LOCATION: Jaguar Ottawa

The next Club meeting will take place at Jaguar Ottawa. Thanks to Mike O'Brien, Tim Whalen, sales manager at Ottawa Jaguar has agreed to welcome the Club to the dealership for our next meeting. He'll discuss the latest developments for Jaguar Land Rover under Tata ownership and offer some comments on future models. We'll get a chance to crawl around a new XF and possibly visit the service department (yet to be confirmed). Ladies are most welcome and afterwards, we could stop by Liam Maguire's nearby for a meal and/or an ale. Please arrive so we can start on time, as the dealership closes at 8 pm. Come out and see first hand the outstanding quality and dramatic styling of the latest cats.

By Ward Market Auto Classic - Sunday, June 7th

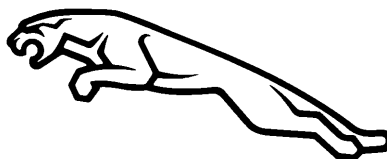
LOCATION: By Ward Market

After a long absence, we'd like to return to this popular annual event held in and around the By Ward Market. The initial reaction of the organizers to an OJC parking area has been very positive. That said, the event is limited to 100 "speciality and antique" vehicles on a "first come, first served" basis. Each car requires an individual registration form and \$10 (for charity). Cars are apparently "chosen" to participate although it's not clear as to the selection criteria. **Deadline for registration is May 22nd.** To optimize getting a good Club site and enough Jags, Rob proposes to collect and submit the registrations together and will prepay for all cars, collecting from individuals later. From past experience, eight to ten cars are about the maximum they can accommodate in one area. To make sure we are amongst the "first served", Rob intends to send in the OJC forms by **NLT Monday, April 20**. The registration form will be on the OJC website. If interested, please fill out and forward your form to Rob. So doing implies that you will indeed attend and reimburse Rob for the \$10 fee. **The registration form will shortly be on the OJC website.** These events are great fun, well attended by the public and Jags in the past often walked off with the favourite car awards. Great preparation for our Concours!

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, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.



Interclub and Selected Other Events - 2009 Summer Season

As we finally, finally approach the summer driving season, with an opening drive just six weeks away, here is an update on the interclub events and a few other events, mainly driving ones, for the summer.

Normally the summer driving season would open with a Spring Drive, a moderately paced drive of around 180-250 km with a stop for lunch at a pleasant location – this year we have reserved May 17th for the drive but we still need a coordinator to organize it. I have organized the Spring Drive for the last four years. Please consider coordinating this event, and injecting a breath of fresh air into the drive.

The next event will be the Beaconsfield car show on May 31st where we are planning a drive to Beaconsfield in concert with other car clubs – again a coordinator is needed to actually organize this event although I can work the interclub aspects.

Following this is the By Ward Market Auto Classic car show on June 7th – Rob Dunlop is leading our participation in this show, which this year requires pre-registration and an entry fee.

The next major event is our Concours, followed by the All British Car Day to be held on July 11th from 10 am to 4 pm in Britannia Park. The format will be as per previous years with just incremental improvements in a few areas. I am the coordinator for this event and welcome any input and suggestions you may have – and Mike O'Brien as usual is helping out magnificently on this one. We will be looking for an excellent turn out of Jaguars this year – last year our participation in this fine event appeared to be down a bit. We will also be asking for volunteers to help on the day – the usual volunteer shift length is 60 minutes so helping out really shouldn't eat into your day too much. ABCD has matured into a very fine show and a very enjoyable day indeed.

Next is the British Invasion at the Hazeldean Mall Cruise Night, which is set for August 4th. Arrive at around 5:30 - 6:15 for a "show and shine" followed by a 7:30 departure for a 30 – 45 minute drive to a suitable Eatery and Watering Hole. Again I am the coordinator for this event.

On August 16th we will be supporting the Canadian Guide Dogs For the Blind UK Day and Garden Party by putting on a small "All British" Car Show along with members of other clubs. The format will be to meet for lunch, probably at Kelly's Landing this year, than drive over in a con-

voy to enter the CGDB grounds at their HQ just north on Manotick to show the cars for about 90 minutes – 2 hours, enjoy their hospitality, a cream tea and music on the lawn, before heading out around 3:30 pm or so. I would like to find a volunteer to work with me on this one if possible since Aug 16th is also my son's birthday. It is also the day chosen by the Boot and Bonnet Club of Kingston for their car show.

Events beyond August are also being planned but in the interest of brevity I will deal with those later.

Do support your Club by participating in these events and please do consider being a volunteer coordinator to help organize one or more of these events.

Many thanks,

Alan Graves
Interclub Coordinator



**Beaconsfield British Car
Show - 2009**

Sunday May 31st 10:00 am to 4:00 pm

A Classic Picnic in the Park

**Centennial Park
Beaconsfield, Quebec**

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Information: 514-697-7666 phing@videotron.ca
<http://beaconsfieldbritishcarshow.blogspot.com>



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President's Musings

Ahh....Spring!!....dwindling gray snow heaps, the pungent canine residue laid bare on your front lawn, salt stained roads with moonscape crevices, the blat of an obscenely orange Porsche Cayman tearing by. With winter (hopefully) behind us, our thoughts turn in earnest to reawakening sleeping cats: charging batteries, changing oil, pumping up tires, etc. Another driving season is upon us!

An important part of getting the most out of our short summer is organizing the driving activities. Elsewhere in the Jottings you'll see information about interclub activities and the first local events. Two of these events, the Spring Drive and the Beaconsfield Auto Show occur in May and we need volunteers to coordinate them. You'll recall we had no one step forward as Events Coordinator for this year, so we're relying on individual event organizers. These need not be planned with intricate Monte Carlo precision...choose a meeting time and place, pick a route with one or two stops and get the cars home before dark. Remember, the reason we do this is to enjoy driving our cars; everything else is fluff. Call or email me if you wish to step up and/or have any questions. **YOUR CLUB NEEDS YOU!!**

With no objection received from the membership, we advised JCNA of our interest in sponsoring the AGM in 2012 and sent along a nice tourist DVD for delegate viewing at this year's AGM in Denver. No feed back as yet.

Thanks to the 30 folks who attended the Spring Dinner last month at the Courtyard Restaurant. Most seemed quite happy with the meal and setting and enjoyed the gathering. For April, we've opted to visit Ottawa Jaguar instead of meeting at the Knoxdale Community Centre. Viewing shiny new Jags should help get us pumped to drive our own cats, if not place an order for your own XF. Our ladies are most welcome and we can muse over how to scrape up the requisite 80K for a new beast over ale at Liam Maguire's afterwards. Hope to see a goodly number of you there.

**Cheers,
Rob Dunlop**



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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]

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]

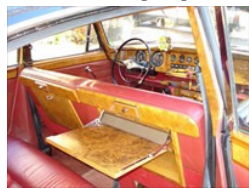


Free Jaguar Engine. Anyone interested in a free 6 cyl. Jaguar engine? The engine is in Kanata. Contact Bernie at bbrnd@telus.net. [AMJ]

1976 XJS V12. This is a project car and it has run. It is a bigger project then I can handle so I am selling it. The body is in good shape. A new steering rack is installed. A new aluminum fuel tank is built also. I would like to get what I originally paid for the car plus the new parts. Asking \$3,500.00 OBO. Contact Tom Goebel for more information (250-542-7134 (home), 250-558-3200 ext. 449 (work), thegoebels@shaw.ca (e-mail)). [AMJ]



1966 Mark 10. 79,000 original miles. Good condition. No rust. Make an offer! Michael 514-808-3402 or 514-487-3284. [AMJ]



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.

Editor's Ramblings

I receive notification of many JCNA club monthly magazines and endeavour to scan them and pick out articles I think our members would be interested in. The following are two club's items I received this month.

Item 1

Carolina Club Magazine "The Litter Box"

RESTORATION OF AN E-TYPE by Harvey Ferris

<http://www.jcna.com/php/clubdisplay.php?club=SE21#newsletter>

Item 2

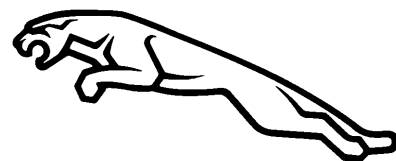
Victoria Club Magazine "The Growler"

A PREVENTATIVE MAINTENANCE PROJECT GONE BERSERK by Simon Scutt and John Fitzgeorge-Parker, photos by Nic Harvey and John Fitzgeorge-Parker

WORKING ON SUSPENSION OF AN 1989 XJ12 VDP and REBUILDING A SERIES III XJ6 TRANSMISSION by Daniel Daigle

<http://www.jcna.com/php/clubdisplay.php?club=NW61#newsletter>

Frank Basten



Jag Mags by Rob Dunlop

A review of selected March 2009 Jaguar magazines.

JAGUAR WORLD (JW) The cover and feature articles feature an in-depth analysis of the new five litre XF and XK models and their respective R models for 2010, introduced in last month's issue. There are subtle styling improvements but the real story, besides the massive horsepower and torque gains of the totally new V8, is the mind-blowing leading edge technology built into these cars described in detail over five pages.

As an example, a new ADS (active damping system) which controls vertical body movement, roll rate and fore and aft pitch, samples numerous variables (body motion, steering, throttle and brakes) 100 times per second to continuously alter damping rates for optimum ride and handling and wheel motion 500 times per second to increase damping rates as the suspension reaches its limits and to minimize wheel hop (I think I know what that means). These cars are technical marvels equal to and probably better in many ways than the best German products.

The only problem I can see is that the average fortunate owner won't have a clue of the magic built into these cars and will likely have based his/her decision to buy/lease on the size of the cup holder and the colour of the leather. Would I buy one??...in a heartbeat (resources permitting).

V12 Story: A brief history of the illustrious V12 which arrived in 1971...a nice juxtaposition with the latest V8s described elsewhere in the mag.

Polybushes vs Standard Suspension – Worth the Change?: The article describes a UK tuner's modifications to an XK8/R with \$600 worth of polyurethane bushings replacing standard rubber/metalastik mounts along with different springs (and other mods) to stiffen up the suspension. The end result is predictable - sensitive more precise handling at the expense of the smooth, traditional Jag ride particularly over uneven, bumpy roads...which around here is just about most roads these days.

Mark 2 Memories: 2009 marks the 50th anniversary of the intro of the much loved Mark 2 sedan/saloon and this article covers the process to improve the earlier Mark 1 (particularly the menacing narrow rear track) to produce the most popular Jag until the arrival of the XJ6 in 1968. Having been a passenger in a spinning Mark 1, I can attest to the need for the improvements!

A Tale of two Cs: This month's drooling piece covers the history and restoration of two customer C-Types very much still running and racing.

Virtual Reality Centre: A tekkie tour de force on the amaz-

ing new design system in use at Jaguar. Picture an empty room with a chair which with a pair of fancy sunglasses and a four prong wand, transforms into a 3D virtual reality depiction of a car, allowing designers to get inside, sit in the back seat and look around the cockpit, walk through the engine, examine suspension in use, etc. Interestingly though, the traditional clay models are still considered the best way to design interiors and exteriors.

Hands On – Jag Repairs: Three more excellent illustrated articles: XJ-S/XJ/XK rear brake overhaul, removing/repairing Series 1 XJ front wings/fenders and Part 2 of an XJ-S rear suspension rebuild. Having undertaken some of this (or similar) work, much time and frustration would have been spared if I had had been able to read these first.

Oil Grades: A superb concise and info-filled discussion on oil types/uses and terminology ("...will that be API, ILSAC or ACEA type oil, sir??"). In general, for use under normal temperate/UK conditions, XK and V12 engines should use 20W50, AJ6 and AJ16 use 10W40 and AJ-V8 and all later models, 5W30.

JAGUAR ENTHUSIASTS' CLUB (JEC) More kudos and technical analysis of the new XFs and XKs...which leads to the Trivia Question of the Month... in the new XF/XK "...acoustic feedback into the cabin has been accentuated to increase driving pleasure. Intake manifold pressure pulsations are fed into an acoustic filter at the rear of the engine that is tuned to _____, (what note?) with the output ducted into the cabin." (Answer: "tenor C"). Remember to ask Tim Whalen at Ottawa Jaguar during our dealer visit on 6 April, assuming of course you understood the five lines of gibberish above. Personally, my E-Type's acoustic feedback system involves applying my size 10 deck shoe more or less earnestly to the accelerator pedal.

XJ-S Forum: Last month's article on the XJ-SC (cabriolet) model triggered a bunch of mail in response from happy (if eccentric) cabrio owners...and we thought Lee was unique in wanting to drive around with the top part of his roof missing!

Bob Bate Tech Topic: Checking and adjusting the engine Top Dead Centre mark and camshaft timing. Part 3 of this excellent series. Past month superlatives apply equally to this month's piece. The key is the checklist approach to otherwise complicated procedures. Apparently others are equally impressed as the series is to be combined into one document and made available for download on the JEC website. I'll advise when it's uploaded, but it will only be useful to copy with a full colour printer, otherwise much of the detail in the photos and diagrams will be lost.

(Continued on Page 8)

Jag Mags by Rob Dunlop (continued)

THE E-TYPE

Restorations: Part 45 of Chris Rooke's Life's Work continues, this month with door and side window installation (it's a FHC). Some good hints, tips and tricks with the fiddly bits. I imagine frustrations over the duration of this type of rebuild must at times seem almost overwhelming and I suspect this chapter had its challenges. In Chris' usual concluding "lessons learned this month", he opines "If you find it hard to work with someone watching you, don't work with someone watching you"... good advice that has probably been instrumental in preserving my marriage. You have to admire his spunk though as he concludes "Stuff the economy – I've got an E-Type!"

McNabb Report: Continuing his winter-avoiding odyssey in California, Paul McNabb visits with an architect E-Type owner. A '71 S2 purchase second hand in 1987, the car has been a daily driver for the past 21 years and has been tuned up only three times in that period, getting about 25 mpg as it rolls along without incident. (Clearly, based on this example, many of us (me included) fuss over our cars far too much.) He also owns a very nice self-restored Mk IV drophead as well as a potpourri of '60s sport cars in various states of repair. I guess there's something to be said for "California Dreamin'".

K&N Classics Q&A: A concise but very informative overview on installing A/C in an E. Anyone contemplating such an undertaking should definitely take a look...

CMC Column: Part 8 of "The Right Way" restoration methods employed by this firm provides a detailed and invaluable explanation of how to install and adjust engine frames and bonnets. I note he describes requiring "a couple of strong friends" to hold the bonnet while installing the brackets...maybe not how I'd describe my wife and son who were pressed into service when I went through this exercise a couple of years ago...

New Members: Happy to note that I'm no longer the sole E-Type Club member in OJC: Mark Roberts has joined the group. If you're mulling over membership I'd be happy to share some of the mags...

Cheers, Rob Dunlop

Auto News

Bits of auto news collected from various sources, mostly online:

The bad news.... Tata, new owners of Jaguar Land Rover (JLR) launched their Indian low price micro car, the Nano, in February. Priced at around \$C 2,500 in India, it's not expected to boost company revenues more than a few percent, partly due to the gradual growth of production to an ultimate approximate 350,000 per year. Tata posted a \$US 54 million loss in the final quarter of 07/08 and is apparently having difficulty refinancing \$2 billion of the \$3 billion secured loan to buy Jaguar Land Rover.

Now, the good news.... A Chinese company signed an MOU with Tata in February to purchase 10,000 Land Rovers and 3,000 Jaguars over the next three years.

Jaguar Reliability: JD Power recently awarded Jaguar joint first place (with Buick) in its annual reliability survey, displacing the traditional winner, Lexus, to third place. This is added to top places for Jaguar in JD Powers' 2008 owner satisfaction and dealer satisfaction awards.

New Jaguars: The revolutionary new XJ flagship saloon is expected to be revealed officially at the September 2009 Frankfurt Auto Show, although it may make an earlier appearance in London in July. Also expected at Frankfurt is a concept model XF Estate leading to a production announcement for as early as 2011. An XFR version to take on the BMW M5 Estate is expected. Strong rumours of the new sports roadster, the XE, continue with some suggesting that the design is actually nearing sign off. Supposedly based on a cut down XK chassis and developed by both Jaguar and Lotus Engineering, the new turbo-boosted V8 in addition to a standard V6 is a possibility. JLR owner Ratan Tata has recently been quoted as saying that the economic downturn will not curtail Jaguar XE plans.

Rob Dunlop

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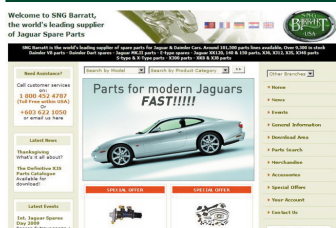
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