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***It's not exactly summer yet, but
intrepid OJC members hit the road
anyway!***

See Page 3.

Photos: Alan Graves, p. 1,3.

June Jag Night

***Monday, June 8, 7 pm,
68 Knoxdale Road***

Jaguar Jottings

Editor: Frank Basten

(613) 342-0467

fbasten@ripnet.com

Publisher: Paul Davis

(613) 225-3449

pdavis002@sympatico.ca

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Club Events

By Ward Market Auto Classic - Sunday, June 7th, 10 am - 3 pm

LOCATION: By Ward Market

For our return to the By Ward Market show this year we have six cars representing the Club: E-types from Mike O'Brien, Dave Kenny and Rob Dunlop; an XJ12 from John Price; an XJ6 from Doug Niblock and Chuck Robinson's stately Bentley.

We hope to be parked together somewhere in the Market, so if you have some time to wander around the Market and view the cars, stop by for a visit.

June Jag Night - Monday, June 8th, 7 pm

LOCATION: 68 Knoxdale Road

The highlights will be a discussion and demonstration of preparing your car for display at Jaguar Day. Pre-registrations will also be accepted for the Concours.

Jaguars in the Nation's Capital OJC Concours d'Elegance - Saturday, June 20th, 9 am - 5 pm

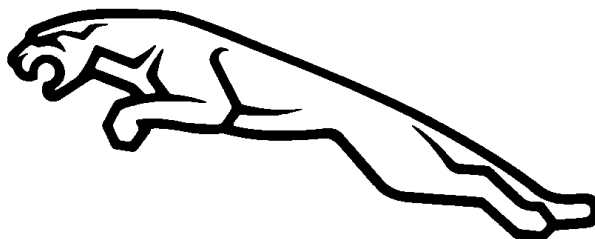
LOCATION: Rockcliffe Flying Club

See poster on Page 6 and our website for more details.

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.



OJC Spring Drive



It was a blustery, cold day but the rain had held off and fitful moments of sun broke through the scudding clouds as four intrepid pilots navigated their fine automobiles out of the Carleton Place Canadian Tire parking lot on the 17th day of the 5th month of the year 2009 AD to embark upon the epic voyage evermore to be known as the 2009 Spring Drive of the Ottawa Jaguar Club.

Enough of the dramatics, already!!

This year's Spring Drive which headed out from Carleton Place, west on Hwy 7 before turning off on to Ferguson's Falls road, passing through Ferguson's Falls and on to Lanark for a coffee (and pie) stop. After this, we took the largely empty, winding and sometimes hilly road up to Calabogie - one of the better driver's roads in the area.

We stopped for a while on the shores of Lake Calabogie with the women of the party showing more than usual interest in the E-type's engine - whether this was due to a new-found interest in such things or merely that, unlike the weather, it was warm, I dare not comment....

After Calabogie, we headed generally east to a stop by the Madawaska River, then through Burnstown and White Lake to Pakenham and a stop at their General Store where we collectively bought their entire supply of caramel-drizzled cinnamon buns. After this break, and a push-start for someone, those of us left headed south to the Ashton pub to top off a pleasant afternoon in delightful company - the cars weren't bad either.

Cheers!

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President's Musings

With a slight cough, a burp and a roar, my old E-type burst into song for 2009. It's invigorating to once again feel the warm breeze (OK, wind) ruffling through your hair (or in my case, massaging the scalp) as the beast once again stretches its legs. June is one of the Club's busiest months, as far as available activities are concerned, and with our short summers, there's never a minute to lose getting out there and enjoying your motoring. There's the By Ward Market Show on the 7th, the regular meeting on the 8th back at the Knoxdale Community Centre to discuss preparing your cars for the Concours, and of course our annual Concours on the 21st at the Rockcliffe Flying Club.

It's worth remembering that the main objective of the OJC Concours d'Elegance isn't a parade of show cars, but rather to encourage as many Club Jaguars as possible to make an appearance. While Concours may not be everyone's cup of tea, giving the beast a wash and a brush and coming out to show your pride and joy is what being a member of OJC is all about. Let's make 2009 a record year for membership turnout.

May Meeting Another amazing turnout of 25+ members turned up at the Stebro plant for a tour and briefing. I'd just finished telling owner Dan Petschenig that we expected around 10, when the door opened and droves of members rolled in (many from the Black Dog

Pub) overwhelming the coffee and donuts which Dan had graciously provided, anticipating a dozen visitors. Details are elsewhere but I think everyone enjoyed the visit, greatly impressed with the quality of work and global sales from a small plant in beautiful downtown Greely. If you want to "hear" what I'm talking about, I suggest logging on to You Tube under "Stebro".

Hopefully, interest hasn't peaked with the Stebro visit as the Sunday Spring Drive on the 17th with four cars and the three attendees (including the Chief Judge and me) last Saturday for judges' training were a bit of a surprise. It could be that weekends are just too busy once the good weather arrives. Would early evening drives/events on weekdays versus weekends during the summer be better? Let me know....

Concours Judges' Training With the Chief and former Chief Judges in attendance, new member Steve Fox got a virtual private lesson on judging. Thanks again to Paddy for making her office available. For non-attendees who usually judge, please go on the JCNA website and take the time to review the changes of 2009 and refresh your memory on the scoring before the event later this month.

Cheers and happy polishing!
Rob Dunlop

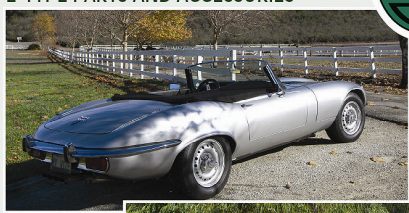


E-TYPE PARTS AND ACCESSORIES



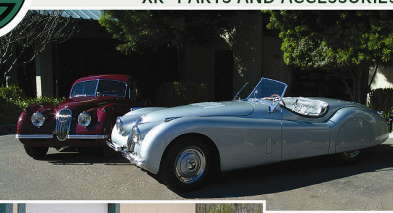


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Jaguars in the Nation's Capital

Saturday, June 20, 2009

Rockcliffe Airport, Ottawa

Vintage & Modern Auto & Aircraft Display

- Ottawa Jaguar Club
- Vintage Wings of Canada
- Jaguar Ottawa
- Rockcliffe Flying Club

21st Annual Concours d'Elegance

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9:00 to 12:00 Registration 12:00 Lunch (on site)

1:00 Judging, 4:00 Awards

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Photo Catherine Roberts 2008
1954 XK120 owned by Phil Kuran

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Paddy Robertson, Registrar

613.729.8859

stewart_robertson@rogers.com

Mark Roberts, Chief Judge

613.591.1659

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Scoop or Spoof?

Is this a long lost special design project ordered by William Lyons before he retired?

Worldwide first view by **Paul Racette** (450-835-1248)!



While driving near our home in the Lanaudière region of Quebec (Saint-Gabriel de Brandon), I discovered this very unusual Jaguar. It is a 1971 XJ6 **CONVERTIBLE!** What a monumental discovery of absolutely tremendous proportion!!! Was this a long lost secret design project commissioned by the late William Lyons before his retirement? The fit, the finish, the recognizable wood and leather hallmarks of Jaguar were all there, albeit a bit worse for wear and exposure.

The owner had no information about the origin of the car. There had been a transit plate on the car but this was now long gone. Where was this mystery going to take us? Closer examination revealed that there was no top.



Subsequent examination under the bonnet revealed what must have been a special collaboration between Jaguar and Chevrolet. This seemed to be a 327 cubic inch engine from Chevrolet dropped into the otherwise stock XJ6 engine compartment....

By now, those of you in the know will have surmised that this car never left the Jaguar factory like this. Someone decided to revive what might have been another XJ6 that would have gone to the breaker's yard. They turned it into a nice 'toy' to use on sunny days and enjoy the obvious luxury of these fine model Jaguars.

It does, however, make one wonder: what if Jaguar had decided to make these?

By the way, should anyone be interested in acquiring this unique car, it is being offered for sale in the region of CA\$ 2,500 (+/- US\$ 2,200). Call +1-450-368-0025 and be ready to practice your French....

Marketplace

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

Six Cylinder Jag Engine Free to a Good Home. The 1960's V12 engine has turned out to be a 1984-1987 XJ6 4.2l XK6 engine. The engine serial number is 8L497107-S, so it translates to: 8l XJ6 4.2l engine, -S is standard compression ratio (L-7:1, S-8:1, H-9:1) and the 497107 puts it well after 1981. The engine looks fairly complete, but with only the starter motor included; no alternator, power steering pump, or AC compressor. The intake manifold is there, but apart, and one of the studs to hold the heater water rail on, has broken off. The distributor, coil, fuel injectors, fuel rail, injector resistor pack, engine ECU (DAC 2805), air mass flow meter and auxiliary air valve are present, but not on the engine (as is the automatic transmission). The engine will require a complete re-build before it can be used again, as it has been sitting for quite some time. I did not try turning it over. Also available is a 950 cc MOWOG (Austin Mini) short block. We have about a week, then they will call in someone to haul this stuff to the junk yard, as it is not worth much these days. Contact Beth Sharp at bethie_sharp@yahoo.ca. [JJA]



1968 XKE for Parts or Restoration. Partially disassembled, complete except for bonnet, rust on underside. The car is free to anyone who is interested. Call Brad at 613-523-0813 or e-mail at Brad.Merkel@Rogers.com. [JJA]

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.

CANADA DAY CELEBRATION III

Hello Motorsport Enthusiast,

This is your invitation to participate in the third Canada Day Celebration at Calabogie Motorsports Park on June 27 and 28, 2009 organized by the Audi Club Canada East (ACCE) and assisted by the BMW Club of Quebec. As with all Audi performance driving schools, you will be guided by an experienced in-car instructor. Forty expert driving instructors from auto clubs in eastern Canada and United States make this school a rewarding experience for all participants.

This year promises to be even better, with improvements in facilities at the track including a new classroom, showers and a lookout. As is customary for Audi Schools, the banquet on Saturday evening is a great venue to meet other driving enthusiasts and re-kindle old friendships.

The two day (Saturday 27 & Sunday 28) school participation fee for students is \$550.00. This is great value for Calabogie.

You have an opportunity to enhance your driving skills with an experienced personal instructor and skill level graduated classroom instruction on the weekend before Canada Day. You will learn how to handle and control your vehicle at speeds not normally attained on public roads. This will help to prepare you for emergencies in normal driving. It will also allow you to explore your capabilities as a driver and those of your vehicle. At no time will you be pushed or encouraged to go any faster than is comfortable for you. All participants will be organized into run groups in accordance with experience and skill. Book now for this great driving experience by clicking on the Karelo.com icon.

For more information, contact:

Bill Olders

Event Master for Canada Day Celebration

[Audi Club Canada East](http://AudiClubCanadaEast.com)

Cell: 613-762-9383 or e-mail

william.olders@rogers.com

Starting Problems

Last November (2008), I became thoroughly disenchanted with the fourth Lucas rebuilt starter in 12 years on my '67 E-type 2+2 (4.2 l. engine) which had developed the habit of working fine when the engine was cold, but refusing to turn over when the engine was hot and recovering after waiting 20 min.. This gets very frustrating when the engine is stalled in traffic!

In desperation I contacted Tom Owen at Brown's Lane Jaguar and he advised me to consider a Japanese (Toyota) Nippon Denso rebuilt starter conversion to the XKE engine. It provides three times the torque through a gearbox at half the amps relative to the original Lucas unit. It's also smaller, lighter and a lot more reliable. The drive pinion is a proper machined gear and not cast like some aftermarket units. The other change to the original Nippon Denso is the adaptor flange mounted to meet the XKE bell housing opening flange. Tom assured me that he had been using these starters on racing XKEs for three years and had no problems. The price was also very attractive at \$220 before shipping and tax.

I immediately ordered one and installed it with some slight problems. The largest issue was the removal of the Lucas starter due to its extreme weight and the fact that you can only get one hand in the cavity behind the starter, but let's start at the beginning.

First, you must remove, in order, the air filter, the aluminum underpan, the brake booster vacuum tank and the oil pressure sensor. Then, the top bolt for the starter is easily accessed from the top immediately behind the engine where the bell housing meets the engine block rear. You need long thin fingers to access the nut. To access the lower bolt, remove the carpeting on the passenger side of the transmission cover sheet metal just under and forward of the radio console. There is a small access plate about 6" x 3" held in place by 4 slot screws. Remove this and you can see the head of the starter bolt in a dwell on the bell housing. You will need a #15 universal drive socket to capture it. From the engine side you can reach in along the base of the starter and feel the other nut end of this lower bolt. Grab it with a 9/16" socket and loosen the nut which can then be removed after locking the other end with the #15 universal socket drive. But, before doing this, pack a lot of old rags under the starter so that it does not fall once the bolts are loose. Then you can extract the starter carefully, bring it down to the floor and pull it out from under the car.

The installation of the Nippon Denso unit has two difficulties: the mounting bolt shaft for the main current line for the motor is slightly larger than that of the Lucas and the mounting ring on the main cable must

be drilled out slightly; the 12 gauge line to the solenoid from the starter button is too short by about 6" and needs an extension. Once this is done, the largest problem is stretching the insulating rubber boot over the main cable connection after securing the ring with the nut. I needed to add additional layers of good quality electric tape, particularly as the electrical connections appear on the engine block side of the starter and the space is limited. After this, installing the new unit was complicated by the fact that for the upper bolt the starter housing flange side is very restricted and I had to glue the head of the bolt to the starter flange with five-minute epoxy after inserting it to point straight back to pass through the bell housing flange hole. Meanwhile, ensure that the lower bolt is secured at its head end through the bell housing flange by jamming rags behind it through the access panel on the transmission housing sheet metal. Then, after securing the pile of rags under the starter location (in case it slips during offering it up to the flange) slide the starter in and get the upper bolt through the upper flange hole. You can do this partly crouching while you can see the upper side of the engine and the alignment of the bolt with the hole. As the flanges approach each other, there is an inner guide which automatically aligns them and should also automatically slide the lower starter flange hole onto the bolt end. If you are fortunate, this happens.

Once the starter is in place and the rags are well secured under it, you should be able to stop supporting it with your hand and concentrate on slipping your fingers behind the bell housing flange to start the upper nut on the bolt. Once you have dropped the nut a couple of times and lost it once (make sure you have two ready), you can tighten it with a wrench and then move to the lower bolt and nut. Start the nut from the starter side and, when finger tight, lock a socket on it and drive the universal socket at the transmission access end until it's tight. If you are lucky, there is enough grounding surface area for the 200 amps draw of the starter motor. Otherwise, you only get enough ground for the solenoid amps and you must do as explained later to supplement the grounding. Initially, the starter worked perfectly in November and this spring.

Later in the article the small alternator/starter rebuild shop noted in Ottawa is:

Ascot Alternator; 2655 Blackwell St.; Unit 12, Ottawa, ON K1B 4E4 (613) 749-0392

The operator of this shop is John, who told me that rebuilt Lucas units are becoming impossible to obtain as no one is making the windings. He says that he cannot handle these units now and predicts that these rebuilt and adapted Nippon Denso units will become the only available replacement for the XKE engine.

David Kenny



23rd Annual Manchester Antique and Classic Car Show

Hello - Just a quick note to remind you of the upcoming Manchester Car Show, June 13 and 14, 2009 in Manchester Center, Vermont. We are featuring Jaguar and Hudson this year. You can register and find more information at <http://www.manchestercarshow.com>. I can also send you / your Club brochures if you would like. Don't hesitate to contact me if you need any other information. Thanks for your help spreading the word!

Tammie Reilly
23rd Annual Manchester Antique & Classic Car Show
802.379.1753

Editor's Ramblings

Concours Refreshments: Chuck Robinson advises that the food will be set up at mid-day this year, instead of after the show.

Tyres: I have just had new tyres (Michelin Hydroedge) fitted to my '86 XJ12VDP as the old Goodyears had side splits. They were over 10 years old and showed little wear. Can anyone recommend where to go for a wheel alignment? I have a local garage here in Brockville that can do it but they have never done a Jaguar before and I am a little wary.

Starting Problems: Very interesting article by Dave Kenny on problems with Lucas starter on his XKE that is worth reading (see Page 9).

Very interesting XJ6 Series I Convertible for sale in Quebec (see Page 7).

Esteemed Club Members:

It is Concours show time on June 20th at the Rockcliffe Flying Club. Last year we had 46 cars on the field, several of which were in the JCNA from other clubs but not OJC members. The interesting fact also was that only 19 cars were judged under JCNA rules, indicating many cars came along to display and enjoy the day. We have in excess of 70 paid up members in the OJC. It would be great if more of them could make it to the premier event of our year. We socialize at meetings and chew the fat about our cars. Why not come out to the Concours and see what we all talk about and enjoy and meet new friends and members whom you may not have met before?

Much work goes into the organization of the Concours and the more people that come and enjoy it, the better. Remember, it is your finest few hours to show what you drive and drive what you show.

See you all there!

Frank Basten

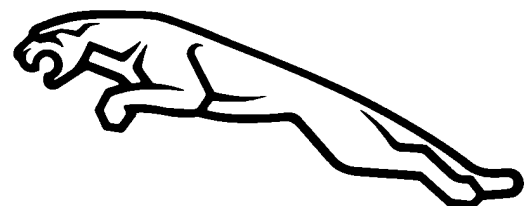
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 Chief Judge: Mark Roberts 613-591-1659

Webmaster: Mike O'Brien
 webmaster@ottawajaguarclub.com
 Jottings Editor: Frank Basten 613-342-0467
 fbasten@ripnet.com
 Librarian: Merv Clarke 613-723-5125
Club information:
 Lee Harrington
 1372 Old Carriage Lane, Box 2016
 RR#1, Winchester ON K0C 2K0
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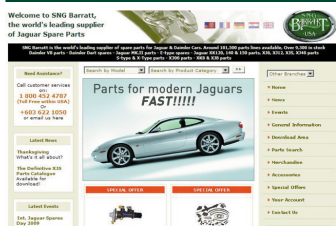
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