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The OJC BBQ at Kars Airport - an uplifting experience.

See Story and Pictures on Pages 6 and 7.

Photos: Vikram Ambrose, p. 1, 7; Alan
Graves, p. 10; Lyndon Mitchell, p. 6.

September Jag Night

***Monday, September 14, 7 pm,
Liam Maguire's Pub***

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

Orleans Cruise Night - Wednesday, September 2nd, 5:30 pm

LOCATION: Rideau Carleton Raceway

"Impromptu" Hazeldean British Invasion - Sunday, September 6th, 8:30 am

LOCATION: Hazeldean Mall, Kanata

See more details on Page 10.

September Jag Night - Monday, September 14th, 7 pm

LOCATION: Liam Maguire's Pub, St. Laurent Boulevard

Join us for a "Noggin' 'n Natter" meeting. A great opportunity for your "what I did over the summer" stories.

Tiptoe Through the Tulips Rally - Sunday, October 4th, 9 am

LOCATION: Canadian Tire Parking Lot, Highway 7, Carleton Place

A scenic drive/rally presented by the Ottawa Jaguar Club. This is a low-key event for those who enjoy driving their precious cars over smooth interesting paved roads at reasonable speeds while enjoying the scenery in the Lanark Highlands around Highway 7.

Vehicle: Any roadworthy car, SUV or truck.

Crew: Driver and Navigator (passengers optional)

Start: Canadian Tire parking lot on Highway 7 in Carleton Place

Times: 09:00 Registration

09:40 Briefing and Explanations

10:01:30 First Car Leaves

Route: ~250km. of paved roads around Highway 7

Simple (tulip diagram) directions

Timing optional (pencil and calculator handy)

Brunch Stop: Temple Sugar Camp Restaurant, Ferguson Falls Road

Finish: Fiddleheads Restaurant, Perth, ~4:30 pm

Entry Fee: \$50.00 per car (includes brunch for two)

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.

My First Jaguar Part IIa

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Jaguar XK8 - ABS Pumps, Computers and Batteries

Back in February '09 I wrote a Jottings story "My First Jaguar". I chose to buy it in Toronto because the selection in Ottawa was poor. It is April '08 and I have spent my hard earned cash, chosen a machine, and am now driving it back from Toronto to Ottawa. I have a nervous feeling in my stomach, and the "What have I just done" thought running around in my head. Putting it away in the garage I hope that I haven't just bought a heap of trouble. But there is that sense of relief that, at least, I didn't breakdown on the way back to Ottawa.

It is April '08 and the snow is clearing, but not gone, so the car stays in the garage, but the time will soon come.... We use the time wisely and start looking around for a garage to service the new Jaguar. We also needed someone to change out the water pump, thermostat and, more importantly, the timing chain tensioners.

We first contacted Global Auto and booked it in for an oil change. We also asked them to look the car over, explaining that we had just bought it in Toronto. We had to wait just over a week for an appointment - it was spring and they were very busy. Dropping the car off, we asked the ladies on the front desk about timing chain tensioners. The mechanic was out for lunch and the receptionists didn't know about the problem. Upon returning to collect the car, they carefully and politely explained that they had changed the oil but hadn't had the time to look the car over. Their heavy work schedule hadn't permitted the availability of a hoist.

So the snow was clearing and we had been to our first Jaguar meeting to find out about joining. We had met a few of the members and discovered that Jaguar had just been sold by Ford and taken over by the Indian firm Tata.

The weather was warming up and we had noticed that the Jaguar attracts lots of attention. It is difficult to go for a drive without getting admiring looks and some friendly conversation. The electric roof was truly eye catching, especially in the works car park. Up down up down ... very ostentatious but not very good for the battery. It was shortly after the 'up down up down' episode that we got the error message: Traction/Stability Control Failure (TSCF) along with the antilock braking system (ABS) dash board light. It was a bit of a heart-sinking feeling, as we'd only had the car for a few months.

So we plucked up courage and took the car down to the main Jaguar dealer. We asked them to change the coolant and brake fluid and look at the warnings on the braking system. Again the firm was very busy and it took two weeks to get an appointment. So we spent the time looking on the web. The TSCF problem is very common and is written about extensively in the web discussion forums. We found out that the error doesn't stop you from driving the car safely and that some people have driven their car for tens of thousands of kilometers with the error.

We took the car in and went very nervously to collect it. They

had changed the coolant and brake fluid and completed a 96,000 km maintenance service (oil, oil filter, air filter element, fuel filter, wipers, drain plug & washer, and windshield washer fluid). They alerted us to the fact that the wrong fluid may be in the power steering reservoir (it was cloudy) and told us that the brake pads had 8 mm all around.

The TSCF problem had been diagnosed by their computer as the electronic ABS module and control unit. They wanted over \$6,000 just for the parts. They were very kind to us and said that if we could get hold of the parts ourselves that they would fit them for us. The whole experience cost \$855.91 which, on reflection, was probably not expensive bearing in mind that they are the only Jaguar dealer in Ottawa.

So more web surfing - finding the correct parts was difficult. Not many of the early XK8s had traction control and so parts are scarce. However, we managed to track down a supplier in the UK who sold re-conditioned parts - the parts we needed were in stock and cost about \$1,000 including tax and delivery. We were pleased and ordered the parts. However, during our extensive web searching, we discovered several web-based chat room discussions that indicated the electronics were very sensitive to the voltage found in the battery. So, we opened the boot to look at our battery, only to find that the wrong battery had been installed. Additionally, a 30-second voltage check with a multi-meter indicated that the battery was reading low at 12.4 V as opposed to the 12.5 V or over necessary. We looked in the Jaguar battery care manual (it is amazing what you can get on the web!) which recommends that a battery with an open circuit voltage of below 12.45 V should be scrapped.

A quick trip to Canadian Tire and \$150 provided a suitable battery that we installed ourselves. Disconnecting the battery clears the computer memory and we discovered the window and seat position memory. Starting the engine we still got the error message, but, the voltmeter on the dashboard was reading low (which we confirmed with the multi-meter). So we took it out for a drive to fully charge the battery. Taking the opportunity to have Sunday lunch at the Swan at Carp, we were delighted to discover that after our fish and chips the car started without the error message; the dashboard voltmeter read 13 V, and has done ever since.

We had saved ourselves the hassle of changing out the electronic ABS module and control unit just by correcting the battery voltage. So two lessons were learned. First, the electronics on a XK8 are very sensitive to the battery voltage (a difference of 0.1 of a volt off the required 12.5 V (or above) will cause error messages). The next lesson learned is that excessive use of the power roof, without the engine running, will run the battery down enough to cause problems with the electronics.

Although we had successfully, and relatively cheaply, negotiated this braking system error, a serious problem still remained to be solved. The water pump, thermostat and, more importantly, the timing chain tensioners on our 1997 XK8 still needed to be changed out. Neither Global Auto nor the main Ottawa Jaguar dealer seemed appropriate for this work.

Lyndon Mitchell



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As miserable as July was, August brought the sun, high temps and sticky humidity we Ottawans know and love (?) to salvage the summer. Under a clear sky, a small group of Jags plus a lone Rolls-Royce ventured to Manotick on the 16th for a nice pub lunch at The Swan and then on to the Canadian Guide Dogs for the Blind charity event. Taking shelter from the heat under nearby willows, we were entertained by the old boys brass band and a wonderful quartet of ladies singing beautiful a cappella harmony. Several members used the opportunity to top up on tasty British goodies from the vendor and also managed to find room for a full cream tea with scones etc. Thanks to **Al** and **Sue Graves** for putting this one together.

The summer BBQ at the Kars airport on the 22nd was equally well-blessed by superb sunshine. Member **Michael Jackson** (...no, the other one...), our traveling sommelier, arrived with a choice variety of wines to entertain the palate. **Mike O'Brien**, **Lee Harrington** and **Phil** and **Fadia Karam** organized a superb meal with Phil, masterful as always, making the magic over the BBQ grille. Our host **Peter Whitworth**, was little in evidence as he was busy throughout taking members up for flights around the local area. **JP Giard** also crossed the airstrip to join the Gliding Club for a flying lesson. All in all, an enjoyable day for the small group in attendance. Many thanks to Peter, Michael Jackson and the hard working cooking crew for a superb event.

With summer winding down, there are still a couple of opportunities in September to get your beast out. OJC has been invited to the Orleans Cruise Night on Wednesday, 2 September for their annual British and European feature event. It's at Rideau Carleton Raceway starting at 5:30/6. This usually involves parking in a separate area and a lap around the horse track. There's a good possibility of another go at the Hazeldean Mall British Invasion, which got rained out last month. Current date is Sunday, 6 September but is yet to be confirmed. Finally, join us for the monthly OJC meeting at Liam Maguire's Pub on Monday, 14 September at 7 pm. It's a great opportunity for your "what I did over the summer" stories...speaking of which, if you went some place great over the summer why not share it with your fellow members - jot it down and email it in to **Frank Basten** for the monthly Jottings!

Follow-up on E-type: As many of you will know, rumours still persist that Jaguar intends to produce a successor to the E-type. An "F-type" appeared about the time Ford took over but was (wisely) scrubbed as already outdated, although the styling was reasonable. If Jaguar is serious, they need look no further than "Eagle E-types" a UK specialist which has just produced an updated E-type for a well-heeled US customer, with the promise of more to come. Called the "E-type Speedster", it's a real stunner and has got me started running down to the local corner store for lottery tickets. Check it out and drool at www.jaguarspeedster.com.

Cheers and Happy Motoring,

Rob Dunlop





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Flying with Peter

We arrived late for the Ottawa Jaguar Club BBQ at about 5.00 pm, however, we were not in a hurry and, taking the chairs out of the car, we wandered over to greet everyone. Stopping off at the table with all the drinks upon it, we opened our bottle of Pinot Grigio, a rather nice white wine from Italy. We had been on holiday there in June and had developed a taste for wines of that region.



The weather was beginning to turn nice, the sun was out and it looked perfect for flying. With the help of Guy, I booked my slot with Peter. Getting into the airplane was the first hurdle and I was pleased to get some good advice from the pilot. Still, entry was not that elegant. We went through "Pre-flight" - my seat and tray were in the up position and the no smoking sign was on. The control stick was vigorously moved around to check that everything was working. The contact switch was adjusted and with a spin of the propeller we were ready to taxi to the end of the airfield for take off.

Ascent was very graceful and I soon felt very comfortable floating in the air as we followed the river.

Asking permission to take some pictures, I joked with my guide about whether the propeller was really still there and so I took a picture of it.



The instruments were not computer controlled and I was please to learn that Microsoft was not responsible for the operating system.

Ottawa is truly a remarkable town - capital of one of the largest countries in the world and just 40 minutes drive will take you to the edge of wilderness.

After some pleasant conversation over the headphones, we headed for home. On the way we turned to look at a campfire, the lazy plume of smoke had alerted us to the campsite.

We turned again and side slipped into the airfield where our busy cooks had saved us a few burgers. And, with plenty of good fixings and some rather spectacular potato salad (which I suspect was home made), I settled down to enjoy the rest of a very pleasant evening.



Pictures from the OJC BBQ



Marketplace

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

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. [SOND]



1985 XJS. Antelope Brown. \$2,000 or best offer, as is. Runs, but needs new interior and other TLC. Body is good – no winters.

Contact Stewart or Paddy Robertson, 613-729-8859, Ottawa. [SOND]



V-12 Engine Block and Parts from 1985 XJS. About 100,000 miles wear and tear. Has been dismantled and needs a project-minded person to reassemble. Best offer accepted. Contact Stewart Robertson, 613-729-8859, Ottawa. [SOND]

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Balky Starter Part 2

Thanks again guys for the push last Sunday. We made it home. As it turned out there was nothing wrong with the new Nippon Denso (Toyota) starter itself. After checking, I discovered there was voltage at the solenoid and at the motor. The alarm was not blocking the current. I ended up removing the starter and eventually arrived at a small starter and alternator shop off Industrial Ave., at the suggestion of Hosie and Brown. I had brought both the new Nippon Denso and the old Lucas starters. First, they tested the Lucas and, being cold, it worked fine. When I explained that when the engine was hot it would not operate, he looked up a computer listing based on its serial no. and pointed out that those versions had aluminum windings and hot aluminum doesn't conduct current well. That explained one issue. Then he tested the Nippon Denso and it worked perfectly. Now he explained, by pointing out that the Nippon Denso draws 35 amps. solenoid current, while the Lucas draws only 10 amps., that the 35 amps will burn the contacts in the starter button and that is why it only lasted 20 starts. On the other hand, the 10 amps. for the Lucas will not affect the button contacts.

Apparently a lot of modern starters are like this and require relays which only draw 3 amps for the actuating circuit. So I bought a relay from him and returned home to set up the rewiring on the garage floor without mounting the starter to check it out. It worked great. Then I installed it all and guess what – the solenoid worked but the starter would not turn over. Then I realised that there may not be enough contact through the starter mount bolts to carry the 200 amps for the motor. I may have been lucky in the first installation last fall. So I mounted an additional ground from the starter housing directly to the battery negative terminal and now the starter worked perfectly. Next I left a message on Tom Owen's phone that he should warn people buying this starter that it also requires a relay. In any case, problem solved and now I'm the wiser. Now I have a reliable Japanese starter and a reliable Delco alternator. Perhaps I can actually drive this car without problems.

Re: the alarm system – I tried to sort it out Sunday night, but, it eventually went into siren mode and nothing would bring it out save disconnecting the battery. So Tuesday I phoned my insurance and they said they no longer required the alarm and I could remove it, which I have done with great pleasure. I was going to send this also to Steve Fox but do not have his e-mail.

David Kenny

Cautionary Tale

Wendy here - paper pusher from the All Club Meeting.

Thought I'd pass on this information to you all as you could be the next target.

While on a Corvette Call In Sick Day last week, we were driving along Highway 2 and enjoying the nice sunny day. Lunch was to be take out from Don's Fish & Chips in Brockville which we were going to eat at Block House Island where the Brockville Automotion Show is held annually.

I was the last to join the group on Block Island, driving slowly in 1st gear in my 31 year old car, and was waved over by a nice young policeman and asked to park in a specified area. After a short wait, another young man came over and asked me to pop the hood. Two police cars were parked with an "Environmental Assessment" vehicle and the police officers were pulling over vehicles as pointed out by the EA guys - Miata, Trans Am, noisy Dodge Caravan, etc. This was NOT for emissions testing. Absolutely nothing to do with emissions, although I did mention that my vehicle would likely pass. It was not the issue!!

Fines were being issued in the amount of \$365 for having removed emission equipment from vehicles, according to the manuals in possession of the EA guys. In addition, a court summons was written.

So, the court hearing is in Brockville in another month and by the sounds of it, a person in this situation would be expected to return the vehicle to stock or ??? - not sure what the parameters/demands/expectations will be. Even the EA fellow said the parts would be hard to find - so what will our solution be? I say "our" as this is bound to happen to many others if the EA group just sit outside shows and cruise nights and ticket away! Another scenario I learned of from friends: Two mature motorcycle friends were re-turning from a trip down east and were pulled over near Hawkesbury by the QPP and fined \$156 each for having aftermarket pipes on the bikes. Other bikers were ticketed for half helmets or high bars and told to call a tow truck if they couldn't get the proper helmet or fix the bars on the spot.

Don't these guys have anything else to do that harass hobbyists? I did make note that their EA vehicle was idling the entire 45 minutes I was with them and I'm sure it was the rest of the afternoon. Do they not have to abide by the rules?

Wendy Hall

Leather Restoration Workshop

Some of you may know that I have purchased the late Brock King's 1962 MkII sedan. The car is a 3.8L manual with electric overdrive, chrome wire wheels, and power steering. The car had a complete engine rebuild about 1,000 miles ago. The car also had new hubs, chrome wire wheels, tires, brakes, and stainless exhaust about 3,000 miles ago. The car is in need of new carpets and having the leather interior refinished as well as new paint.

I mention this since I thought you may be interested in a workshop and demo on how to restore and refinish a leather interior. You will be able to see what the initial interior looked like before I start as well as the steps taken to clean, sand, fill, and dye the leather and observe the finished product. Let me know if you are interested in this workshop. Also, while I am at it, I will do a complete mechanical once over on things to do/observe when buying/preparing a 47 year old classic Jaguar. This will be held in a separate workshop.

Again, let me know if you are interested in this kind of workshop.

Phil Karam



"Impromptu " Hazeldean British Invasion Sunday, September 6th, 2009 - Starting at 8:30 am

Hazeldean British Invasion



Given the weather-related failure of the August 4th British invasion and the earlier partial rain-out of the ABCD event, we thought we would try again to bring the British Car community together at the last formal event of the year at Hazeldean Mall on September 6th (but note there are informal events on Tuesdays for the next couple of weeks or so afterwards). All British Car Clubs are being invited to participate - we hope that the Ottawa Jaguar Club can provide an exceptional turn-out.

Hence, the British Invasion will take place on Sunday, September 6th starting as early as 8:30 am (the site fills up fairly fast for this popular show) until 4:00 pm. This all-day event has door prizes and the like and has an entry cost of \$5.00 (proceeds to CHEO). The CHEO Bear will also make an appearance, seeing that the days proceeds and all proceeds for their Cruise nights go to CHEO.

A BBQ lunch is available at a reasonable cost (\$1.00 per item) courtesy of the Kanata Volunteer Fire Department staff. This show is likely to attract 400-500 cars to the Hazeldean Mall parking lot which is off of Eagleson Road just south of Hazeldean Road, about 3 km south of the Eagleson/March Road exit off of the 417.

Please do come and join us and show your car in the British Invasion section of the show and join your car-fraternity friends and colleagues as we enjoy motoring splendour from both sides of the Atlantic as well as from across the Pacific.

I hope to see you there.

Alan Graves

2009 OJC Executive

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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
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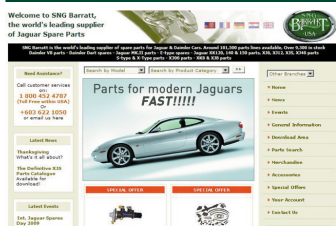
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