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**Photos:** Frank Basten, p. 8; Mike  
O'Brien, p. 1, 6, 7.

***What Mike O'Brien's S Type will  
look like when completed.***

See Page 6.

***Annual General Meeting***

***Monday, November 9, 7 pm,  
68 Knoxdale Road***

## *Jaguar Jottings*

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# **Club Events**

## **Annual General Meeting - Monday, November 9th, 7 pm**

*LOCATION: 68 Knoxdale Road*

See details on Page 3.

## **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.

# **Purrfect Thoughts**

Life is not a race, but a journey to be savored each step of the way.

- Unknown

The reward of a thing well done is to have done it.

- Ralph Waldo Emerson

Blessed is the man who, having nothing to stay, abstains from giving us worthy evidence of the fact.

- George Eliot

He has all the virtues I dislike and none of the vices I admire.

- Winston Churchill

Success is getting what you want. Happiness is liking what you get.

- Anonymous

Things turn out best for those that make the best of the way things turn out.

- Art Linkletter

# ***Annual General Meeting 2009***

The Annual General Meeting (AGM) is scheduled for Monday, November 9th at the MWCA Hall at 68 Knoxdale Road, starting at 7 pm.

The AGM Agenda is as follows:

**Welcome: Rob Dunlop**

**Reports from the Executive (5 minutes each):**

(1) Technical: **Phil Karam** - Review of 2009 and ideas for 2010.

(2) Events:

**Al Graves** - Report on drives and get-togethers.

**Paddy Robertson** - March Dinner.

**Chuck Robinson** - Christmas Party 2010.

(3) Concours: **Mike O'Brien/Mark Roberts** - Overview and possible items for consideration for 2010.

(4) ABCD and Interclub Activity: **Al Graves**.

(5) Membership: **Lee Harrington** - Status and any trend over past years.

(6) Treasurer: **Stewart Robertson** - A report as to where we are as of the AGM. The treasurer's report will be provided in detail at the February meeting where the entire year will be presented.

(7) Jottings: **Frank Basten/Paul Davis** - Successes and recommendations for 2010.

(8) Website: **Mike O'Brien** - Overview.

(9) Summary: **Rob Dunlop**.

**Items from the Floor:** Must have been submitted to **Lee Harrington** 20 minutes in advance.

**Social half-hour with coffee and goodies.**

**Election: Rob Dunlop** - 45 minutes.

**Welcome to the new Executive Team and wrap-up.**





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# President's Musings

With the summer (what there was of it) well and truly past and Fall signaling the return of "winter's bounty" just around the corner, it's time to put the toys away for another year. As part of my own storage ritual, I record the mileage covered over the past driving season. I usually average about 600 top down fair weather miles per year with the E-type but, to my surprise, we managed over 700 this year despite the less than agreeable weather. Most of that was in support of OJC or other Club related activities but we weren't able to make them all ... which seems to suggest that we probably had sufficient organized driving events for OJC members this season. We all know that the best way to treat your cat is to exercise it as much as possible. As you put your beast away for another year, I suggest you check the odometer. Based on the low participation level at many of this year's activities, I have a real sense that there are a lot of cars going to sleep with a lot less than 600 additional miles/kilometres this winter. Is that really what you had in mind when you stepped up to Jaguar ownership? Something to think about this winter .....

"THE X-TYPE IS DEAD...LONG LIVE THE..."

According to AUTOWEEK Magazine (19 OCT 2009):

In 2014, Jaguar will use a variation of the R-D6 hatchback sedan as a replacement for the X-Type. The front will look like the XF. The four side doors will all be standard suicide as in the R-D6. The hatch will be top-hinged as on the R-D6. Engines will be gasoline/diesel V6 or a diesel 4. A new chassis will be shared with the new XE and XK. The new model is not designed to be an entry level car like the X-Type but will help corporate fuel economy. Cost will be around \$60K.

Looking forward to seeing you all at the AGM on the 9<sup>th</sup>..

**Cheers and Happy/Safe Winter Motoring,**

**Rob Dunlop**

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# ***A Long Slow Project or Grandpa, Why Do You Have a Gangster Car?***

Once I got Series 3 saloons out of my system, I thought that I would like to have a MKII. So I bought one on E Bay for \$7,500 in Pittsburgh. It turned out to be more work than I wanted and more money than I had. Then I found out about the S Type, a little loved Mark II with a long tail. I read the reports and found that mechanically it was a better riding car due to the independent rear suspension and began a search. The first car came from Michigan and was mechanically sound having come from a mechanic with a 150 to his credit. However the body was poor but almost salvageable. So I expanded my search and found another S Type in Ohio with a good body and average mechanics (including an engine in a box and no transmission). Both cars were quite cheap but the MKII project now looked easy compared to cloning the two S Types.

Then one day I was absent minded scanning Hemmings on-line when lo and behold there was another S Type that had had some work in Southern New York. It was going for \$7,500 but the owner had included an incorrect e-mail address that bounced back to me. I did a "411" check on-line and found his telephone number and we had a chat. I stopped in at his house on my way to Florida a week later to see the car. It had the following work done to it by agencies all over the US: the 3.8 had been rebuilt as had the transmission and the Independent Rear Suspension. The seats were new leather and there were other things that were done. The front end needed redoing and the interior required replacement, less the seats. I pointed out these areas and the owner said "if you don't want it the car will go to the crusher, I've had it". I paused for one or two nano seconds and said "well the best I can offer is say three thousand maybe thirty five hundred. I didn't have the words out of my mouth when he said "sold". He then produced receipts for \$34,000 worth of work including a new stainless steel exhaust.



That brings us to today. The two parts cars are gone - one sold and the other scrapped. The 1966 that I bought in New York has been stripped to bare metal and the complete interior has been removed. All the glass is out and the car has been converted from solid to wire wheels. The wood is being redone as is the interior door panels and the headliner and cant rails. Some of this is my work and some is that of Bob Higgs in Toronto who has the interior and the wood.

The mechanical work done to date is the conversion to wire wheels and a complete front end rebuild including replacement of the "crow's feet". When I attempted to get the car to run properly after I bought it, I took it to Rob Staruch of Miniman near Ottawa. He got the car running and test ran it around his property then parked it in his shop overnight. The following morning the rebuilt DG250 transmission had blurred all its transmission fluid all over the floor through the o-rings in the solenoid in the tranny. I took the car home and pondered what to do next. The budget was blown and it still needed an interior and a paint job. Put it on hold for a year was the result.

This fall the car went back to Rob and we installed a rebuilt General Motors T700R4 5-speed automatic transmission using a bolt up kit from Johns Cars in Dallas Texas. With the exception of the little dent that Rob made in the transmission tunnel, the kit and tranny went in with little difficulty. The drive shaft had to be shortened and balanced and new U-joints were added. Then I found that all the exhaust hangers were missing. While working on the transmission with Rob we talked a lot about upgrades to make it a true daily driver in the summer. The talks often started with "why don't we..." which meant why don't you order or install..... The car had an XJ6 steering rack, an upgrade from XKs Unlimited, that came with the car. The rack was driven by the original power



(continued on Page 7)

# ***A Long Slow Project or Grandpa, Why Do You Have a Gangster Car? (continued)***



steering pump mounted on the back of the generator. After some discussion, I listened while Rob talked engineering... we removed the generator and replaced it with a shiny new Ford 100 amp alternator (the car had been converted to negative earth). We then searched for a self-contained power steering pump (no external reservoir). The solution was at hand when we found the pump from a Jaguar V12 engine. It accepted the XJ6 power steering hoses as if it had been designed for them. But how to mount these two new things where a single huge generator was and what about the pulleys? The 3.8 has no bosses up high for adding hanging things whereas the 4.2 did. Well, first Rob played with the alternator and finally installed it using threaded rod through the holes for the generator brackets. It was installed upside down so that the normal bottom mounting bracket was up and would add extra strength for the power steering pump that would go above it. That meant that the old power steering reservoir and the voltage regulator could be removed and be placed on the "never to be used again" shelf with the generator.

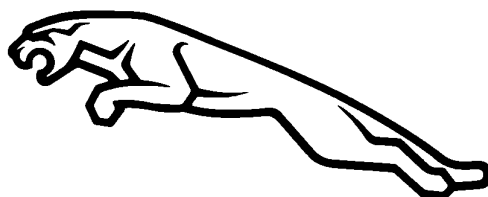
The next step was to find pulleys that had a double V-belt capability. The 3.8 came with single inverted V-belt pulleys. The answer was to rob an XJ6. I took the harmonic balancer and its double pulley for the bottom and the double water pump pulley for the top. They went on the 3.8 with no difficulty and gave us just the right offset for the belts. One belt drove the water pump and the power steering pump while the second drove the alternator. All this was lovely but now how would we keep the belts tight? We needed adjusters. Back to the V12 living forlornly behind the hedge under the tarp. The V12 has 4 adjusters and we took the two longest and made another.

The engine ran but we still had not perfected the heat potential. We had to install an oil cooler for the transmission and there wasn't much space between the rad and the fan. The new pulley on the water pump would have put the fan closer to the rad than before and the 10 blade steel fan made a great deal of noise so we took it off forever and for \$32 US installed a 16-inch electric fan on the outside of the rad. The fan was wired to an E-type temperature sensor installed where the old temperature sensor that activated the starting carburetor was. Then we asked how do we get the starting carb (choke) to work? Most MKII and S Type owners (probably 420, MK X and 420 G owners as well) complain that the automatic choke either runs too much or too little. Rob recommended that the choke be activated by a switch in the cabin. The brake hold switch on the dash was of no value as the solenoid had been removed from the brake line and the transmission had a different lock-up anyway so it's wiring and space on the dash was usurped for an illuminated switch.



That ended the mechanical work and the car has now gone to the painter where it will get some minor body work and have the rear wheel wells opened. By Christmas I hope to have it back to let me spend the rest of the winter putting it back together again. Watch for updates, if you dare.

**Mike O'Brien**



## Marketplace

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

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## Editor's Ramblings

**Peter Lewis**, after several years of toil and frustration, has, at last, made the maiden voyage in his fully restored 1958 XK150. He has promised to write a series of articles for the *Jottings* covering not only the restoration but also the many modifications that were carried out to vastly improve the performance and road holding of the vehicle. I have attached some pictures of the delightful machine.

**Frank Basten**



## 2009 OJC Executive

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 president@ottawajaguarclub.com

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Chuck Robinson 613-523-1799

Secretary:

Paddy Robertson 613-729-8859

Membership:

Lee Harrington 613-774-4532

Treasurer: Stewart Robertson 613-729-8859

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Social: Executive Committee

Technical: Phil Karam 613-521-5100

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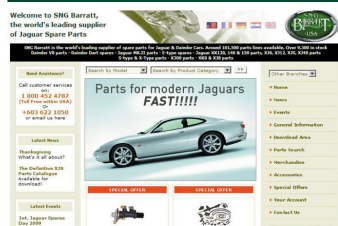
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