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Jaguar Jottings

May 2010

1985—2010: Celebrating 25 years!



***One of these
isn't a Jag ...***

***Memories of the
2007 Concours***

Highlights ...

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Photos: Al Graves, p.1; Stewart
Robertson, p. 9



May Jag Night

***Monday, May 10, Hardstone's Pub, Manotick—5:30
followed by a visit to Autobahn Tuning***

Jaguar Jottings

Editor: Frank Basten

(613) 342-0467

fbasten@ripnet.com

Publisher: Paul Davis

(613) 225-3449

pdavis002@sympatico.ca

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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(613) 225-3449
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Club Events

Concours Judges Training

Saturday May 15, 6 Antares Drive (off Hunt Club), Phase I building, 2nd floor, in Corporate Renaissance Group's boardroom and in their parking lot.



The purpose of the meeting is to do a quick review of the JCNA Judge's Rule Book, highlighting the changes for 2010, and then to run through a couple of refresher practical judging trials to get us thinking about judging the Concours on June 26th. We will review the test, then proceed to the parking lot to run a couple practice judging trials.

This training isn't just for judges—any member is welcome to come to pick up some tips on Concours preparation and expectations.

Contact Mark Roberts, Chief Judge before May 15.

Club Events List (until July 2010)

May

- 1 or 8 Spring Undercarriage Inspection, OPI Phil Karam
- 10 7:00 Visit to Autobahn Tuning in Manotick after 5:30 Pub Night in Manotick. OPI JP Giard
- 15 Concours Judges Training. OPI Mark Roberts (see note above)
- 29/30 Spring Drive/Intro to Slalom. OPI John Price
- 30 Hudson Car Show. OPI Frank Basten

June

- 6 ByWard Market Car Show. OPI Rob Dunlop
- 14 Concours Preparation at Knoxdale. OPI Mark Roberts
- 26 Club Concours d'Elegance at Vintage Wings, Gatineau, OPI Mike O'Brien

July

- 17 ABCD. OPI Mike O'Brien
- 31 Club Slalom/BBQ. OPI John Price

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.

Jaguars in the Nation's Capital

Saturday, June 26, 2010

Gatineau Airport, Ottawa

Vintage & Modern Auto & Aircraft Display

- ♦ Ottawa Jaguar Club
- ♦ Vintage Wings of Canada
- ♦ Jaguar Ottawa

22nd Annual Concours d'Elegance

Judged and Enthusiast Classes

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

1:00 Judging, 4:00 Awards

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Info & Registration

Paddy Robertson, Registrar

613.729.8859

stewart_robertson@rogers.com

Mark Roberts, Chief Judge

613.591.1659

c.roberts@sympatico.ca

ottawajaguarclub.com

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Chassis X351

By Vikram Ambrose

The new 2010 Mark IV XJ (X351) breaks away from the familiar XJ design and ventures into a less retro direction for Jaguar. The X351 also marks the end of Ford's governance as Tata Automotive, part of the Tata conglomerate purchased Jaguar Cars LTD for £1.7 billion from Ford Motor Co. on the 2nd Of June 2008.

When it comes to "new luxury" brands, like Jaguar, Mercedes, Victoria's Secret, Cartier etc.. the car to beat is the S-Class Mercedes-Benz. For over half a century the S-Class has been the de-facto luxury saloon of choice for every drug dealer to prime minister around the world. The S-Class commands a lucrative premium that every car manufacturer strives for. BMW, Audi and Lexus have been try-

ing to build an S-Class competitor for over 30 years and still haven't gotten it right. In comparison, Jaguar started chasing the S-Class only relatively recently. They've started making the XJ bigger, lighter, more powerful and flashier.

Jaguar has really done their market research this time. They have finally realised that if they want to move the type of volume Mercedes does, they need to forget about the 50+ Doctors and Lawyers, and instead concentrate on attracting the 20 something stock brokers and middle management types. The chauffeur industry requires larger trunk space, more sophisticated rear-consoles. Mr. 25 year old wants a car with more recognisable presence. Enthusiasts demand sub 5 second 0-60mph times etc, etc, etc. The fusion of these parameters into Jaguar's de-



sign philosophy then becomes the responsibility of Jaguar's lead designer Ian Callum. From the 510hp supercharged V8 to the obnoxiously large leaper on the boot lid, all boxes have been ticked.

As a result, the launch of the new XJ was met with great success. All 50 special edition Neiman Marcus cars were sold out in less than an hour! Deliveries for the 2010 model year have already begun. Every review magazine has unanimously praised the new XJ of being the car to put Jaguar back in the big league.

Cont'd on page 6

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Chassis X351 continued

But does "Grace, Space and Pace", the catchphrase originally coined by the Mark VII and now echoing throughout Jaguar, still apply to the X351? Let's find out.

Space

The new XJ is wider and longer than any previous generation. With trunk capacity now at 510L, almost 100L more than the previous generation, the new XJ has one of the biggest trunks in its class. Rear leg room for the long wheel base rivals the S-Class. The dual sunroofs, lowered dashboard and revised center console makes the car feel and look much, much bigger. **Space – Check.**

Pace

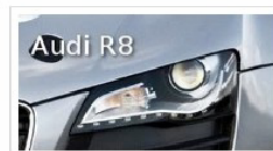
Model	Price (USD)	Power (PS)	Weight (Kg)	0-60mph (s)
XJ Premium Luxury	\$72.5K	385	1755	5.4
S550 S-Class	\$91K	388	2095	5.4
SJ Supersport	\$115K	510	1892	4.7
S63 S-Class	\$133K	518	2155	4.3

The top-shelf S-class is the S65 AMG. A 6.0L twin turbo V12 beast that can outrun a Porsche 911. But slightly down the ladder and more comparable to the XJ Supersport is the 6.3L V8 S63 AMG. Even with 200kg advantage to the XJ, the S-Class is still faster. However the standard 5.0L naturally aspirated V8 in the XJ Premium Luxury can keep up with the 5.5L naturally aspirated Mercedes S550 (labelled S500 in Europe). Computing power to weight ratios and then analysing 0-60mph times, reveals that the new XJ is not able to put down its power as effectively as the S-Class. Nevertheless the XJ, especially at its price point is a very competitive car. **Pace – Check.**

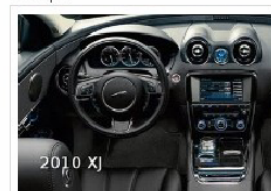
Grace

Beauty after all is in the eye of the beholder. The very S-Type that some lust over, makes me nauseous. I'm not a fan of this four-door-coupe business, but I'm sure the majority would find the new XJ an attractive car. The design cues, such as the striped LED tail lights, turbine like A/C air vents etc.. are indeed very tasteful but not as novel as the marketing media makes it sound. From headlights to tail lights, I can trace back almost every design aspect of the new XJ back to one of its German rivals.

Headlights



Cockpit



Taillights



thing no other manufacturer is doing under the warranty period.

To me the "XJ" moniker died in 1979, when Pininfarina redesigned the car. But this X351 is definitely still a Jaguar: grace, space, pace, et al. A tremendous improvement in the interior department, and radical body styling changes. But the wonderful underlying recipe is still the same; gorgeous wood grain and leather interiors, aluminum chassis and supercharged V8s. Nothing is more attractive.

The new XJ is all about "beautiful proportions" apparently. Easy on the eye, sleek, etc.. Looks more like a cat fish than anything else to me. But Jaguar isn't trying to get people like us to give up our 40yr old cars and buy new Jags. They want a piece of the S-Class market share. Therefore as long as it looks good to an S-Class buyer, then Jaguar has got 'grace' just right as well.

In an effort to regain trust in the brand, Jaguar is even covering regular **scheduled** maintenance items (brakes, wiper blades, etc..) for the first 5 years or 50,000km – some-



Cruising Risks?

By now, many of you will have heard about the Southern Ontario Mini Club's recent 'encounter' with the OPP on a well-organized charity drive. According to various websites, three or four cars were ticketed for speeding. The media (A Channel) was on hand, apparently having been alerted by the OPP.

Commentary

There are two perspectives to the story from the facts reported. Assuming that the speed numbers were accurate, then the Minis were speeding....they were doing "21-23 km/h over" the 100 km/h limit and which became "31-33km/h over", when the limit changed to 90. This is "a bit quick". Hence the OPP would have been justified in pulling over any cars that they actually measured as speeding and issuing tickets.

That said, I know that on Hwy 11 (of similar configuration to the road these guys were trapped on and which also alternates between 90 and 100 km/h speed limits) the normal traffic flow speed is around 110-120 km/h in the "90 bits" and 115 - 130 km/h on the "100 bits", so the Minis may simply have been "going with the flow". How many other cars had the OPP pulled over at that point earlier in the day, one wonders??

But the various reports that the OPP set a trap with multiple police cruisers in place, rather than the more usual one or two, and had notified the TV press in time for them to get there and so on, suggest that the OPP may have deliberately intended to trap this charity run, and perhaps even to send a message to the entire motoring club scene. If the Minis had gone by sedately at 89 km/h, one might wonder what they would have done? One could speculate that it wouldn't have been "nothing", although we don't have the benefit of the OPP perspective.

What this has done is to introduce a sense of mistrust between the motoring club community and the OPP. And that's a pity.

In terms of our club drives, I suggest the following:

a) Break up the convoy into small groups of no more than 4-6 cars, with each group leader having the route itinerary/plan so that they can proceed independently.

President's Musings

Anniversaries

2010 marks a very special year for Jaguar as well as for our club. The name "Jaguar" first appeared as a new range of automobiles from SS Cars Ltd in 1936. SS Jaguars continued into the war years, to be replaced in 1945 by simply "Jaguar". 2010 is the 75th anniversary of this event. Many international activities this summer will commemorate Jaguar, including the August Pebble Beach Concours and the Vintage Races at nearby Laguna Seca. To this list we of course add our own Concours d'Elegance in June.

Closer to home, in 1985 a group of Jaguar enthusiasts in the Ottawa area decided to form a club. The Ottawa Jaguar Club has remained in continuing existence for the past 25 years and still includes several founding members. Car clubs come and go and yet clearly enthusiasm for Jags continues unabated. In my 20 years with the club, it's been interesting to note that, notwithstanding the advancing high technology of automobiles (including Jaguars) over the years, the same unique qualities of Jaguar that attracted the first owners and club members, continue to appeal to the current generation a quarter of a century later. There are doubtless better built, faster, roomier, more reliable means of personal conveyance on the roads today, but to my mind none offer the classic combination of "grace, space and pace" unique to Jaguar. Looking at the broad spectrum of club members from various backgrounds and walks of life and the variety of classic and recent cars in the club, I feel comfortable in saying that I'm not alone in this assessment. Hopefully, this enthusiasm will be in full display with a maximum turnout at our club events this year.

Spring Lunch

The 30-plus members who attended the Spring Lunch at the Brigadoon Restaurant in Oxford Mills on Sunday, 18 April, were treated to an excellent meal and good company in wonderfully quaint surroundings. It was a particular pleasure to see several new(ish) members and their ladies: Martin and Susan Lovell and Ted and Francoise White. Our unlikely weather continued to cooperate and I saw at least three Jags in the parking lot.

*Cheers and Happy Motoring,
Rob Dunlop*

b) Keep our speed at/close to the speed limits. If we go too slowly (e.g. 50 in an 80 limit) as a convoy, we can be targeted as causing a blockage, but we don't want to go more than 10 km/h over either...

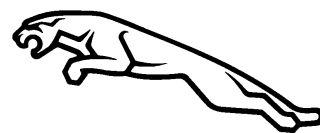
c) Convoy group leaders need to keep "tail end Charlie" in sight and to slow down if "Charlie" falls back or gets delayed.

d) When passing a major delaying element (such as a Stop sign when crossing a major highway), the leader should pull over and wait while the rest of the convoy catches up. Otherwise "tail end Charlie" has to speed to catch the convoy.

e) The club might consider buying a few

cheap "walkie-talkie" sets to keep each group leader's navigator (NOT the driver, this is Ontario) in touch with the tail end navigator, so as to alert the front if/when the rear falls back too far.

Doing this won't necessarily stop us being targeted, but it will stop us being "legitimately" targeted.



“C” is for Competition: Vintage Racing

As might be expected, the talk around the luncheon table at the OJC's Spring Brunch at the Brigadoon in April was about Jaguars and what Club members are doing with them. Some of our cars were still in storage at that time, but the plans for work still to be done and for summertime outings had long been made. When the talk came around to the various types of competitions available to us, most of the ground was covered, ranging from the Club's upcoming Concourse to the possibilities of racing. And if a concourse is the left of arc for our Jags, then vintage racing, for most of us, is on the far right.

There are great opportunities to race. The Vintage Automobile Racing Association of Canada (VARAC) runs a complete racing program for a number of classifications of vintage cars. There is a requirement for considerable preparation of the car (roll bars, fuel cells, etc) but in terms of actually

racing it is somewhat like a no-hit hockey league in that the racing is gentlemanly when it comes to corners. Nobody wants to scratch the paint. The spirit of VARAC can be expressed as a wish to preserve, restore and race historically significant cars in a form as close to the original specification as possible, and while those preparing a vintage car are encouraged to incorporate the many improvements in motor racing safety equipment over the years, the intention is to do so without diminishing the vintage character of the car.

VARAC was formed in 1976 to provide a central organizing body through which Vintage Race enthusiasts could communicate and organize race meetings for eligible Vintage and Historic racing and sports cars. There are a number of classes of eligibility, ranging from pre-war single seaters



through vintage production sports car, classic sedans, sports racers and open wheel racers right up to Group 70 race cars. Most classes have cut off dates and the two classes which would probably be of most interest to an OJC member

would be the Classic Sedan, with a cut-off date of 1972 and the Historic Production Sports Cars, also with a 1972 cut-off date.

As I mentioned earlier, there is a lot of preparation to get the car "race worthy" and, as they say, it ain't cheap! VARAC rules and regulations, too, are extensive and there are a few qualification and eligibility hoops to jump through. With my 67 Mk 2 in mind, I went through the whole process over the past winter and negotiated the administrative hurdles to the point where I was "eligible" and could have started the race preparations, such as roll bars, racing seats and belts, fuel cells, etc. And while that basic preparation would have cost the equivalent of a spiffy new interior courtesy of BAS Jaguar Trim, something my car desperately needs, it was going to be only the beginning. A long conversation with Ken Baird of Main Street Automotive, long time racer in a number of different formulas and a racing instructor at Calabogie, convinced me that the costs would probably rise exponentially so I am going to have to console myself with one those nice new interiors.

If cost is not an obstacle and the inclination is there, VARAC offers a very good opportunity to let the "jaguar" in your Jag express itself. At the above mentioned Brunch, we were discussing why and how much money we put into our cars and came to the conclusion that you can put a small fortune into bringing a vintage Jag back to life. Why not take that extra step and let it run?

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Bits & Pieces

Transmission Report

Lee Harrington got a second opinion on an odd whining noise rising from his transmission after he had installed a new mount. Mr. Perez of Ontario Transmission on Montgomery Street (just off Montreal Road near the Vanier Parkway) took the car for a test drive and discovered that the new mount wasn't seated properly. The cost? 3 hours labour. A good report and a huge savings over a previous work estimate.



Concours 2002: memories of the Concours held inside the Museum of Science & Technology, when the rain poured and we had no where else to go!

Above: The Robertson's XJ6C peers out of the gloom.

Below: Some of the cats were left out in the rain because of lack of space.



Editor's Ramblings

A reminder to members about the first car show of the year at Hudson on Sunday, 30 May. This is a very well organized and well attended event. There a couple of us from the Brockville area going. Any members going from Ottawa area? Please e-mail me if you are.

Interesting article in the BC Victoria club news magazine titled "Possible causes of overheating in an E-Type" - <http://www.jcna.com/php/clubdisplay.php?club=NW61#newsletter>

A further interesting web site to view is by AJ6 Engineering. The opening page is about jetronic fuel injection

but many more areas are covered (see the side bar on first page).

<http://www.jagweb.com/aj6eng/djetronic.php>

I also have some details given to me some time ago (I might add, last September) by Peter & Brenda Lewis about "Spindle Tree Gardens" at Tamworth, northwest of Kingston. This would make a fine spring drive. Anyone out there interested, please e-mail me.

<http://spindletree.ca/pictures.html>

Frank Basten

Marketplace

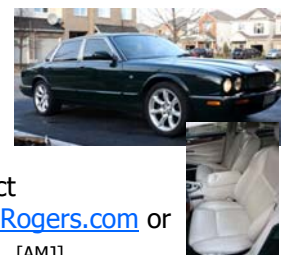
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Jaguar for sale. 2001 XJR, BRG mint condition with 80,000 KM. \$16K It is currently stored in our garage in Barhaven. Contact [Dale Rabbie@Rogers.com](mailto:Dale.Rabbie@Rogers.com) or 613-323-0394. [AMJ]



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2010 OJC Executive

President: Rob Dunlop 613-834-0588
president@ottawajaguarclub.com

Vice President:
 Chuck Robinson 613-523-1799

Secretary:
 Paddy Robertson 613-729-8859

Membership:
 Lee Harrington 613-774-4532

Treasurer: Stewart Robertson 613-729-8859

Activities Team Leaders:
 Coordinator: John Price 613-489-0086

Technical: Phil Karam 613-521-5100

Concours Chair: Mike O'Brien 613-258-9136

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
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