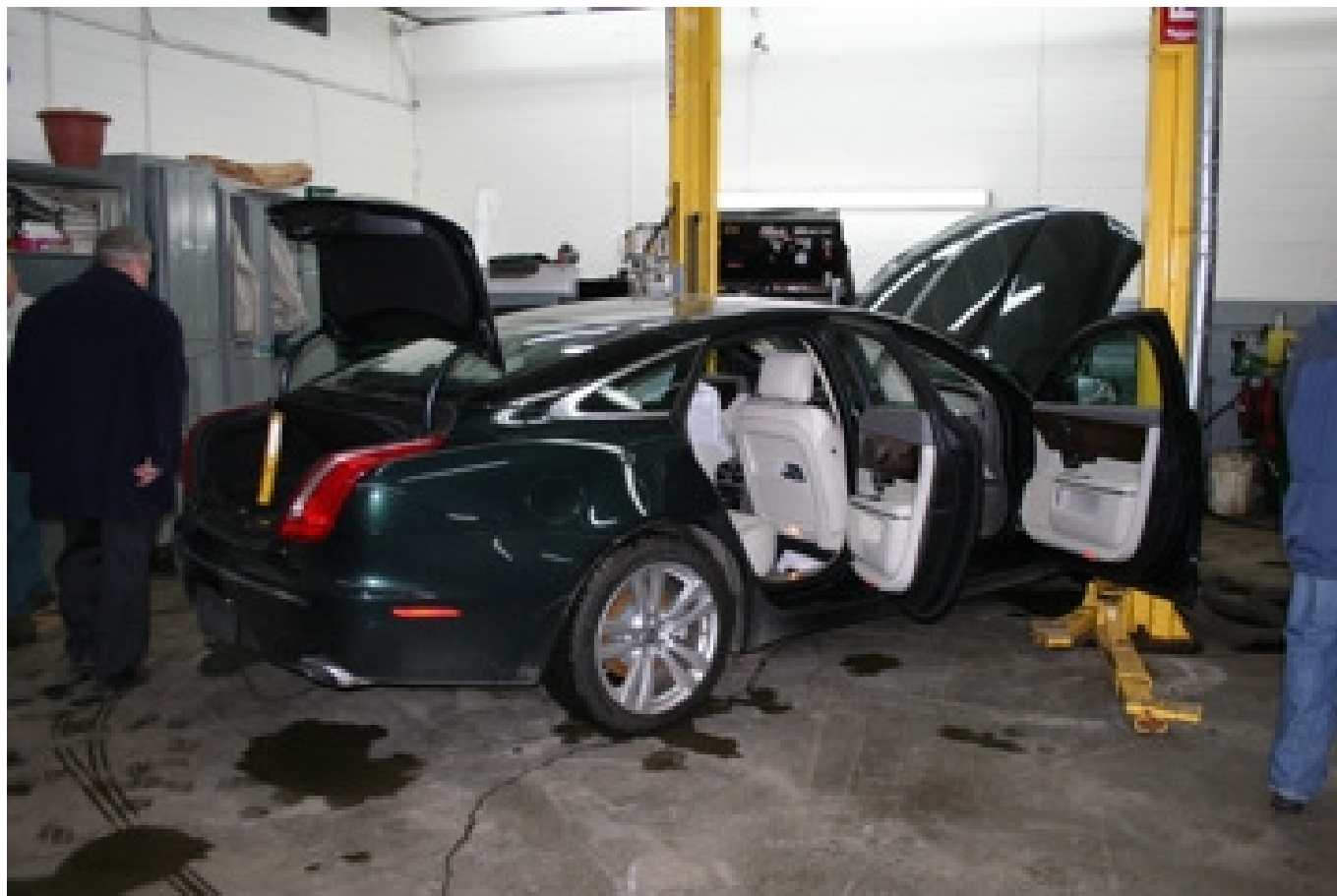


1985–2011: Celebrating 26 years!



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Ottawa. See Page 6***



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

February

14 February: "CUPID'S CAPER", Monday, 14 Feb at 7 PM.

This is a get acquainted gathering to check out our new meeting place, St Anthony's Soccer Club, Preston Street in Ottawa (details on the website). Ladies most welcomed!

Bring along your darts as we'll have a small MIXED DARTS EVENT to determine our representatives for the Interclub Tourney, 28 Feb. COMPLEMENTARY PIZZA, courtesy your Club will be provided. Drinks available at the bar.

SHOW YOUR LOVED ONE YOU CARE...THIS COUNTS AS AN OFFICIAL VALENTINE'S DAY DATE!

Membership Dues

Dues are \$50. 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.

What Does a Jaguar Driver Need?

At last there's an answer to the question: "What can you buy somebody who drives a Jag?" New from Veloce Publishing, The Jaguar Trivia App is designed to entertain and amuse Jaguar drivers – and car nuts generally. It may even surprise and enthrall them. One thing is for sure, it won't disappoint. Packed full of interesting facts and anecdotes, the Jaguar Trivia App will delight and inform anyone vaguely interested in Jaguars or cars in general. Although not a comprehensive history of Jaguar cars, and not all models are covered, this App will, if nothing else, allow you to sound like you know a lot about Jaguars – and, you can be sure, Veloce will be posting regular updates. A brand new App from Veloce Publishing – Jaguar Trivia. Available now from the App Store. Priced at £1.79 UK / \$2.99 USA. Compatible with iPhone, iPod touch and iPad. Requires iOS 3.2 or later.

Which Jaguar won the Russian Grand Prix? (Did you know there'd ever been a Russian Grand Prix?) Which Jag is shorter along one side than the other? (And why?) When was the 'Leaper' Jaguar mascot introduced? When did the last V12 roll off the production line? Which Jag has been dubbed 'the sexiest car in the world'? (And why?)

More Information: http://www.veloce.co.uk/newsletter/iphoneapp_jagtriv.htm. High res jpg images to illustrate this press release are available from: john@veloce.co.uk. Note: All details subject to change. Veloce Publishing Ltd - THE Publisher of Fine Automotive Books. Registered/Postal address: Veloce Publishing, Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester, DT1 3AR England. Telephone +(0)1305 260068. Fax +(0)1305 268864. Email john@veloce.co.uk. Company registration number – 2647617 VAT registration number - GB 586-1040-45.

What Was My Problem?

Recently Frank Basten was good enough to circulate an e-mail re: why my car, an XK 150S Jaguar, did not run right after running out of gas and filling up at a rural gas station. Some folks were kind enough to reply - the consensus being crud in my gas tank just waiting for me to run out of gas so it could get all churned up ready to block something upon refilling. At the end of this tale, you will have the chance to decide whether that was the reason, or if it was something else.

I was on my way back to Gananoque from STEBRO's Muffler Shop in Ottawa where a couple of Dan's boys struggled in a very hot shop to tame the exuberant (some may say cacophonous) exhaust note issuing from the tailpipes. Suffice to say the replacement mufflers, if anything, were even louder. A problem somewhat relieved after a second taming visit. They are a good outfit and I would recommend them. Bear in mind, though, that their mission in life is exhaust efficiency which does not, by any means, equate to silence.

Anyway, the litany begins at the fading end of a very hot but glorious day in late summer. I am out in the country, all is bucolic, foot light on the gas pedal in due respect to the tranquil surroundings. The sun will soon be setting and is spreading long shafts of sunlight across the meadows and slanting shadows through the trees across the winding country road. Life is good, a happy state of mind prevails when, whoops - disruption occurs. Sudden lurch, splutter, cough, then croak. I am out of gas, that's clear, but where the hell am I? No where near a gas station, that's for sure. In the final death spasm, I manage to pull off the road a few yards up this inviting driveway with a somewhat dilapidated farm house visible about a hundred yards up. No sign of pit bulls, so I venture up. A polite knock on the door brings no response, a somewhat braver bang - still no response. I venture cautiously round the side, a TV is droning on somewhere in the interior; I gave a tentative tap on the window, it worked: Ma Kettle appeared. *"What the hell do you want? Get off my property!"* (Ooo, not a good start.) "Um, I've run out of gas and ..." ***"What's that got to do with me? Get out of here!"***

This is looking bad. "Eh ...I'm part way up your driveway M'am, you see...."

"I don't give a damn where you are - use your cell phone!"

You get the picture, which got worse when I explained

that I didn't have a cell phone with me, and for good or evil, my car was stuck in her driveway and wasn't going anywhere. So with much apology and hung head sorrowfulness on my part, and always with an eye on that pit bull that was likely to be let loose any minute, the tsunami began to subside. I did at least have a CAA card and with a bad heart and much muttering she finally put in the call. Her parting shot was something along the lines of *"Now leave my property, get out of here - go stand in the road."*

Whew! So I stood in the road. Nice evening, but very hot. Then I sat beside the road, then stood in the road again. About two hours later, a little red Toyota appeared containing the all-important little red plastic container. Nice guy, very apologetic about the delay and all that, and five minutes later I was filled up, pointed in the right direction to a gas station about 15 miles down the road and off we went, purring (or roaring, depending again on your point of view) towards the fill-up - running good. Filled up. Next door was a pub which circumstances, I'm sure you can appreciate, supported a visit.

Some little while later, I emerged in good spirits (pun not intended). Started up. Eased respectfully down the village street. Villagers were out - the courting and doggy types, smiling faces. Suddenly, gasp, a cough, belch, splutter! I imagine looks of scorn and derision. "What do you expect from some old English car!" Keep my head down laying doggo (an English expression) and splutter sheepishly on out until I find a grassy bank and can pull over unobserved. Check the obvious. All spark plug leads give nice fat sparks. Lots of gas when I loosen the banjo nuts on the carbs. A sense of perplexity prevails. Start up again - fingers crossed. Go 10 yards, then more miss, pop and lurch. This continues on and off for the next two hours or so. Darkness falls. I got hopelessly lost without a compass and no more dog walkers or lovers out on the streets to give directions. Eventually saw some signs for the Highway 401, but the old girl just wasn't up to it. Arrived home about midnight.

Next morning she started up just fine. I thought, a good night's sleep had fixed both of us. Took off down the road, running great, two miles on ... splutter, clatter, burp - Oh dear! There's nothing for it - this needs some serious looking into. Pulled off all six spark plug leads again, still good sparks to ground, like the night before. Conclude the problem is gas-related and thus

What Was My Problem? (continued)

lurched home. Overalls on, tools out etc. Checked the gas filter - located somewhere over the top of the back axle. Requires pulling half the interior apart. No problem there. Check fuel pump - me underneath the car - no problem there either. Check manifold vacuum and attendant piping with vacuum gauge. Can't find anything wrong. Pull carburetors half apart. Check everything - needles, jets, vacuum operated pistons, damper oil, butterflies, the floats and those teeny weeny gas inlet valves operated by the adjustable float arms. Check the adjustments. Check the valves themselves, now made out of aluminum and slide inside little brass cylinders. The valves used to be brass - good solid, heavy things. The new aftermarket ones are made of aluminum, very close fit but slide O.K. Everything as clean as a whistle. The whole shebang seems perfect.

Out we go again (this is beginning to feel rather like some of those courting days - if it didn't go well try something new). Run up and down the road a bit until all is good and hot. A sense of confidence on the horizon then ouch! ... Bangs and splutters all over again. I have come somewhat prepared though, I've got my compression gauge. Whip out the plugs - take compression test - just about perfect. Take new plugs out of pocket, change the lot. Give it a try - no good. Desperation is beginning to set in. Go home - sit down - gaze out the window until some analytical calm floats in. It's still got to be electrical, what else? So down to the garage again.

You already know about the good sparks, but ah, you never know! Check the wiring, contacts and connections, all look good. Looked at the points - looked good (reckon I know 12 to 16 thou when I see it). Check the advance - 9 degrees BTDC O.K. Check the spring-loaded advance mechanism by hand and the vacuum advance using a vacuum pump. All is O.K. Change the coil and capacitor - no luck. Other stuff like that (each replacement, by the way, involved another embarrassing burp and clatter down the road). Decided, better actually measure that point's gap. Holy smokes! Only 4 or 5 thou. The book says .014 -.016 inch. By George, that's it. It turned out that the anvil was bent so what looked like a good gap was not. Eureka! Problem solved.

I can see the scientific heads nodding wisely. For the rest, the reasoning goes like this: The coil actually contains two coils, a primary with not too many turns passing about 2 amps. This is why the coil can get quite hot when you turn the ignition on (especially if you leave it on, don't start up, forget about it and walk away). This

current in the primary also gives rise to a magnetic field. Then there is a secondary coil. A very different animal with lots of turns, but does not pass much current. That nice fat spark you see when you take a spark plug lead and hold it about 3/8" from the cylinder block, or some other ground, occurs as a result of collapsing the magnetic field in the primary through the many, many turns in the secondary. This is all controlled by that little points gap that determines the so-called dwell angle (the eureka bit) and the capacitor.

At this point, the operatic set among us are throwing up their hands in dismay or boredom. What on earth is he on about? No negative inference to the operatic buffs, by the way, I'm one myself. For the bored, just forget it - you don't need to know, just keep going to your favorite repair man and live a happier life. However, for those stalwarts that care to stick it out, I will attempt an explanation. For the know-it-already crowd, please pass along. I have a good test question for you coming later.

So - an explanation: To understand why it works, you have to just accept a few absolute laws of physics. There is no simple explanation for why these laws are the way they are, they just are. Like gravity, the absolute speed of light, etc. A number of these laws operate in our little motor cars. This coil, capacitor and contact breaker, business, for instance. The laws here - courtesy of Helmholtz (magnetism), Newton (conservation of energy), and Faraday (varying field and EMF generation). Simply stated:

1) When current passes down a length of wire, it causes an electromagnetic field. If the wire is wound in a coil, the magnetic part of the field is concentrated through the core axis giving rise to a magnetic north and south pole at the ends of the coil, the strength of the field is increased if a ferrite core is added.

2) If a conductor (a piece of copper wire, for instance) is moved through a magnetic field an EMF (voltage) is induced. Or conversely, if a magnetic field moves across a static piece of wire (the collapsing field in the primary and secondary coils we spoke about, for instance) an EMF is also produced. Lots of turns of wire in a collapsing magnetic field produces a very high voltage - hence that big fat spark emanating from the secondary coil, the energy of which is equal to the energy flowing into the primary (watts) from the 12v battery.

Continued on Page 5

What Was My Problem? (continued)

Now, about that little gap between the points. Well, just to complicate matters, when that magnetic field collapses in the primary and secondary, it also causes a much smaller but counter EMF (this is inductance) which slows the process down. (Everything takes time, including igniting the air gas mixture in the combustion chamber, hence the distributor timing advance (it also includes writing, and worse, typing this rambling article!).) The contact breaker makes and breaks the electrical contact switching on the current in the primary when in contact, thus building the magnetic field, and collapsing the field when it breaks causing the generation of the high voltage, and depending on the gap determines the so called "dwell angle" - the time the current actually flows through the primary. So you see, when I measured only about 0.005 inch, I reckoned there was time to build the field but not sufficient time to collapse it properly. Combine this with the fact that resistance through the coils increases with temperature as indeed it does through all the rest of the wires and the spark plugs that get hot (electrical resistance through a conductor at absolute zero, by the way, falls to zero). That spark across the spark plug gap in an operating engine is also hugely resistive as a result of the high combustion chamber pressure, so you can see that this ignition business is tricky.

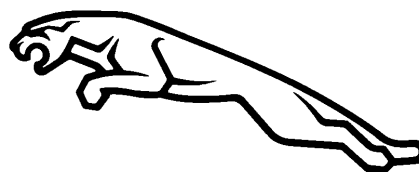
But, ha ha, finally I had all right, and after a 2-minute adjustment roared off down the road full of bravado. Two miles down the Parkway..... Oh No - pop, splutter, bang - Cuss! Return home. No bravado. Very dejected. Sat looking out the window again, for a long time. Thought about all. Concluded that this little contact breaker gap doesn't really make much difference as long as it does, at least, break contact. The fact is, that inductance is not at all linear, i.e. most of the field build-up or collapse takes place almost instantaneously. The time function (dwell angle) is to allow sufficient time for total magnetic build and field to collapse (i.e. get as much spark out of it as you can). There is more to it than that which, if Frank agrees, I could comment on later but none of this insight helped a bit! Felt worse. No idea what to do. Decided to go to a movie and forget about it. Came home, went to bed - to hell with it, bloody old car.

Next morning, a light went on. Could it possibly be ...? I made a very unconventional test. What I found would completely explain everything. Why it only happened with a hot engine. Why it occurred after the fill-up at the gas station followed by leaving the car for a short time while I was in the pub on a very hot evening (engine compartments get hotter shortly after you turn off the ignition after a good run - no cool air flowing over anything). Why, incidentally (clue no.1) the misfiring was only occurring in the front three cylinders. I took some things apart again and, after

having made the test mentioned, made a small modification. Tentatively took the baby out for a run - not much bravado this time. Two miles down the road Still running good. Four miles, good, ten miles and ever since. Problem solved.

So what was it? Clue no. 2: It had nothing to do with the gas fill-up other than that it was regular instead of high-test, so engine ran hotter. Clue no. 3: It did concern one of the checks that I had previously described. Last clue: The answer was not too mysterious, but the test I made to verify it was a bit off the wall. If anyone thinks they know the answer, contact Frank Basten and get an Honourable Mention in the mag and a pat on the back from the rest of us. Good luck, and cheers!

Peter Lewis



A Technical Visit to Jaguar Ottawa

Our first meeting of the year was a technical visit to Jaguar Ottawa at the invitation of Steve Fraser, the Service Manager, and his parts and service staff. We met at about 6:00 pm in the service lobby where the staff had arranged coffee and doughnuts. We were warmly welcomed by Steve who introduced his staff and gave us a short safety briefing. He admonished members to be careful in the shop area if they were wearing high heels. **Guy Goodman**, always quick with a rejoinder, allowed as how he had left his at home.

There were several ladies amongst us but when we arrived in the shop area we noticed their absence. It transpired that they came to chat and attend the discussion that followed the technical briefing at Liam McGuire's pub.

On arrival we found a 2011 XJ, an XF up on a hoist and a client's XK on a wheel alignment hoist. Carlos the Jaguar Technician assigned to educate us met us next to the XJ.

Carlo's task was to explain and demonstrate the capability of the modern Jaguar diagnostic equipment. We clustered around and, as he spoke, there were non-stop questions.

It was clear almost immediately that OBDII diagnostics were acceptable at the basic level. "Good to turn of the check engine light" as Carlo put it. He suggested that, with almost 3000 codes that could be read by the proprietary software in the diagnostic computer, the technician's job was even more complicated than before this system was made available. The XJ has an amazing number of servos, relays and other electrical measuring devices that do thousands of checks for things such as window and seat functionality as well as second and third level checks of the drive train components.



My take on the visit was that the OBDII tester was good for my cars manufactured after the mid '70s and before 1995 but if I had an issue with my 2005 X-Type it would be best diagnosed at the dealership.

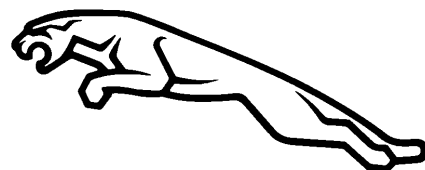
Carlo was still talking to the group after an hour and, even after the majority wandered off to see the other vehicles being serviced in the shop, he had a hard core group that had to be tugged away by **Rob Dunlop** so that he could thank the staff of Jaguar Ottawa and let them get home for dinner.



This visit demonstrated the close relationship that has been established over the past several years between the Ottawa Jaguar Club and Jaguar Ottawa. In Rob's remarks to the staff he invited Steve Fraser, the Service Manager, and Mat Quigley, the Service Writer, to accept Associate Membership in the Club joining Tim Whelan, the Jaguar Sales Manager.

Following the visit, most members and their guests retired to Liam McGuire's where I assume fun was had by all. I can't report on that because I had another appointment.

Mike O'Brien



Tiresome Issues

There has been a lot written recently about the life of automobile tires. At one time, when to replace tires was all a matter of driving until the thing blew out or the tire tread disappeared, whichever occurred first (hopefully the latter).

In recent years the issue surfaced when tire recalls due to frequent blow outs happened and as a result, it was generally agreed that tires had a useful, safe life of six years after manufacture. (The date stamp of three or four numbers on the tire sidewall indicates month and year of manufacture (e.g. 2501 = week 25 of 2001)).

The issue leaves collector car owners with annual low mileage in a bit of a quandary. Strictly speaking, a six year old tire on a car which covers 1,000 miles a year is barely broke in. Moreover, many cherished cars aren't driven anywhere near their performance potential anymore. Consequently, I suspect that unless tires are replaced due to obvious signs of deterioration (cracks in the sidewalls and/or between the treads) or the rubber flexibility is lost, many of these cars are technically running on "time expired" tires.

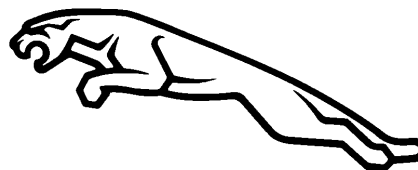
I raise the matter here as I recently read an article in the Jan 2011 edition of *The E-type*, the magazine of the UK-based E-type club edited by well-known Jaguar journalist and author Philip Porter, which gives further pause for thought on the subject.

Entitled "Tyre Traumas", Philip describes an E-type owner who experienced several Pirelli Cinturato blow outs only to learn that the tires (or tyres, if you prefer) were in fact 23 years old! He reiterates the fact that tires do deteriorate with age, but then states "...tyre manufacturers recommend replacement by 10 years old." He then adds "In the editor's (Philip Porter) experience, only Michelins can still perform well at 20+ years old....."(!!). He qualifies the Michelin remark with "...and then only if they have been kept fully inflated at all times and stored in darkness most of the time." He concludes the article by asking for owners experiences with various tires.

Based on the above, one could conclude that six years life is a bit conservative (and a lot conservative with Michelins) provided that inflation pressures are constantly maintained, the car/tires are covered up when not in use and otherwise not showing obvious

signs of deterioration. In end effect, it's probably fair to say that there is no arbitrary valid number for tire life and the onus remains with the owner to assess age versus use. I'll be interested to see the follow up by readers on this topic and I'll keep you posted.....

Rob Dunlop



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1987 Jaguar XJ12 Vanden-

Plas. Asking \$5,900 and will consider all offers. *Please email me with questions or to see.* Prefer to sell to a "car person" who will baby it, bring it back to 100%, and not drive it into the ground. Thanks.

Features: Leather and carpets very fine. No holes, tears, burns, wear, colour Saville Grey. Boot carpets, etc. clean and fine. Quite new correct tires-Michelin. All service receipts since purchase in 2002. Owner's manual in original leather case. Extremely low mileage—6660 km/yr total. 2500 km/yr since my purchase. Never winter-driven by me until occasionally this mild winter 2009-10. V12 300 HP aluminum alloy engine. VDP production: less than one per day. April 2010 Rust Check inspection: "Excellent condition for an '87 model - still structurally sound". Fenders: "Minor blistering" "Frame: intact/solid".

Items to watch or perhaps work on: Dent ahead of driver's door! Dec 29 2009. Shallow, but unsightly and heart-breaking. LS inner headlight bulb cloudy. Small areas of rust blistering rear wheel arches, lower door skin, windscreen. Headliner sagging. (Can DIYS or when car painted). Cruise control (none since purchase 2002). A/C was working 2 summers ago (Duracool). Dash has usual time-crackled finish (kit available, or just use teak oil). Driver's mirror remote sometimes not. Connection loose? New oil pressure sender reads lower than actual. Bonnet left side hinge bracket has some play. Rear brakes? (Should probably do pads/rotors all around.) Drips oil at rear

seal since purchase. I check regularly and keep topped up. Contact Paul Cole, 613-389-8555. [OND]

Looking to Purchase. Hello, I am looking to purchase a Jaguar E-Type Coupe, 1962 - 1968, any colour but black. If you know of anyone who is interested in selling this vehicle, please let me know or alternatively, forward my contact information as listed below. Thank you and best regards, Barb Rupert. 613-698-8428 (cell) barb.rupert@rogers.com. [OND]

Jaguar for Sale. 2001 XJR.

BRG mint condition with 80,000 KM. \$16K

It is currently stored in our garage in Barrhaven. Contact [Dale Rabbie @Rogers.com](mailto:Dale.Rabbie@Rogers.com) or 613-323-0394. [OND]



1989 Jaguar XJS V12 Convertible. Colour: Red.

VIN:SAJNL4849KC163955 (Verified). \$25,000. 139,000 original kms.



Never winter driven. New tires (6,000 kms.). Complete tune-up (2,000 kms.). New gas tank. All new hoses. Upgraded audio system (six CD changer). All shop manuals (book and CD format). Original rims included. Six new shocks (Bilstein, October 2009). Rebuilt steering rack and power steering (October 2009). Fit for road (safety and E-Test included). Contact J.P. Giard at 613-692-2492. [OND]

Brake Master Cylinder for Sale.

Part number C26767. Fits all E-types (6 and 12) 1964-74 plus 420/420G.

New, unused (NOS) original



Lockheed. Current list price: SNG Barratt - \$US 268.25 + shipping/taxes (original Lockheed); Welsh - \$US 235.95 + shipping/taxes (remanufactured). SELLER: ERNIE BAYLISS (ex Club member in BC). OFFERS TO ROB DUNLOP: president@ottawajaguarclub.com, 613-834-0588. [OND]

1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class"



Championship at last year's JCNA Concours. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000. Frank Basten 613-342-0467, e-mail fbaten@ripnet.com. [DFM]

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President's Musings

With the usual January hiatus for the Jottings, this issue welcomes you to a shiny, new 2011. Jaguar commemorates several important events this year including the 50th anniversary of the E-type, which is being celebrated globally, as well as the arrival of the "big" Jag, the Mark X, both unveiled to the public in 1961. Although we don't have any Mark Xs in the club, we'll be grouping our E-types together at events to acknowledge the birthday of what Enzo Ferrari described as "...the most beautiful car ever built..."

As mentioned in the last (December 2010) Jottings, your Executive has already been beaver away with some exciting changes to our program for this year:

Concours 2011

Our concours has a great new venue at the National Aviation and Space Museum where, along with the participation of the Science and Technology and War Museums, we'll be part of their Air Rally festivities Saturday, 18 June. **Mike O'Brien** and the concours crew have already met several times with the museum staff. The focus will be on getting as many Jags out for the day as well as concours participants. This is a well-attended event by the public with lots to see and do. Be sure to mark it on your calendar.

Chappell's Challenge

Marc's rally is a "go" with several car clubs committed to support the event planned for 24 September. Its set up to offer the choice of a fun drive or a competitive event over the same route, so there's no reason not to join in!

Meeting Place

To meet our occasional needs for a meeting place, we've signed up with St Anthony's Community Centre on Preston Street where we'll be using their Tifosi car club room to gather. St Anthony's also offers catering services, a dart room and a bar, the latter two we'll get to try out on Valentine's Day with a men's and ladies dart tournament. We're also invited to their car events during the year. With lots of parking and super food in the area, we look forward to a great relationship. A map and details are on the website.

Drives

Al Graves returns as our Activities Coordinator and has worked hard completing an events list for this year, now posted on the website. Our traditional events have been supplemented by new ones including an overnigher to Prince Edward County to combine with the Boots 'N' Bonnets show in Kingston before heading home. We've also added a Club picnic where we hope to entice members to bring along and share their favourite outdoor food delights. We'll also be trying a couple of short midweek drives in the summer. All in all, lots to do this driving season.

Cheers and Happy Motoring,

Rob Dunlop



2010 Year In Review

AT THE AGM, EXECUTIVE MEMBERS USUALLY REPORT ON THE PAST YEAR'S ACTIVITIES. THIS YEAR, TO SIMPLIFY, I'LL PROVIDE A REVIEW FOR ALL MEMBERS.

OUR GOALS FOR 2010 INCLUDED LESS TIME AT THE STERILE ENVIRONMENT OF THE KNOXDALE CC AND MORE EVENTS TO HOPEFULLY ATTRACT OUR LADIES. IN GENERAL, WE WERE ABLE TO ACHIEVE BOTH. ONLY THREE MEETINGS AT THE CC AND THE LADIES JOINED US IN GOOD NUMBERS AT HALF OF OUR MONTHLY ACTIVITIES.

TECH VISITS/MEETINGS – EXCELLENT VARIETY OF TECHNICAL ACTIVITIES INCLUDING VISITS TO THE 5 STAR BODY SHOP, AUTOBAHN TUNING IN MANOTICK AND FARI AUTO DETAILING AS WELL AS **STEVE FOX'S** PRESENTATION ON THE BLACK ART OF CAR PREPARATION BEFORE THE CONCOURS. MANY THANKS TO **PHIL KARAM**, STEVE FOX AND THE INDIVIDUAL VISIT ORGANIZERS.

SOCIAL EVENTS – THIS YEAR OUR SOCIAL EVENTS OUTNUMBERED THE DRIVES AND CAR SHOWS. SEVERAL OF THE CC MEETINGS IN THE WINTER WERE REPLACED BY PUB NIGHTS AT LIAM MAGUIRE'S AND THE UPLANDS ROYAL OAK. THESE WERE VERY POPULAR WITH LOTS OF COUPLES IN ATTENDANCE. WE MOVED OUR MARCH SPRING DINNER TO APRIL AND MADE IT A LUNCH AT THE BRIGADOON RESTAURANT IN OXFORD STATION, ALSO VERY WELL ATTENDED. JAGUAR OTTAWA ONCE AGAIN INVITED THE CLUB TO A NEW CAR UNVEILING, THIS TIME THE NEW XJ. AGAIN AN EXCELLENT TURNOUT BY THE CLUB'S GUYS AND GALS.

OUR BBQ AT **SHEILA CHAPPELL'S** LOVELY HOME IN MANOTICK IN SEPTEMBER WAS ALSO VERY WELL ATTENDED. NOW THIS AGM WITH MORE OF A SOCIAL FOCUS AND THE UPCOMING CHRISTMAS DINNER AT THE COURTYARD, WE WILL FINISH OFF THIS SUCCESSFUL SOCIAL YEAR.

DRIVES – WHERE OUR SOCIAL ACTIVITIES SUCCEEDED, OUR CAR DRIVES FELL SHORT THIS YEAR. BOTH THE SPRING AND FALL DRIVES WERE CANCELLED DUE TO LOW NUMBERS AND OUR FIRST SLALOM AND THE RALLY FELL THROUGH DUE TO TECHNICAL ISSUES. THIS WILL BE A MAJOR FOCUS FOR IMPROVEMENT NEXT YEAR.

CONCOURS – **MIKE O'BRIEN** AND HIS TEAM TOOK THE CONCOURS ACROSS THE RIVER THIS YEAR TO JOIN VINTAGE WINGS AT THE GATINEAU AIRPORT. NOTWITHSTANDING EXCELLENT SUPPORT FROM OUR HOSTS, THE WEATHER GODS WEREN'T KINDLY AND THE DRIZZLY, COLD START TO THE DAY DIDN'T HELP ATTENDANCE. WE HAD OUR LOWEST CONCOURS NUMBERS WITH ONLY 28 CARS. THOSE WHO CAME STILL HAD A GOOD TIME AND ENJOYED THE EXCELLENT FOOD AND ORGANIZATION.

MIKE ALREADY HAS A NEW LOCATION AND SOME NEW IDEAS IN MIND FOR NEXT YEAR TO GET THE NUMBERS BACK UP FOR OUR ANNUAL PREMIER EVENT. MANY THANKS TO MIKE, **LEE HARRINGTON**, **CHUCK ROB-INSON**, **MARK ROBERTS** AND HIS JUDGES, THE SCORING LADIES AND **ED THEORET** AND **DAVE KENNY** THE PRIZE SCROUNGERS FOR THEIR INVALUABLE CONTRIBUTION.

SHOW EVENTS – SUFFERED FROM UNSETTLED SUMMER WEATHER WITH SEVERAL BEING CANCELLED AND/OR POSTPONED. THE BYWARD MARKET SHOW AND KINGSTON SHOW GOT FLOODED OUT. BOTH THE HAZELDEAN MALL AND RIDEAU CARLETON SHOWS WERE POSTPONED BUT EVENTUALLY SUCCESSFUL; FINALLY, INTERCLUB EVENTS CONTINUE TO GROW SLOWLY WITH THE DARTS TOURNAMENT IN FEBRUARY (WHICH OJC WON...WHO WAS THAT MASKED MAN ANYWAY??) AND A SUCCESSFUL ALL BRITISH CAR DAY AT BRITANNIA IN JULY. SEVERAL MEMBERS ALSO JOINED OTHER CLUBS FOR DRIVES AND TRACK DAYS WHICH WE HOPE TO EXPAND NEXT YEAR. FINALLY OUR RALLY RESCHEDULED FOR NEXT FALL WILL BE A MAJOR INTERCLUB ACTIVITY. THERE IS A SENSE THAT INTERCLUB MAY BE THE WAY TO GO IN THE FUTURE IN ORDER TO GET THE NECESSARY NUMBERS FOR EVENTS LIKE RALLIES.

JOTTINGS – THANKS TO THE HARD WORK OF **FRANK BASTEN** AND **PAUL DAVIS** (ABLY ASSISTED BY **PADDY ROBERTSON**), 11 EDITIONS OF THE JOTTINGS WERE PUBLISHED BUT NOT WITHOUT DIFFICULTY. GETTING SUFFICIENT CONTENT EACH MONTH IS A CONSTANT STRUGGLE. THIS IS AN AREA WHERE ANYBODY CAN CONTRIBUTE, AND IT DOESN'T HAVE TO BE ABOUT JAGUARS OR CARS. TRAVEL EXPERIENCES, ANECDOTES, RECIPES ARE ALL WELCOME. PLEASE CONSIDER HELPING OUT.

IN SUMMARY THEN, A GENERALLY SUCCESSFUL YEAR FOR THE CLUB BUT STILL WITH ROOM FOR IMPROVEMENT. THE KEY ELEMENT IN THAT REGARD HAS TO BE PARTICIPATION, WHICH IS UP TO EACH AND EVERY MEMBER.

OF COURSE NONE OF THIS HAPPENS ON ITS OWN.

MANY THANKS TO YOUR EXECUTIVE FOR THEIR SUPPORT AND OTHER MEMBERS WHO PITCHED IN TO KEEP THE CLUB ROLLING ALONG.

ROB DUNLOP



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Editor's Ramblings

Interesting article in the Victoria Jaguar Club magazine on "Keeping cool in your E-type" etc. Plus a short article about the launching of the new 2012 Land Rover "Evoque". Please see: THE CAT COMES BACK (We thought it was a goner) by Jeremy Cato, Globe and Mail, Dec. 23, 2010 (<http://www.jcna.com/php/clubdisplay.php?club=NW61#newsletter>).

The article "What Was My Problem?" by **Peter Lewis**, included in this offering of the Jottings, makes interesting reading. He requests members to digest his summary of events and send in their analysis for inclusion in the March edition of the Jottings.

Note from **Mike O'Brien** re: a potential new X-Type Jaguar. Please see website <http://www.autoblog.com/2011/01/31/more-details-on-jaguars-3-series-fighter/>.

A slice of British motoring that members may have seen but is worth seeing again and is astonishing no one was killed because of. Please see website <http://www.youtube.com/watch?v=QQh56geU0X8>.

Frank Basten

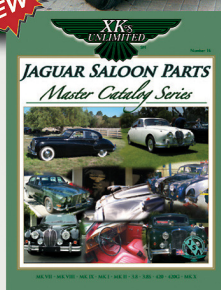
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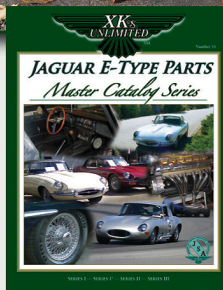
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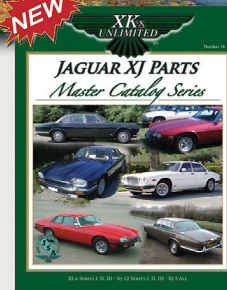
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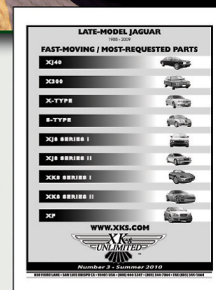
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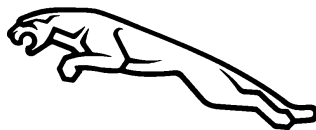
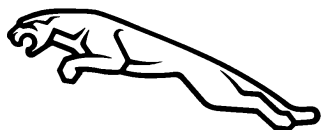
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