

Jaguar Jottings

JUNE 2012

www.ottawajaguarclub.com



Ottawa
1986  Club

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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Membership Dues

Dues are \$50. Our excellent benefits plan includes membership in OJC as well as the Jaguar Club of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque for \$50.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

Karen Wilson
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Events This Month

3rd June— Byward Market Auto Classic

3rd June— Annual Tifosi Rollout of Toys

8th June—Club Meet and Greet

9th June—Annual Jaguar Day and Concours

20th June—Drive to Vankleek Hill

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Front cover — **Jaguar Cars Ltd.**

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Drive to Hudson British Car Show—**Vikram Ambrose**

Bits & Bobs — **"Plattform", Jaguar Cars Ltd.**

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President's Musings

High season for OJC members is underway with lots of club activity focused on getting ready for our annual premier event – **Jaguar Day and Concours, Saturday, 9 June.**

Concours Judges' Training, 5 May

- our Chief Judge Mark Roberts ran a Saturday morning judges' seminar to get the team ready for judging Champion and Driven class-entered Jags according to the JCNA standards. The dozen attendees had a refresher on the rules and procedures followed by some practical judging on Mark's Kia Rio (...in mighty nice shape for a daily runner...).

I know the sight of 12 guys with clipboards and grim expressions circling the little Korean hatchback startled a few passersby in the St Anthony's parking lot. My guess is that we looked like a class of car insurance investigators in training. Thanks guys for taking the time....we were particularly happy to welcome newcomer Louis Robichaud to the fold.

Concours car preparation, 14 May

- our monthly May gathering featured a presentation on car finish preparation by club detailing nerd, Steve Fox. He explained the step-by-step process for cleaning and preparing paint for those gleaming eye-popping finishes we've all seen and admired at car shows. A discussion on the best options for keeping the wonderful Jag leather smelling great and feeling soft followed. The assembled gaggle then retired to Pub Italia for a pint and a notes comparison on various waxes, soaps and polishers. According to Steve, "it's all in the wrist".

Spring Drive, 27 May – A sparse group joined Alan Graves for a cross-country drive to the Hudson show this past weekend. Vikram Ambrose's account of the day on page 6.

Byward Market Auto Classic, 3 June

- probably as you read this, the market car show should be underway or just passed. We have eight cars signed up to wave the Jaguar flag under hopefully sunny skies in the picturesque Tin House Courtyard. Report and photos next month.

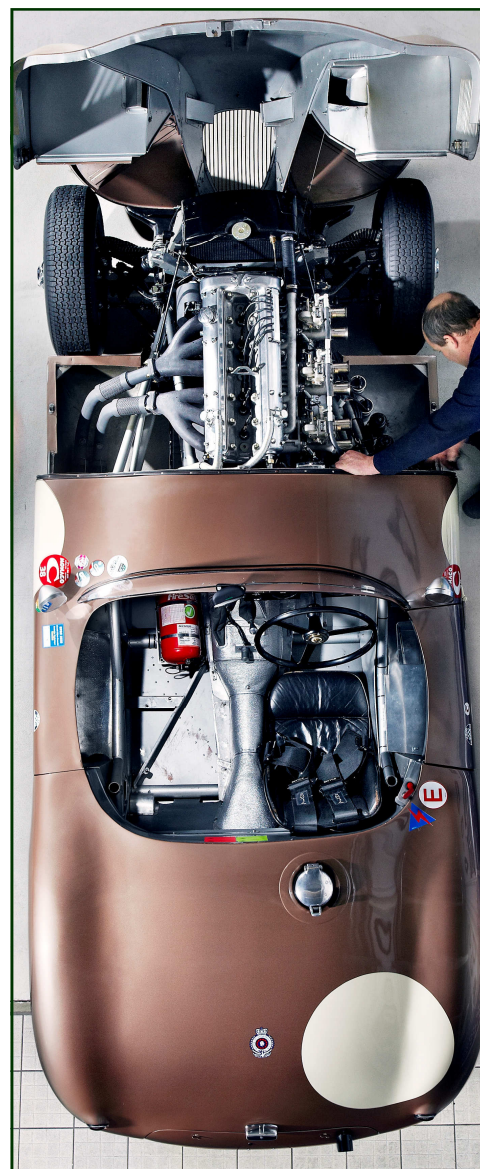
Tech Tip – "The worst case scenario" syndrome – a recent occurrence with a member's Jag brought to mind a phenomenon that I suspect tends to afflict car nuts of various stripes with more detailed technical knowledge than the average car owner. Enthusiasts tend to read more in mags and online and talk amongst themselves, and as such are more aware of all of the many things that *could* go wrong, including the major disasters that can keep us up at night. (Sort of like Googling "sore tummy" and finding out it could be green apples or stomach cancer...). Moreover, the tendency amongst Jag owners seems to be to assume that it's going to be the latter rather than the former.

In this situation, a regular member of the Wed AM breakfast club was severely disheartened by the struggling performance of his '90s XJ6, to the point he was thinking it may be time to retire his beloved beast. The collective Wed AM brain trust mulled the issue and came up with numerous plausible causes, many of which were well known weak points in the car. The hapless XJ6 owner, not being a "wrench-in-your-teeth" type of enthusiast elected to take it to a well-known Jag expert for a professional opinion. The following Wed he returned to the breakfast table, beaming. His car was now running beautifully. The problem had been that water collected in several spark plug wells and was causing intermittent shorting out of the plugs.

Lesson learned: although it *could* have been a blown head gasket, defective oxygen sensor etc, don't automatically assume because it's a Jaguar, it has to be a complicated and/or expensive problem. The Laws of Physics apply equally to Jaguars and Toyotas...or gas lawn mowers for that matter.

Cheers and happy, safe motoring,

Rob Dunlop



Bits and Bobs

WANTED: Newsletter Editor

With the retirement of our long-serving Jaguar Jottings editor, Frank Basten in January, search for his replacement continues without success. The chief responsibility is to assemble material for the publisher (Vikram Ambrose) to artfully craft into our monthly newsletter. If this is of interest or you'd like to know more, please contact me at your earliest convenience.

Rob Dunlop

president@ottawajaguarclub.com

Club Clothing

It is my intention to have some club clothing examples at Jaguar Day on 9 June. Examples may be a T-shirt, golf shirt, spring/summer jacket and winter jacket. I will then take orders at the jaguar day. I plan to only do this once a year so if a winter coat is on your list, order it in June. I have attached two images: a dark spring jacket and a winter jacket. The embroidery would have a leaper plus "ottawa jaguar club" in either silver or gold.

Mike O'Brien

webmaster@ottawajaguarclub.com



June Events Calendar (Recap)

June 3rd : Byward Market Auto Classic.

This event is being primed by Rob Dunlop. The Byward Market association have yet to release details for this year but it is confirmed to be happening. Rob Dunlop is the prime for this event – he can be contacted at president@ottawajaguarclub.com

June 9th : Family Day And

Concours D'Elegance. This event is again being held in the grounds of the National Museum of Aviation at Rockcliffe, in conjunction with Flightworks Inc. and their comprehensive set of events for this day. Jaguar cars may arrive any time after 9 am. There will be a Meet and Greet reception at the Jaguar Ottawa dealership the previous evening. For more information please see the focus article elsewhere in this edition. The contact person for this event is Mike O'Brien, at webmaster@ottawajaguarclub.com

June 20th : Drive To Vankleek

Hill. We will head out from the Mooney's Bay Bistro around 9:30 (after breakfast) for a drive via back roads to Vankleek Hill, a trip of about 100 km. We should arrive around 11:15, spend about 45 minutes to 1 hour in an attraction in Vankleek Hill then go to lunch in the Vankleek Hill area. Around 1:30 or so we will start back to Ottawa via the shores of the Ottawa River, arriving back into Ottawa around 3:30. The organizer for this one is Alan at af-graves@rogers.com

Jaguar Ring Taxi

Jaguar has just launched a "ring taxi" service. For a small fee you can now experience a supersport at full clip around the Nürburgring Nordschleife with a professional driver.



F-Type Rendering

Here is a rendering of what the upcoming F-Type could potentially look like.



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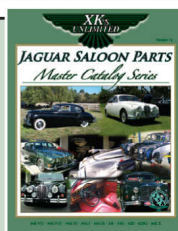
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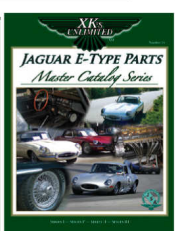
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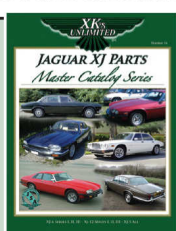
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auto classic

The 2012 car show season gets underway with the traditional Byward Market Auto Classic, Sunday, 3 June. The Ottawa Jaguar Club has regularly attended with 8 to 10 cars (or more), usually parked together in the picturesque Tin House Court in the downtown Byward Market area. The \$10 entry fee provides for a lunch, grab bag and a charitable donation. All models of Jaguars are welcomed and they don't need to be pristine show cars (...although a wash and clean would be a good idea...). To facilitate parking together, I submit a group entry on behalf of all OJC cars, so if you get an individual invitation, please ignore and reply to me. The site mentions providing photos but it doesn't apply to us.

It's important to get our entry in early to get a good parking area, so if you are interested, please return a completed entry form to me president@ottawajaguarclub.com no later than Friday, 4 May. I will pay the \$10 entry fee for all cars and collect back from you at the event. As such, if you submit the form and then no-show, you'll still owe me the \$10 entry fee.

Drive to Hudson British Car Show

I came back sun burnt, tired and smelling of Jag. But we all thoroughly enjoyed ourselves that day. This is how it all began...

We were leaving at 9am, so I set the alarm for 7am. But of course, I woke up at 8am! Ran through the shower and got changed. The chocolate croissant for breakfast still clenched with my teeth I rushed out to get the Jag out of the garage. Put the key in and turned it, but nothing! Not even a click from the starter relay. I had checked all the fluids the night before and drove the car around a bit so it was definitely not what I was expecting. Now almost 8:30am, rushing again, I got the jumper cables out of the Mercedes and hooked the two together. Tried the key again and the V12 came to life!

I think I've killed the battery again. I've been driving around without the battery box for a while now because I bought the wrong size battery. I bought the biggest one I could find at the time because that damn Lucas starter motor would barely turn over with less than 800 CCA. Now replaced

with a Japanese gear reduction starter that sounds like it might even run on lemon juice, I really ought to get a battery that will fit in the battery box. Anyways...

The Jag out of the garage, I double checked that I had my trusty adjustable wrench in the boot and found I had forgot my petrol can. I usually keep a 20L petrol can when driving the Jag because my range is usually half of what you guys get with your little XK engines :) Found the can at the back of the garage, threw it in the boot and I was set! Stopped at the petrol station on Woodrofe, filled up both tanks and hit the 417 East towards our rendezvous in Orleans.

Got to the Tim Hortons on 10th Line Rd in record breaking time and found Bob Rochon having a cigarette beside his BRG XKE. Beside him was Al's XJ6. I was rather shocked and honestly a little disappointed that it was now just after 9am and we had only two cars. A few minutes later, John Blais pulls up with his wife in a white Bentley Mulsanne. We waited till 9:30am and then hit the road, three Jags and a

Bentley.

In typical fashion, Al had a very well planned route. We drove south east towards Hudson using some fast B-roads. With the ol'Borg Warner 12 fully warmed up we were flying. Al was quite good at keeping us at around 60mph though. If any of you have driven an old flat head V12 with the 3-speed BW12, you know exactly how insatiable the neck snapping response is at 2500rpm. It was a blast!

First stop on the way was Beau's brewery. We all sampled their premium "Lug Thread" larger. It wasn't bad. But then again I don't really wander far from Heineken to know much about anything else.

Back on the road and nearing Hudson we came towards a stop sign just at the bottom of a small hill. Admittedly not particularly aware of the sign, I hit the brakes at the last minute and locked up the rear wheels. The violent yelp from the tired Dunlops gave Bob (in front of me) flashbacks of his recent back injury. But we were all good.





Excellent turn out for the show. Easily 200 cars in about 7 rows. Almost 2 rows of just Jags. The Rolls-Royce club was in full force, impressively taking up almost an entire row of their own. Lots of Minis, Triumphs, MGs Austins, a couple of Land Rovers, Astons and Lotuses too. Hiding between two Lotuses, a little BMW Isetta managed to find its way onto the grounds as well.



All in all, it was your typical car show, there were \$2 hot dogs, cakes, drunk French people and some pretty dull 90s music playing in the background. The weather was beautiful (sunburn to prove it!) and the cars looked great.



While making my rounds I spotted an absolutely immaculate Concours standard Series 2 Silver Shadow. Came a little closer and noticed a For Sale sign. Red sheep skin with red piped seats. A real stunner. After a chat with the owner, I discovered that the car was family owned since new and had just 30k miles on it. And you can believe it, I haven't heard a push-rod engine sound that sweet in my life.



When the chap started it, both Brake #1 and #2 warning lights came on. Complete brake failure! For those of you who aren't familiar with these cars, the old RRs and Bentleys used a hydropneumatic system for both the suspension and brakes. Cam driven with two pumps, a rat's nest of piping and valves under the driver's floor, a horrendously complex system. Likely the reason these cars today are worth less than a nice Jaguar MK2 for example – a car several times cheaper when new.

Not wanting to let his wife see him

come back in a flat bed, he was determined to get the brakes back. He asked me to help him out. I gladly went and got my wrenches out of the Jag and got under the big Roller with my oily rag. Dirtied everything up a little, just for good measure, bled both front brakes, right there on the field and voila, Brake #1 warning light went off. A small crowd gathering at this point, the owner was quite embarrassed with the whole affair. I offered him \$15,000 for the car, but he was rather insulted. Claiming it was a special edition, and this and that and it was appraised at over \$40k... I bid him good day and went on my way.



Managed to kill a couple of hours and regrouped with Al and friends at 2:30pm. We found Dave Kenny at the show. Apparently he was planning to join us, but he couldn't find the rendezvous. In any case, he decided to join us on the way back. Some door-limiter device he installed recently was acting up and had jammed the door open. Dave was quick to sort it out and we were now on the road together. Bob had left earlier on his own, so we were once again, only three Jags and a Bentley.



Back on the road, I noticed John flash his lights once, didn't think much of it at the time, but a few minutes later he disappeared from the convoy. I



quickly signaled Al to pull over and I turned round and went back to find him. A few kms away I found him pulled over on the side of the road with the bonnet open. I initially thought he lost his brakes as well. But soon found out that the old six and three-quarter litre v8 bruiser had run out of petrol!

Luckily I had my 20L can of petrol in the Jag. Emptied it into the Bentley, cycled the Bosch CIS pump a few times and the old bruiser started! Back on the road again we head straight to the nearest petrol station and got filled up.

And that was the end of the day. Once we got near Rockland, we went our separate ways. Overall, a very satisfying day.

Vikram Ambrose



OTTAWA JAGUAR CLUB FAMILY DAY AND CONCOURS D'ELEGANCE



In conjunction with Flightworks Inc, the Ottawa Jaguar Club welcomes all its members and anyone with a Jaguar automobile to join for a day of interesting events including a Concours D'Elegance.



Where? The Canadian Aviation and Space Museum, 11 Aviation Parkway, Ottawa

When? Saturday June 9th, 2012. Cars should not arrive before 9:00 AM.

Benefits: Free entrance to the grounds for entrants and immediate family members; free lunch for entrants and immediate family members, door prizes, free entrance to the Museum for entrants and families, and an opportunity to show off your car and seek advice from others with the same marque and model.

Other Events:

- The Aviation Museum is filled with many interesting aircraft that visitors can see such as the Spitfire above
- Flightworks is arranging the attendance of several other car clubs and individual collector cars as well as a number of vintage aircraft that will be flown from the area of the Jaguar Day. Finally it is possible that there will be some military vehicles from the National War Museum
- The club will hold a meet and greet at Jaguar Ottawa on Friday 8 June at 7 PM for members and visitors. Jaguar Ottawa will provide a cash bar and finger food will be available. Jaguar Ottawa is located at 1300 Michael Street, Ottawa



For more information **and an entry form**
contact Mike O'Brien
at 613-258-9136 or toll free at
1-877-258-9131 or
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1997 Jaguar Vandenplas. I offer for sale a very nice 1997 long body Jaguar 4 door saloon. This automobile has the last of the XK engines (The AJ16) which is considered to be bulletproof. Backed by a dependable automatic transmission it offers a smooth and quiet form of travel. It originated in New York City, spent most of its life in Florida and I bought it several years ago in Chicago. It has been carefully maintained and everything works on the car including ice-cold air conditioning. It was painted last fall and is completely rust free. The tires are nearly new and the car is sold safetied and e-tested. With only 124,000 MILES it has many years left in its life. Yours to enjoy for \$6,500.00 (firm). Mike O'Brien 613 601-5745. webmaster@ottawajaguarclub.com [AMJ]



1966 Jaguar 420G, RHD. Dark green. Green interior. Automatic, PS., PB. Engine rebuilt 8000 mi. ago as well as radiator, alternator. New master brake cylinder and pads, IRS mounts, ball joints and steering box seals. The body and interior were redone in the early '90's with all new leather, headliner, rugs & door panels. All rubber seals replaced. Excellent chrome & wood cappings. Electric window lifts, original Becker Europa radio and tool kit. Everything works on the car, all instruments including the clock. Full repair docs. available & work shop manual. A "fully sorted out" car that is reliable to enjoy & drive. Car located in Montreal. 21,000.00\$ negotiable. Many spare parts including a rebuilt transmission, radiator shell, steering parts, electric window mechanisms, chrome bumpers & fittings, windshield etc. Contact Robert DesLauriers, Tel: 514-487-7865 [AMJ]



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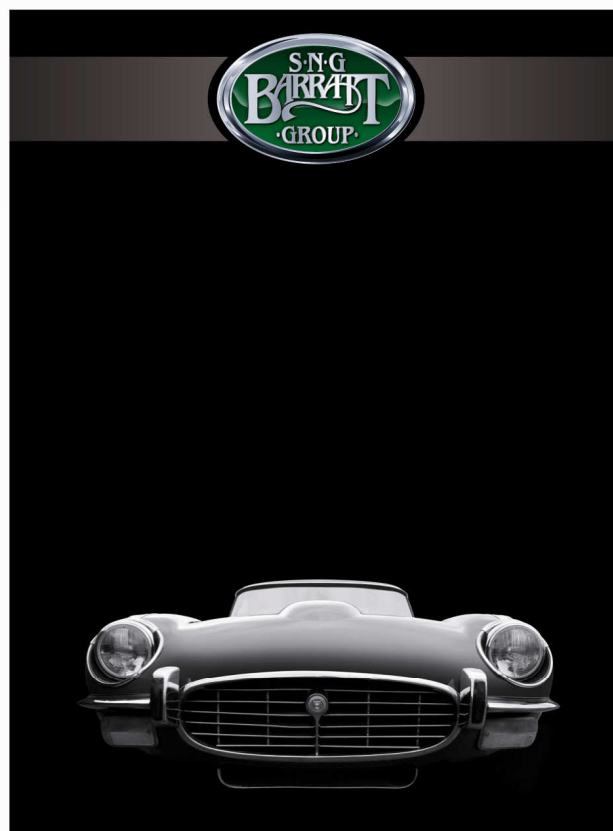
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