

Jaguar Jottings

NOVEMBER 2012

ottawajaguarclub.com



Ottawa
1986  Club

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Winterising modern Jags — **Jeeves and the Jaguar**

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Events This Month

12th Nov - Annual General Meeting

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.

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Jaguar Jottings

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President's Musings

Alas, the cascading leaves, low clouds and chilly damp air signal bed time for many of the club Jags. Before putting the toys away however, five of us joined the Tifosi Club for a run to the **Calabogie Motor Sport Park** for some parade laps and lunch. The Tifosi are known for "proceeding at a lively pace" and this time was no exception. I was immensely proud of my '68 E-type, a good fifteen years older than the rest, which easily kept up the pace on 511 and also around Calabogie. Several 911 and Ferrari owners commented about the old Jag tucked in close behind on "those skinny little tires". It was a definite hoot and certainly worth a do-over, possibly as an OJC event next year.

We were once again joined by Tifosi members at our regular monthly

meeting 15 Oct, for a presentation by **Hagerty Classic Car Insurance**. Brad Phillips, company Northeast US rep, flew in to give the 20 plus attendees the details of their offerings and to answer specific questions. Numerous members expressed keen interest, impressed by their simple and straight forward approach for insuring classic cars.

Looking ahead to our **Annual General Meeting , Monday, 12 Nov at 7 PM, at St Anthony's** the agenda is copied elsewhere in the Jottings. Disappointedly, the appeal for new executive members went unanswered with only a few internal changes proposed. Nevertheless, all members are encouraged to attend the meeting to provide input on how best the club can meet your

expectations. Any sign of interest in your club's operation will be gratefully accepted!

Our end of season **Christmas Party** has now been confirmed for **Saturday, 8 Dec** at Lee Harrington's home. Details are elsewhere in the Jottings and attendance is limited to 46. Please RSVP to Mike O'Brien (webmaster@ottawajaguarclub.com) by 8 Nov.

As always, details for upcoming events are also conveyed by emails and the club website www.ottawajaguarclub.com

Cheers and happy, safe motoring,
Rob Dunlop

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ANNUAL GENERAL MEETING
7:00 PM, 12 NOVEMBER 2012

- | | |
|---|----------------|
| 1. Welcome and intro | Rob Dunlop |
| 2. Financial Statement | Steve Fox |
| 3. Reports | |
| 3.1 Membership | Karen Wilson |
| 3.2 Activities | Al Graves |
| 3.3 Conours | Mike O'Brien |
| 3.4 Technical | Phil Karam |
| 3.5 Jottings | Vikram Ambrose |
| 3.6 Website | Mike O'Brien |
| 3.7 Meetings | Rob Dunlop |
| 3.8 Library | Merv Clarke |
| 4. New Business | |
| 4.1 JCNA dues increase | Rob Dunlop |
| 4.2 Activities management & volunteers | Rob Dunlop |
| 4.3 Monthly club meetings | Rob Dunlop |
| 4.4 Items from the membership | All |
| 5. Election of Officers | Dave Kenny |
| 6. Closing | Rob Dunlop |

Winterising modern Jags

Most of the club members with older Jags ('50s to '80s) already have a routine for putting their cars in winter storage. Phil Karam, our tech rep, has detailed this several times in the Jottings (see issue Nov 2010). While the procedures are for the most part relevant to all cars, for modern Jags (i.e. those equipped with central computers/ECUs) emphasis needs to be placed in certain areas: fuel, tires and battery.

FUEL – modern unleaded gasoline, often with ethanol, goes off quickly if stored over longer periods such as a Canadian winter (see Dave Kenny's fuel article in the Jottings). To avoid start up and running problems next spring, add fuel stabilizer and top up the gas tank. Run the engine to ensure the stabilizer gets all through the system (I personally add the stabilizer before going to the gas station to top up...the run home mixes the stabilizer). Correcting a fuel problem on a modern Jag is not a DIY exercise (as for older Jags) and normally requires dealer attention.

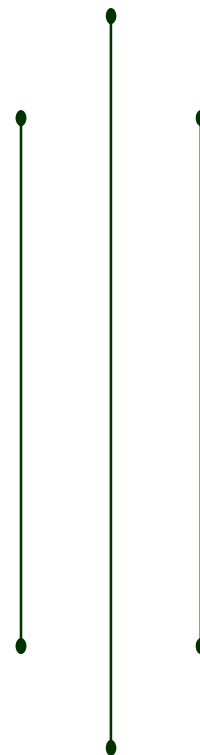
TIRES – modern tires with wider profiles are manufactured differently and have a greater tendency to develop (and retain) flat spots when parked for a period of time, particu-

larly on a cold, concrete floor. For storage, overinflate the tires to 45 PSI and park on pieces of old carpeting. (I also cover the whole floor with an old tarpaulin under the carpeting to minimize condensation on the cars when the temperature changes getting into spring)

BATTERY- the high tech modern car is heavily reliant on a battery in peak condition. A fluctuation of .1 volt on a later Jag can result in spurious error messages (see Lyndon Mitchell's article, Sep 09 Jottings. His '97 XK8 was diagnosed with a \$6000 repair job after error messages appeared. Lyndon changed the battery for \$150 and the problems disappeared). Ergo, the battery needs to be tip top all the time. Personally, if my '07 XK sits for more than two weeks (including over the winter) I attach a smart battery charger over the time period. I can recommend the Swedish CTEK Multi US 3300 battery conditioner, currently available (until 9 Feb) at Canadian Tire, 40 % off, for \$49.99. Unlike a basic trickle charger, it samples and adjusts voltage and amperage according to the battery condition and is intended to remain attached over long periods of time. **ADDED BATTERY TIP:** Always lock your modern Jag when parked, even in your

garage. If left unlocked, the car assumes a standby mode and the systems can take up to 20 minutes on battery power before shutting down. Locking the car shuts the power down more quickly.

Rob Dunlop



Calabogie Run

A few weeks ago we were invited by the Tifosi car club on a cruise to Calabogie Motorsport.

Turn out was great. I'd say about 25 cars in total. Several 911s, a couple of Ferrari 348s, Jags and a poor sod in a Mazda RX-7. There was the odd BMW and Mercedes as well.

We took the 417 and highway 7 all the way to Perth and stopped at a Tim Hortons just before we hit the glorious highway 511. Highway 511 has to be the best driving road I've driven on in Ontario. It was just thrilling to throw the Jag V12 around the winding ribbon of tarmac up to Calabogie with other car enthusiasts at a pace most suitable for fast cats.

Unfortunately while waiting to sign onto the track, Bob Hiland's E-type decided it was the best time to blow a water hose. Leaving Bob out of the races for the day.

We all lined up, and then we lined up again, and again, and then finally we were given the green light to enter the track.

We ran a shortened, technical version of the track, taking a right immediately after the paddock, instead of going left towards the straights. I've never been on a racetrack before so it was very exciting. It felt weird not having center lines on the road and being allowed to use the entire width. I ventured off the racing line a bit to see if I could catch a few drifts, which I eventually managed. Don't believe me? Ask Chris, who was driving his 510HP XK-RS behind me. Possibly the only time my 1974 XJ12 would share a track with an XK-RS.

I think the pace car could have gone a little faster, but we all enjoyed ourselves nonetheless.

The majority of the group went to the nearby golf course restaurant for buffet lunch whilst Rob and I stayed



Steam from Bob's E-type moments after the water hose blew

behind to make sure Bob was OK. The track mechanic eventually brought round a bunch of hoses and we found one that fit the E-Type. And it held. We stopped at a Wendy's for a quick, late lunch, and then drove home.

All in all, a fine day.

Vikram Ambrose



The Christmas Party

Saturday—8th December 2012

1372 Old carriage Lane, Winchester, Ontario. 613-774-4532

Cocktails at 5:30pm

Dinner at 7:00pm

Lee Harrington is hosting this year's party at his home just North of Winchester. For directions, see the maps on the social page of the club website <http://ottawajaguarclub.com/social.html> . Dress business casual (Lee promises not to wear jeans if you don't). BYOB as usual but soft drinks and a non alcoholic punch will be provided. No presents exchange.

Cost to members is \$45.00 per plate. Payment by cheque payable to The Ottawa Jaguar Club mailed to Mike O'Brien, 747 Maley Street, Kemptville, Ontario, K0G 1J0 by 16 November please. Seating for dinner is limited (max 46) therefore please advise Mike O'Brien of your intent to attend by 8 November at webmaster@ottawajaguarclub.com

Dinner Buffet

Oven roasted turkey with all the trimmings
Homemade stuffing
Mashed potatoes
Mashed turnip
Heirloom carrots
Creamy coleslaw
Rolls and butter
Cranberries, gravy, pickles and olives

Desert Buffet

Cherry and blueberry cheesecake
Coffee and tea

Bits & Bobs

Fuel Injection Throttle Bodies

I've always wanted to get the most performance possible from my XJ12. And so I was always keen on getting the popular 6x double barrel IDF Weber carburetor kit. Unfortunately for a genuine kit, you're looking at about \$5000. Which would get you the performance, eventually, after several years of tuning. Especially on a tired engine.

Therefore I began looking into what was possible with fuel injection without getting too complicated and came across a company called Borla Performance, that specializes in selling fuel injection throttle bodies that bolt up to carburetor inlet manifolds. Sounds cool, doesn't it? They have throttle bodies that you can use to replace almost any carburetor. They also stock all the necessary EFI components for a full conversion.



I'll be placing an order for 6x double barrel throttle bodies compatible with the 40mm IDF Weber manifold for my Jag. I plan to run them in batch fire or semi-sequential with Megasquirt. Total cost will likely be around \$4000 but a simple closed loop fuel injection system will be infinitely easier to tune and get better power from than 6 independent carburetors.

Vikram Ambrose

Vince Electric

Just had my radiator fan rebuilt at Vince Electric for a fraction of what it would have cost to replace it. Vince Electric is at 335 Catherine Street (between Lyon and Percy). Tel: 613-230-0853. Services include repairs and rebuilds to electric motors, alternators, generators, starters etc.

Vince is a one man show with lots of experience and old parts. He asked if it was an emergency, I said no, he replied "Then how about tomorrow or the next day?". He is familiar with old cars and Lucas electrics. He also likes to chat.

It is hard to find this sort of service these days.

Bob Hiland

Concepting dreams, making reality happen

At the recent PSFK innovation conference in London, one of Jaguar's top designers, Julian Thomson gave a presentation on the magic of Jaguar design. A must watch for the Jag lover. Here is a link to the video recording:

<http://vimeo.com/51096613>



Vikram Ambrose

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When money doesn't matter

Adapted from Car magazine (Dec-1987)



Join me on a trip back in time to 1987. Reproduced on the following pages are photographs from an article in the December 1987 issue of Car magazine, that road tests 4 of the top luxu-barges. Cars that once had prices tags in 6 figure numbers can now be had for less than \$10,000. These were cars made in an age of inhibited engineering that can make for very reliable luxury transport on a budget for the mechanically inclined car enthusiast. Hold on tight, here we go!

The year is 1987, the recession and oil crisis is safely behind us. Its time to buy a new car. Your stocks have done well to recover and money really doesn't matter. A gentlemen of your standing is spoiled for choice.

Mercedes-Benz has just introduced the second generation w126 560SEL (S-Class). Unanimously praised by journalists around the world as the closest thing to the ultimate Mercedes the company has ever made. They didn't feel assembled so much as carved. The big 5.6L-V8 bruiser Benz is smooth and has a wide power band. But is let down by wallowing handling and excessive road noise. Seats have been made with American

backsides in mind. Legroom is equally generous both front and rear. The aging but reliable Bosch K-Jetronic fuel injection will see that in 30 years time, this Benz will still be on the road.

BMW has just introduced the technologically superior E32 750i (7 Series). A car to be used by James Bond in the future. The only car in this group that is truly modern. Built solely to knock the S-Class of it's thrown, nearly every specification is better... on paper. On the road, the 5.0L SOHC V12, produces more power than the big Benz, but lacks midrange torque. The sophisticated BMW motronic fuel injection steals the headlines, but in 30 years time most cars have been taken off the road due to the cost of maintenance.

Jaguar's 3rd generation XJ series needs no introduction. Built on a tried and tested platform like the S-Class, it still has a few cards left to play. Production spanning nearly two decades now, yet still able to compete with the latest German offerings, bears testament to the platform's ability. Seats are still likely best in class but ergonomics are only adequate and rear legroom is

cramped. The 5.3L SOHC V12 is turbine like smooth and the handling is sports car like. Jaguar's decision to adapt the aging yet reliable Bosch D-Jetronic fuel injection ensure that this cat will keep all 12 lives for decades to come.

Bentley too has stuck to tried and tested methods. But the addition of a turbocharger, makes the old Mulsanne a completely different animal and as such is rebadged as the "Turbo R". Almost 3 times more expensive than the Jag, the Bentley is the most aristocratic of the lot. The interior is the epitome of British luxury. The acres of burl walnut make the thoughtless scattering of switch-gear less worthy of mention. Strangely enough, for a car over 17ft long, the flying B is not very roomy. Handling is surprisingly good and steering is sharp. The turbo 6-3/4L pushrod V8 delivers massive urge and has a wonderful throttle response. Despite the blunt aerodynamics, the Bentley is very quiet at speed.

Enjoy the photographs on the following pages. If there is interest, I will put together a buyer's guide in the next issue.

Vikram Ambrose









Marketplace

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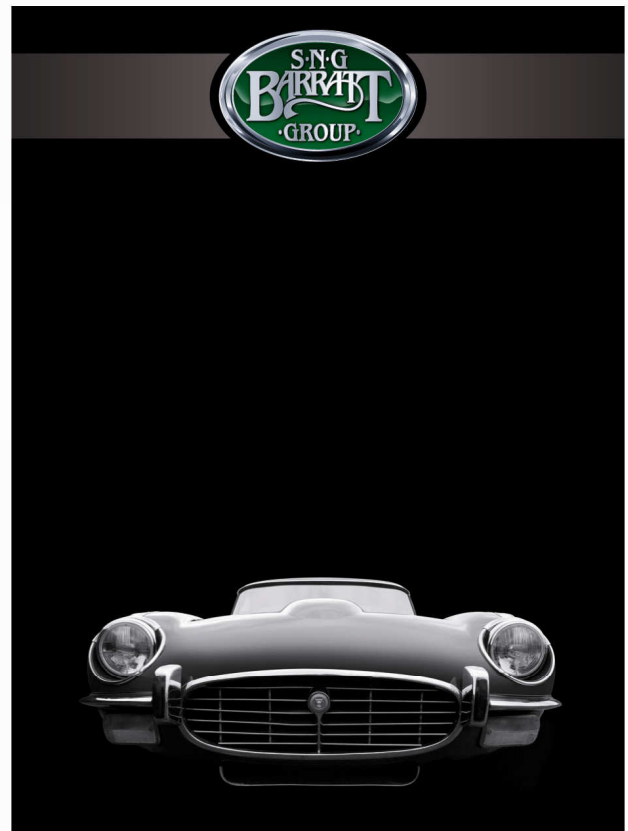
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