

Jaguar Jottings

JANUARY 2013

ottawajaguarclub.com



Ottawa
1986  Jaguar
Club

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Events This Month

14th Jan - B&N Transmission Shop visit

20th Jan - Ladies Afternoon Tea

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Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$55.00 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

Hunched over a snow shovel burrowing out from under Mother Nature's fluffy white bounty presents one with ample opportunity for silent reflection (amid the occasionally mumbled curse as the snow plough cruises by) to consider **resolutions for 2013**.

Personally I intend to eat less, exercise more and spend more time with the Jags. My car parts wish list is under construction, to be ready before the mad spring rush. For the club, I'd like to come up with the magic formula that would inspire more members to join us on the road and at the events enjoying their cars. Hopefully a repeat of last year's superb summer will encourage everyone to "seize the day" and take their Jag out for some exercise. For our part, the club will do its best to entice you with a good cross section of automotive and social activities. The rest, as they say, is up to you.

Christmas Party

Our season officially ended with the annual Christmas gathering 8 Dec, once again generously hosted by Lee and Alex in their lovely, festively-decorated home. Forty members joined in for a sumptuous turkey dinner with all the trimmings, good fellowship and good cheer! I took the occasion to present service awards to **Lee Harrington** and **Alan Graves** as well as awarding the **Bent Piston Trophy** to **Mike O'Brien**, details elsewhere in the Jottings. As always the best-attended event of the year, it was a fitting conclusion to a generally successful 2012 for OJC.

Mark 2 Project

Speaking of activities, the club project rebuild of a 1965 3.8 Mark 2 is underway, report elsewhere in the Jottings. With a good mix of experienced and beginning mechanics, if the first day is any

indication, this is going to be enormous fun and a great experience. Contact Mike O'Brien if you wish to visit or join in.

Coming Events

The initial **2013 activities program** will shortly be up on the club website. Per usual, this will be updated regularly as the most accurate and current listing of the club's activities throughout the year. When in doubt, be sure to check this listing. In the meantime, be sure to mark your calendars for the following activities in January:

Monday—14 JAN. B & N Transmission Shop Visit. 1086 Gladstone (followed by pub stop for a noggin and nosh) B&N service and rebuild manual and auto transmissions, transfer cases and transaxles and have experience with later model Jaguars. Be sure to bring any issues/questions. Time around 6 or 7 PM to be confirmed early Jan. We'll follow up with a stop at Pub Italia on Preston Street. To book enough tables, please advise me if you intend on coming to B&N and Pub Italia by 12 Jan (president@ottawajaguarclub.com)

Sunday—20 JAN, 1:PM. Ladies Afternoon Tea, National Art Gallery. See flyer elsewhere in the Jottings for details. RSVP to Marie Paule by 15 Jan (613)882-0648

Cheers and happy, safe motoring in 2013,

Rob Dunlop

Members' Corner

The club is pleased to welcome the first two new members for 2013:

Fergus & Carol Groundwater

Manotick—1968 E-type S 1 ½ OTS, 1987 XJS coupe, 2011 XKR 75. Fergus has an enviable collection of Jaguars and is interested in social events, cruises, technical events and shows.

Tom & Carol Davis

Ottawa — 1959 XK150 FHC. Tom brings his rare XK150 and looks forward to social, technical events, cruises and car shows.

Contact details for new (and old) members are provided through the membership list emailed periodically by membership director, Karen Wilson.

Smoke Theory

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

And as always, a gentleman does not motor about after dark.

Joseph Lucas

The Prince of Darkness
1842-1903

[Contributed by John E]



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MK2 Restoration : Part 1

Saturday 15th December. As promised, the beginning of Lee Harrington's MK2 restoration commenced in his workshop. In attendance were Rick Metze, Louis Robischaud, Vikram Ambrose, Craig Turner, Steve Fox, Bob Hiland, Rob Dunlop, Mike O'Brien and Lee Harrington. The session started with a quick briefing on the shop, tools safety and the morning's mission which was to review the car to determine the scope of work to turn it into a "nice safe driver". With enthusiasm everyone donned their grubs and set to work. Rick and Louis went over the car and found a host of body ailments. Lee and Bob took off the road wheels. Rob and Steve installed the battery to test the electrics only to find that the voltage regulator was emitting Lucas Smoke that they were unable to capture and return to the wires. Electrics were then aborted for a later day. Teams

then set about to remove the entire brake and hub assembly from each wheel area. Vikram and Craig did the right front, Louis and Rick the left front, Bob and Lee the right rear and Rob and Steve left rear. In the middle of all that some fool let Lee remove the plug to the bottom of the gas tank over a 3 liter container with no knowledge of how much fuel was in the tank. Much kitty litter was applied to the floor thereafter.

The removal of the rear hub assemblies was problematic and in fact under extreme pressure they both flew off with a bang. The morning ended with dirty hands and big smiles and of course lunch, which included some of Lee's fantastic homemade chicken wings!

The next event was published to the teams as an engine removal however

some detailed analysis by Lee and Mike has shown that it would be prudent to solve the mechanical problems that this inspection identified before taking on another. Parts will be ordered soon to allow replacement of the brake lines, disassembly of ball joints, front end suspension rubbers and if time allows some reassembly of rear calipers. Once the front end is apart there has to be clean up of springs and spring pans and perhaps shock replacement.

All are welcome to join us again on Saturday, 12th January at 9am in any capacity. However as space is limited, preference for hands on work is given to those who attended the last session.

Mike O'Brien



Ottawa Jaguar Club “Belles” are invited to

Afternoon Tea at **Café L'Entrée**

National Gallery of Canada/Musée des beaux-arts du Canada



*Seasonal
Fruit Parfait*

Soup of the Day

Fresh Baked Scones

Devonshire Cream

*Assorted Pastries
and Macaroons*

*Selection of
Finger Sandwiches*

*Trio of Cheese
w/Baguette & Fruit*

January 20th 2013 at 1:00pm

RSVP before January 15, 2013.

Seats are limited.

Contact: Marie Paule 613-882-0648

\$27

Bent Piston Award

New and possibly some older members may not be aware of one of OJC's long standing traditions: the presentation of the Bent Piston Trophy. Here's a brief overview....

The Bent Piston is intended to recognize the individual who has demonstrated outstanding perseverance, mechanical skill, and bull-headed determination in repairing and/or restoring a Jaguar while maintaining a reasonable level of good humour and/or sanity. That said, anyone who has taken a wrench to a Jag may note that **any** work on these cars requires these traits...accordingly it is presented on an irregular basis only when a particularly heart-wrenching

(no pun intended) story comes to light. First presented in 1991, eight individuals have lived through the hell to receive the recognition. Any OJC member is eligible to nominate candidates as well as receive the award.

Past winners include;

Trevor Clotz	1991
Ernie Bayliss	1992
Craig Turner	1993
Patrick Bourgon	1994
Dave Kenny	2006

Dave Clyne **2008**

Vikram Ambrose **2010**

Receiving the award in **2012** is none other than our very own webmaster, Mike O'Brien. Mike's efforts have indeed been exceptional as not only did he complete the full restoration of his 1966 S-Type, he and his team took on the rebuild of Bob Higg's accident damaged 1992 VDP. Which involved the removal and reinstallation of the V12 engine. In both instances, he faced and conquered numerous challenges, maintaining an almost cheery disposition throughout and still has all his fingers and thumbs. When not busy(!) he maintains the club's website, organizes and runs the successful concours day and helps members out including picking up and delivering parts. With Lee Harrington, he has been instrumental in setting up the currently-ongoing Mark 2 restoration project. Mike is a cornerstone of OJC and fully deserving of this recognition.

Rob Dunlop



1966 3.8 S Type



Bits & Bobs

Jaguar Land Rover Opens Its 100th Dealer In China

Jaguar Land Rover has increased its dealer network in China by almost 200 per cent since 2010. The Beijing Changjiushida 4S Center is located in central Beijing, and features a state-of-the-art repair centre alongside its impressive showroom facilities. Operated by the Changjiu Group, it will employ 110 people.



A recent partnership between JLR and Chery Automobile Company Ltd, a Chinese carmaker, received formal approval from the Chinese Government for their joint venture and now have a license to manufacture Jaguar Land Rover vehicles and new models for a partnership brand in China.

New Winter Test Facility in Minnesota

Jaguar Land Rover has opened a new winter test facility in International Falls, Minnesota. The new facility includes cold testing chambers, snow covered test surfaces, a frozen lake and a concrete test track. Now why couldn't we have got them to open one in Ottawa instead?



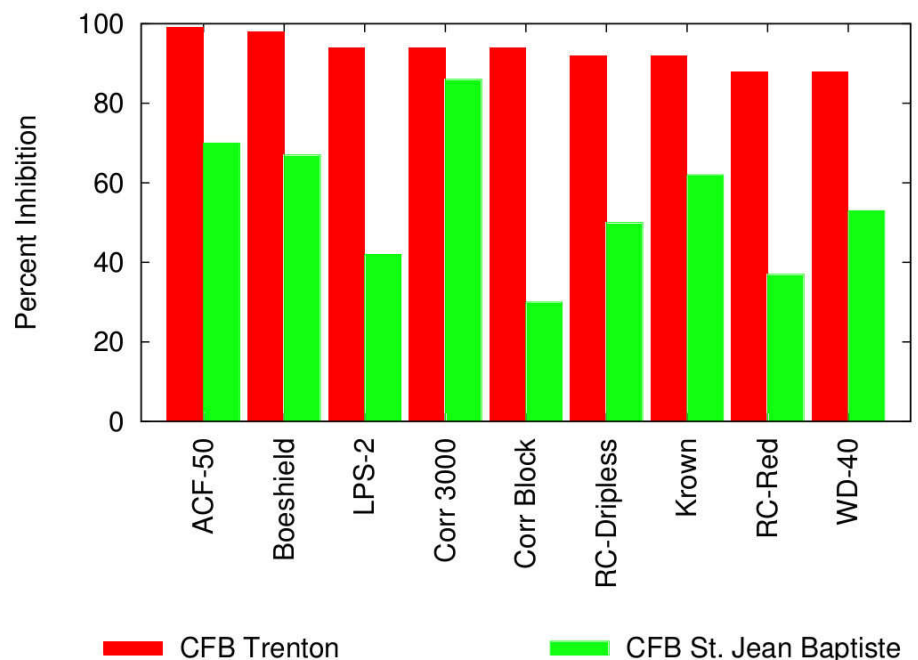
Corrosion Free 3000

When I decided to drive my Florida import 1989 Mercedes-Benz 560SEL in the winter I began researching rust proofing. I had religiously used Krown on my other vehicles and was satisfied but not particularly thrilled by the performance. Although the body and undercarriage never rusted, all the fuel lines, brake lines etc... all rusted through.

I eventually came across a research paper done by Defense R&D Canada about corrosion prevention programs for Army vehicles which highlighted a product called "Corrosion Free 3000". This Canadian Tire product was benchmarked against several competing products including Krown, WD-40 and Rustcheck to name a few. Extracted from the paper, the following bar chart showing percentage inhibition of corrosion with Corrosion Free 3000 coming out on top as the clear winner.

The product can be sprayed at CanadianTire or at various select independent garages around town. I took

the bruiser benz to Holliday Auto Centre near Preston street and was quite happy with the work for \$140. If you are so inclined, the product can be purchased as a 400ml spray can from CanadianTire for about \$12.



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Wanted: Jaguar E-Type. Looking for a car in daily driver condition. Any year. Max budget \$20,000. Contact; Vikram Ambrose, 613-421-4506, or noel.ambrose@gmail.com. [JFM]



1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class" Championship at JCNA Concours 2010. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000 or best offer. Frank Basten 613-342-0467, e-mail fbasten@ripnet.com. [FMA]



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