

Jaguar Jottings

FEBRUARY 2014

ottawajaguarclub.com



Ottawa



Club

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Events This Month

10th Feb - Darts'N Pizza Night

15th Feb - Interclub Darts Tournament

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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

Just when you thought it might be safe to go outdoors again...boom...the polar vortex! I guess social media can take cold comfort (...sorry..) in creating another catchy buzz phrase for what most Canadians would recognize as a good old fashioned typical winter.

I've managed to keep busy mostly indoors with the Mark 2 project and escaping to Daytona via HDTV last weekend to watch the *Rolex 24 hour* sports car race, the first big motoring event for the 2014 season. Regrettably no Jags were in the field (..the last by my reckoning, a US-entered XKR finished fourth overall in 2002..) and yet with the recent introduction of the all-aluminum F-Type R coupe with a supercharged 5 litre V8 engine producing 550HP in standard form, you have to wonder not how long but how soon someone (if not the factory), decides to take Jaguar back to serious racing.

2014 and Jaguar

Virtually every year has some sort of special meaning to Jaguar Cars and 2014 is no different. This year will commemorate:

- Sir William Lyons 110th birthday
- Introduction of D-Type and XK140 60 years ago
- Introduction of the XK 4.2 litre engine 50 years ago (in the E-type and Mark X the following year)
- The last E-type rolled out of the Brown's Lane factory 40 years ago
- Introduction of the X300 XJ sedan 10 years ago

Give and Take

Pardon the odd timing but this month's feature is an excellent article by member **Anthony Pearson** about his travails repairing the air conditioning on his '74 XJ6. It's a common problem and an eventuality for all modern-type Jag owners, so definitely worth a read. Many thanks Anthony!

I also want to underscore a couple of other points evident from the article. First, you'll note that Anthony asked around the club before proceeding and fortunately was able to get pointed in the right direction by fellow members. The benefit of other members' knowledge and experience is to my mind the most significant aspect of OJC membership....no matter the problem, it's fairly safe to say that someone in the club has "been there, done that" so don't forget to ask for assistance before getting stuck into a problem. Second, knowledge is of little benefit if not shared. If you've had an "adventure" with your car, like Anthony, please take a moment to jot down a couple of paragraphs for the Jottings and share it with your fellow members. In that way we all benefit.

Club Activities

Again apologies for the absence of a club event in January but we simply ran out of time trying to nail down one of three very good options. We'll continue to try them for future dates (possibly one in March) as they're all definitely worthwhile. As you've no doubt noticed, **February is darts month, with our own annual Darts n Pizza on the 10th, followed on the 15th by the Triumph Club's Interclub Darts Tourney** (details elsewhere in the Jottings and on the website). Our event is not just for pros but anyone with a hankering is more than welcome as both club winners last

year were first timers/amateurs.

Our first big event of the year is traditionally the club **Spring Dinner** in April. We are always on the lookout for a suitable venue for a catered dinner with a nice atmosphere. If you have a suggestion, please let me know.

And finally it is with much sadness that I inform you that fellow car enthusiast and president of the Mercedes-



Benz Club of Ottawa, John Fisher, passed away suddenly on the 27th of January 2014.

Cheers and stay warm,

Rob Dunlop

Members' Corner

Now that we've all renewed our membership with Karen (...nod your head...), I'd like to welcome two new club members:

Jeff and Jen Poston

Manotick – 1969 E-type OTS

Jean Belliveau and Chantal Ducharme

Gatineau – 1972 XJ6

Welcome folks and we look forward to seeing you out and about for many years to come.

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

A/C Replacement on 1974 XJ6

In recent years, due to a much earlier failure of the air conditioning system and the immense amount of heat generated by the 4.2 litre engine, MELLOW has been just about un-driveable in the summer months without the benefit of fresh air blowing through open windows. This point was often emphasized by my better half.

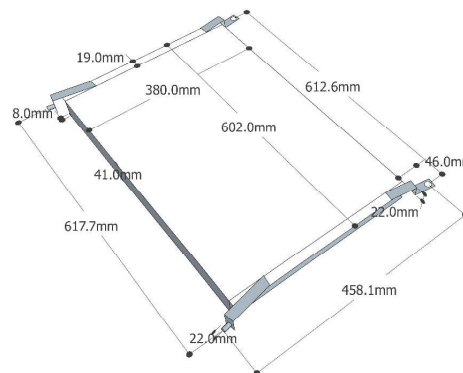
Many times in the past, through a number of local garages, I had attempted to get the problem fixed, without success. Finally, last year, after attempts to sell the car at a reasonable price had failed, I decided to keep the car and resolved to do something about the air conditioning.

In December of 2011, at a Xmas party for the Underground Miata Network (UMN), I was seated with a mechanic by the name of George Castiglia, proprietor of Precision Auto Tech. George is known to UMN as the kindly host of regular Tech Nites and, among other things, he happens to be a specialist in air conditioning systems.

The following summer, George checked the system and reported that the compressor was seized and would require replacement. I went to the OJC community for advice and got responses from Vikram Ambrose (whose '74 XJ12 compressor had also seized) and Mike O'Brien. Mike pointed me in several directions: Rob Staruch at Miniman, Jaguar Ottawa, SNG Barratt and Welsh Enterprises. Rob couldn't help, Jason at Jaguar Ottawa indicated the part had been discontinued by Jaguar, I had no luck with Welsh but SNG came through so I ordered through them. And get this for efficiency! The part was manufactured in Michigan, shipped to SNG Barratt in England, then shipped to SNG Barratt in New Hampshire and finally to me in Canada.

In September George installed the compressor, tested the system and determined that the condenser was also shot. Initial enquiries indicated that the existing condenser was not worth fixing and the part was no longer being made, by Jaguar or anyone else. We began our search for a replacement at a local wreckers where George had spotted one or two older XJs but no luck. After some e-mail discussion with Mike and lots of talk about it, I was still no further ahead.

A few months later, after chatting with Rob Dunlop at the B&N Transmission visit, Rob suggested I try Retro Air. Initially it looked like they could provide exactly what I needed but it turned out that Rock Browning misread my e-mail and thought he was dealing with a 1984 car. However he still wanted to help and asked me send photographs and accurate dimensions. I went one step further and created a dimensioned 3D model in SketchUp.



After further mix-ups, the upshot was that Rock was able to supply me with a smaller unit (12x24 3 pass Multi Flow condenser MX0536, more efficient than original) and we were tasked with attaching brackets to fit the car. I purchased the unit along with drier and expansion valve and, after a few delivery hiccups, it was handed over to George at Precision for modification and installation. By

the middle of May MELLOW was on the road shovelling all the cold air I could wish for.

The rounded costs (Canadian dollars) including shipping and taxes were as follows:

Compressor	\$470
Condenser	\$305

Precision Auto Tech charged a total of \$790 (including tax) for labour and parts (Freon, fittings, belts and hoses). Labour included testing, removal and replacement of compressor, removal, modification and replacement of condenser and re-charging the a/c system.



Anthony Pearson



DARTS 'N' PIZZA NIGHT

*Ever have the urge to throw something sharp at the wall?
Here's your chance!!*

MONDAY, 10 FEB, 6:30 PM
ST ANTHONY'S CENTRE, PRESTON ST, OTTAWA
TIFOSI MOTORSPORT CLUB ROOM
(SEE CLUB WEBSITE FOR MAP)

*

INFORMAL DARTS TOURNEY
MIXED TEAMS OF LADIES AND GENTS
BEGINNERS AND SPECTATORS/KIBITZERS WELCOME!
BRING DARTS IF YOU HAVE THEM (SPEARS/ARROWS NOT ALLOWED)

*

To help with setting up teams and the pizza order

Please reply if attending by FRIDAY, 7 FEB

(president@ottawajaguarclub.com)



Four Cylinder F-Type

The rumor mill is spinning with new information about a potential turbo 4-cylinder all-wheel-drive (AWD) F-Type after an interesting looking test mule was spotted recently doing winter testing.

The test mule has a slightly raised bonnet, which rumor experts are guessing is because of a front differential under the engine. The prototype exhaust also hints to a power plant not seen on an F-Type before.

Although currently the 3.0L V6 engine in the XF and XJ is the only Jaguar powerplant engineered for AWD, there is evidence to suggest we will see a 4 cylinder too as automakers try and meet stricter fuel and emissions standards.

A four cylinder would be an obvious choice when tasked with compensating for the additional weight of an AWD system. A lighter engine would also bode well to better weight distribution.

Jaguar is no stranger to using high performance 4 cylinder engine as it is currently using a 2.0L Ford Ecoboost derived 4-cylinder in the XF.



Rumor has it that the F-Type and the much anticipated XS compact sports sedan will get a completely new Jaguar designed petrol "hotfire" 4-cylinder making around 300hp.

Reinforcing the rumor, Ian Hoban, the F-Type vehicle line director, last year was quoted as saying he saw "great potential" in fitting a high-output turbocharged four-cylinder engine in the F-Type.

Even if true, we aren't likely to see a new F-Type till at least the Frankfurt motor show in 2015.

Vikram Ambrose

Source: Autocar
<http://www.autocar.co.uk/car-news/scoop/four-pot-engine-entry-level-jaguar-f-type>

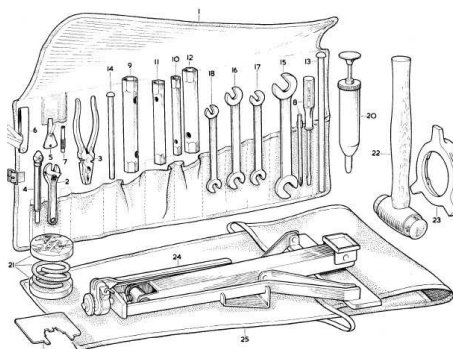


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- * box spanner 3/4 x 7/8
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