

Jaguar Jottings

APRIL 2014

ottawajaguarclub.com

Ottawa



Club

In this Issue

President's Musings	3
Jaguar on the Rise	4
In Days of Yore	5
Amelia Island Revisited	6
Marketplace	9

Events This Month

20th April - Ancaster car show

25th April - Spring Dinner

Photo Credits*

Front cover - **Bold Ride**

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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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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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Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$10 to non-members.

Submit advertisements to the publisher and your cheque to the treasurer.



President's Musings

Egad!! When will it stop?? First off, I want to put an end to the rumour that we plan to rename OJC the "Ottawa Jaguar and Snowmobile Club" although to date there may be some reasonable basis for considering it. Ever optimistic however, the club continues to beaver away at activities and planning for the (eventual) driving season. This month's Jottings takes a peek at Jaguar's past through old road tests as well as its exciting future, with a few odds and sods thrown in for good measure.

March Activities

"..neither hail nor sleet..." kept keen OJC'ers away from our activities last month. 17 members visited with Paul Gingras and **Fibrenew**, leather and vinyl repairers and restorers, before repairing to *Liam Maguire's* for a welcoming pint afterwards. Later in the month, despite (another) snow storm, 10 members took advantage of free tickets for a premiere showing of the film **Need for Speed**. A dazzling marvel of CGI technology, the film added a new dimension to the typical "cross country car race" concept. Peter Whitworth who was in attendance insists he has no intention of emulating the action at the next club go kart day...at least not intentionally. Thanks to Ed Theoret for squiring these events.

Tech Corner

I picked up a couple of tech tidbits from the E-type Club that may be of interest:

Remote rear brake bleeder- anyone with a E-type will vividly recall with anguish the process involved with bleeding the inboard rear brakes. While several efforts to create remote bleeders with varied success have been around, a company in the UK may have finally come up with the definitive solution. The company,

Fosseway, also produces other E-type parts including "dynators" (alternator in a dynamo body) as well as aluminum radiators. Their excellent website has good photos and is definitely worth a look....your knuckles (and patience) will thank you for it.
www.fossewayperformance.co.uk

Pneumatic top seal – just when you think there can't be anything new for a 50+ year old car, an ingenious idea surfaces. One UK E-type owner has built a pneumatic convertible top seal. The top never sealed well even when new, forcing E-type owners to carry a towel or sponge to mop up drips from the leaky top seal. This gentleman took a skinny racing bicycle tire, sealed both ends, attached it to the top and inflated it with the tire valve in 15 seconds to produce a water tight seal. I have the article with photos if anyone is interested in giving it a try.

Club Activities

SPRING DINNER , FRIDAY 25 APRIL. International Restaurant, Algonquin College. You've already been bombarded by emails with details for this month's annual welcome to spring but it's worth repeating **we need an RSVP by no later than 16 April.** Also, to meet deposit requirements, **please send a cheque for \$35.00 per attendee to our treasurer Steve Fox ASAP.**

RSVP: canjagman@bell.net and stevefox@sympatico.ca

Cheque address: Steve Fox, 1080 Bravar Drive, Manotick, ON, K4M 1G3

Weekend Drive Survey

Al Graves and Don Leblanc have kindly volunteered to organize a weekend club drive in August and are seeking input from the membership

via a survey already sent out by email. In case, you missed it, please take a couple of minutes to complete the survey at: http://www.periden.ca/OJC/jag_trip_survey.html

If you have questions, you can contact Don (dleblanc.ba@gmail.com) or Al (afgraves@rogers.com)

Enough for this month. Don't despair about the cruelty of Mother Nature, keep faith that this too will pass and remember "Spring hopes eternal" .

Cheers and drive safe,

Rob Dunlop

Members' Corner

We are pleased to welcome four new members to OJC, all from the Montreal area:

Michel Charron
2014 XF

Wendy Kantor
2013 XJL and 2014 F-Type

Normand Dumouchel
2014 XF

Daniel Marcil
2014 XF

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.

Jaguar on the Rise

Last year was a big year for Jaguar, with the highly successful launch of the F-type (and recently the coupe) as well as growing sales of the XF and XJ All Wheel Drive (AWD) models, particularly in North America, global sales grew to 60,000+. That said, that's not a viable number for survival, according to a company official. Owner Tata will continue to invest over \$US 3 billion a year into Jaguar and Land Rover (JLR) aiming to transform the business. Already in the works are plants in Brazil and China as well as a new engine factory in Solihull UK (i.e. no more Ford-based engines). Sales for 2013 with both brands combined amounted to 400,000 units and if the near future plans work out, Jaguar could be selling 250,000 cars a year by 2018 with group sales of 800,000. Ambitious plans...so how do they intend to do it? According to the latest edition of CAR magazine, citing a reliable company-internal source, Jaguar's long range plans after the introduction next year of a small sedan and a possible SUV in 2016, can be summarized as five more Jags in five years.

2015/2016 – X760(XE) and the X761 (SUV) The critical element in the plan will be the new small sedan (now being referred to as the XE) due to go on sale April 2015 and the SUV model anticipated a year later. Both vehicles will share a common aluminum architecture and AWD with engines for the sedan ranging from 2 litre gasoline and diesel to a supercharged gasoline V6 from the F-type and ultimately a 550 HP V8 for the "R" model. The

SUV will be available with four, six and eight cylinder engines for different markets. But that is just the beginning.

From 2015 – an F-type range In addition to the current V6 and V8 engine options, starting in 2016, all wheel drive will be available for most F-types as well as a new Speedster version. Also, anticipated are a 2 litre, 300HP twin turbo four cylinder model while at the other end of the scale a limited run of 600HP GT coupe street racer. Tuning versions will be badged R, R-S and GT (limited edition).

2016 – a new XF. The last Jaguar on an old Ford chassis will move up to the new aluminum architecture when a new XF model arrives late 2015/early 2016. It will be aimed slightly more up market with a series of four cylinder engines and optional AWD with a similar but more efficient packaging. Tuned R-S and GT versions with 550 to 600 HP are anticipated.

2017 – XK sports replacement (XR?). With the F-type performance and prices nearing the current XK range, the replacement flagship sports car will be bigger and bolder and aimed at the Bentley Continental GT and Aston Martin DB9 range. It will be a proper four seater with a decent sized boot and priced double the current range. A new name is likely (e.g. like XR)

2018 - new XJ Compared to the avant garde lines of the current model, the updated large saloon may revert to a more conventional three-box design with a more stately glass house while maintaining a modern and stylish modern stance. Two wheelbases will continue to be offered.

2019 - new XJ coupe Jaguar has apparently okayed the concept of a stylish, four seater coupe based on the XJ with a pillarless design reminiscent of the XJ6/XJ12 C and the early XJS. With V6 and V8 options it would compete with the Mercedes S class coupe. It would be less dynamic in looks and character than the XR while costing more and only available as a coupe.

2020 - a new supermini. With a tougher EU emissions average expected for 2020, Jaguar is having to look at a frugal small car along the lines of the Audi A1/Q1 and BMW's Mini. A true baby Jag would have front wheel drive and all wheel drive potential for Land Rover to ensure sufficient economies of scale.

Rob Dunlop

Source: "Car", February 2014, article by Georg Kacher



In Days of Yore

I was recently given a couple of old files with sales receipts and repair/parts bills for a 1967 E-type with the objective of trying to locate the current owner (assuming the car is still around). Amongst the material were numerous contemporary road tests of E-types cut out from authoritative UK journals of the day such as *Motor*, *Autocar* and *Motor Sport*. The road tests take the reader back to when the E-type was the automotive sensation of the decade. Of equal interest is the descriptive narrative of the journalists which reveals what driving was like in the UK at that time and about social attitudes and expectations of motoring. Some are surprising...some haven't changed much. Here's a sampling:

Autocar—14 May 1965: 4.2 E-type coupe

"At the maximum one is ever likely to get the chance to use on public motorways, say 140 m.p.h., the car streaked ahead "hands off" as accurately as a guided missile."

Motor—30 April 1966: E-type 2+2 automatic

"In Europe it is fortunately an accepted fact that if you endow a car with the ability to go really quickly, it is an essential social duty to make it stop too...."

"Getting over the high body sills still tends to discourage the use of tight skirts"

"At most the rear would accommodate one adult and one seven-year old for longish distances with a shortish driver..."

"Servicing is needed every 3,000 miles but this is not beyond the scope of the private owner armed with the 22-item tool kit supplied and a syringe to fill the back axle."

Motor Sport—Jan 1965: 4.2 E-type coupe

"The remaining 24.3 miles took us exactly a quarter-of-an-hour (97.2 m.p.h.) along a fairly thickly-populated road in heavy rain, spray fanning out behind the E-type's up-swept tail."

"It was disconcerting that faults of this sort should develop in a car made in a factory in which notices proclaiming "Quality Is Vital to Us All" are displayed prominently."

Motor - Nov 1971, E-type V12

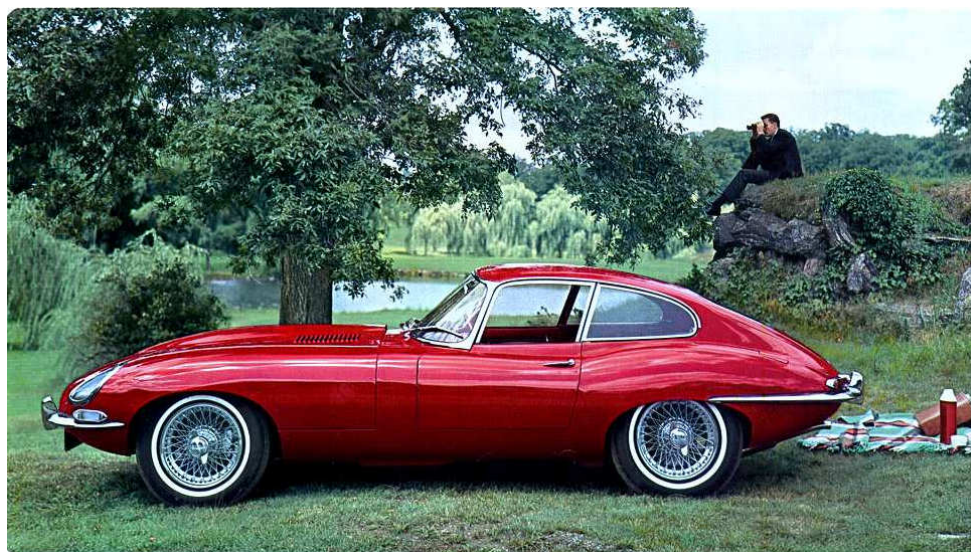
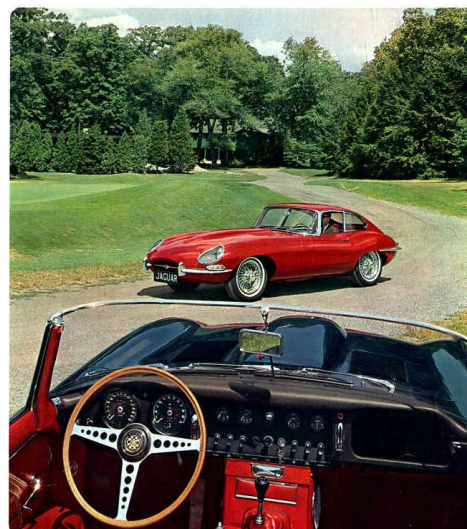
"Driving along a wet twisty road on a misty night smoking a cigarette, the ash gets everywhere but in the awkwardly placed ashtray at the rear of the centre console."

Motor Sport—Jan 1965

"..the E-type has been one of the World's outstanding sports cars from the day it was first announced, representing quite extraordinary value-for-outlay and a high degree of driver-satisfaction. In its latest form it is very near perfection."

The paper work belongs to a 1967 E-type 2+2 coupe, 1E76565, originally purchased in the Montreal area by a Mr R Tousignant before being passed on to a Leonard Gelfand. If any of this sounds familiar, please let me know. The files would make interesting reading for the owner.

Rob Dunlop



Amelia Island Revisited

I couldn't believe that it had been eight years since I had attended the impressive "Amelia Island Concours d'Elegance". So, when I had the opportunity to be in the area again coincident with the 19th annual Amelia Island Concours, I took advantage of the opportunity to attend.

This year's Concours featured 330 cars and over 300 motorcycles on the show field plus new car dealer displays from all of the high end manufacturers, the likes of; Jaguar, Rolls, Bentley, Mercedes, Porsche etc. Needless to say I focussed my time on the show cars and still did not do them all justice. I did not get to any of the motorcycles or dealer cars in the 4-5 hours that I toured.

Following are of some of the oldest vehicles on display, the "horseless carriages":



One of the oldest auto's on display here was this **1900 DE-DION BOUTON, VIS-A-VIS**. The Vis-A-Vis denoted its face to face seating arrangement, the original back seat driver? This car is completely original, right down to the elephant skin hides and is one of the earliest vehicles produced with a reverse gear. This car successfully completed many London to Brighton Veteran car runs, an event billed as the "Everest of Motor-ing".



Next is a 1904 CAMARON EXPERIMENTAL J. In 1904 this car was available as a two seater run-about priced at \$650, or with a detachable tonneau and back seat which made it into a four seater priced at \$750. To top it off, a surrey style canopy with side curtains was available, a \$50 optional extra. It is power by a 3 cylinder air cooled engine rated at 12 to 15 HP and was manufactured by the James Brown Textile Machinery Co. of Pawtucket, RI and sold by the United Motors Corp. The warranty promise was: "We guarantee the Camaron car absolutely for one year from date of purchase against all defects in material or workmanship". Quite a commitment for the early 1900's. Why the named "Experimental"? I can only assume that all cars were considered experimental at the time.



This beauty is a **1904 OLDSMOBILE MODEL N "FRENCH FRONT"**. By 1903 the famous "curved dash" Oldsmobile was America's bestselling car. In 1904 it was joined by a number of variants, this Touring Runabout was soon nicknamed the "French

Front" for its attractive little hood on the front. It suggested a front engine which was its purpose; however it housed tanks for fuel and water behind the elegant brass radiator. The single cylinder, 118 cu. in. 7HP engine with its two-speed planetary transmission, continued to be mounted horizontally under the seat. The colour choice was red or green and the brass side lamps were included for the \$750 price tag.



This **1906 Columbia Mark XLVII** with a \$4700 price tag was obviously built for the wealthy. Columbia, a bicycle builder, started making electric cars in 1897. Finding gasoline vehicles more profitable, they not only switched to building gas powered cars but purchased the "Selden patent for the gasoline automobile" and started collecting a royalty for every American built gasoline powered car. Henry Ford refused to pay and won his battle in court ending Columbia's lucrative royalties. Columbia went bankrupt shortly after. This Mark XLVII sits on a 112 inch wheel base and is equipped with a 45hp 4 cylinder engine. Features of the car included; double chain drive, I-beam front axle and a "drip sight" oil gauge mounted on the dash board.



Not to be confused with the British Austin, this **1909 AUSTIN 60** was called the "Highway King" by the builder, Walter S. Austin of Grand Rapids, MI. Austin built these vehicles in limited numbers for discerning customers starting in 1903 and never exceeded 30 units per year. All were individually designed and custom built for his wealthy clients. The Model 60 was equipped with a 784 cu. in. F-head six cylinder engine rated at 90HP. The first owner, Charles Herbst, purchased this car at the 1909 Chicago Auto Show and drove it home to Lima, OH where it remained in his family until 1946. It is the only known Austin 60 to survive.



This **1911 Rolls-Royce Silver Ghost** sits on a 142.5 inch wheelbase and is powered by a 40/50 HP L-head 7,428cc six cylinder engine. This model, introduced in 1906, was initially called the 40/50 referring to its 40 taxable horsepower and 50 true horsepower. It became known as the Silver Ghost because of its virtually silent operation, vibration free smooth ride and incredible reliability. The car is equipped with a three speed, manual transmission, solid front axle, live rear axle and two wheel mechanical

brakes. This one was imported to the US in 1958 where it underwent a full restoration.



Switching gears a little, its time to look at some vintage racers like this **1921 Alfa Romeo**. The GI Model was the first all new design from Alfa Romeo after the end of the A.L.F.A. brand, only 52 units were built. This GI model # 6018 is believed to be the oldest Alfa Romeo vehicle still in existence. It sold new for a staggering £850 and was shipped to Cressy Station, Queensland, Australia.



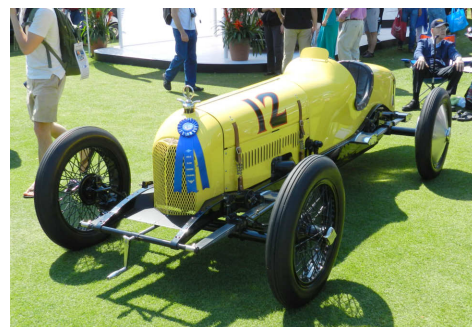
As time moved on it was used as a farm hack rounding up cattle and then a stationary power plant for a water pump. After 25 years up on blocks it was rescued by an Alfa Romeo enthusiast in 1964. In 1995 it changed hands and underwent a restoration, later being sold to Ateco Automotive, the New Zealand Alfa Romeo Importer, and eventually on to the US.



This **1912 PACKARD 30 RACER** was found in Argentina in the 1950's, it was still in its racing configuration. The car was shipped back to the US where it sat in a shed for 50 years while the owner searched for parts to restore it as a touring car. It is now restored as it raced and is thought to be the oldest Packard racing car in existence.



Carl Fisher, a Packard Dealer in Indianapolis and co-founder of the Indianapolis Speedway obviously had an influence over the many Packards that raced in the Indy 500 during the early years.



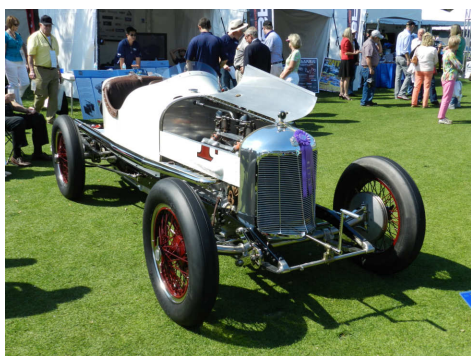
Not to be outdone, this **1925 DUSENBURG EIGHT SPEEDWAY CAR** was specifically built by the Dusenburger brothers to race in the 1925 Indy 500.

This car is powered by a 122 cu. in., 225 HP, aluminum straight eight, DOHC, supercharged engine. It is also the first racer to run a supercharger successfully.



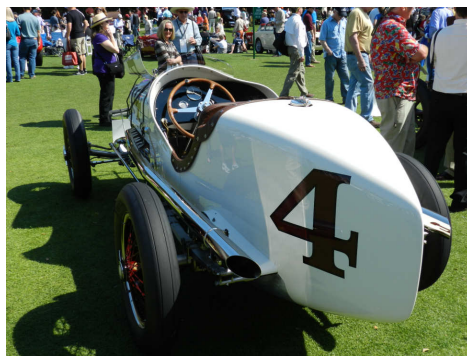
This car won the Indy 500 in 1925 and 1927 and competed on many dirt and board tracks around the US.

In 1929 the AAA (American Automobile Association) who oversaw the rules for the Indianapolis Speedway introduced new rules for the 1930 season, these rules became known as the "Junk Formula". These rules were designed to limit the success of the Miller Team and give advantage to other manufacturers. Two man cars with large displacement engines became the norm.



The Miller Group took the challenge to heart and built this **1930 MILLER SAMPSON SPECIAL**. The Miller Sampson Special was equipped with twin Miller 91 front drive engines mounted side by side. All 16 cylinders pushing a 2000 pound car!

Driven by Louis Meyer, this car qualified second in the 1930 Indy and came in fourth. Meyer raced again in 1931 and 1932 unsuccessfully. In 1933 and 1934 Chet Gardiner drove the car again without a win. The twin Miller engines were replaced with a



four cylinder Offenhauser engine in 1935 and Gardiner finished sixth.

When the car was found in southern California in 1985 it was equipped with a push rod Cragar-Ford engine. A full restoration was just completed in early 2014.



The Delage motor company of France produced racers on and off during its life as an automaker. Louis Delage decided to enter a Works Racing Team in the 1939 season. This **1939 DELAGE D6 3 LITRE GRAND PRIX** is one of two built by Delage for the 1939 season.



This car, chassis #51820, driven by Louise Gerard and Georges Monneret competed in the; Grand Prix D'Anvers in April of 1939, the 24 Hour Le Mans in June of 1939, the Grand Prix Du Comminges in August of 1939 and

the Mille Miglia in April 1940. Unfortunately, no results were provided.



This **1948 FERRARI SPIDER CORSA 166** was originally imported to the US by racing enthusiast Briggs Cunningham. The serial number of this car is 016-I. The suffix "I" signified the car as an "Inter" model meaning that it qualified for both sports car and Formula 2 racing. It came equipped with lights and fenders that could easily be removed to qualify it as a Formula 2 racer. The V12 engine has two valves per cylinder and is equipped with three Weber 32DCF carburetors, at 1995cc's the car qualifies in the 2L Class.



This car was the first Ferrari to race in the US. At Bridgehampton, driver George Rand set the fastest practise lap and then led the race until an oil line broke. In spite of a DNF, Ferrari's place in US racing was established.

Ray Newson

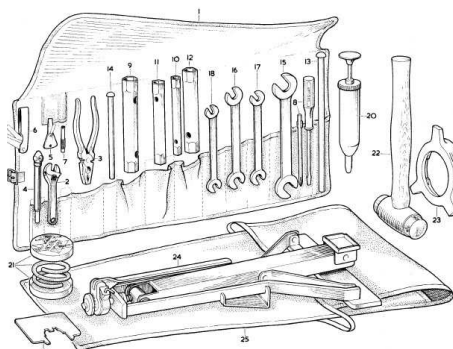
Marketplace

Wanted Tools to complete 1964 XKE

toolkit. I need 4 items;

- * box spanner 7/16 x 1/2
- * box spanner 9/16 x 5/8
- * box spanner 3/4 x 7/8
- * tommy bar (short)

Please contact Merv;
lamjclarke@gmail.com



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33rd Annual

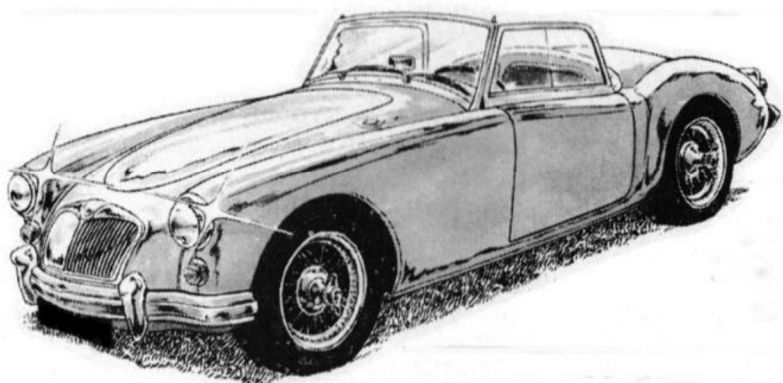


Sunday April 20, 2014

[Public Hours: 9:30 a.m. to 2:30 p.m.]

[2nd Last Sunday in April]

ANCASTER



British Car Flea Market & Car Show

ABC-FM Website: www.ancasterbritish.ca

Location:

630 Trinity Road, Ancaster ON L0R 1R0
Exit#55 on 403 at Hwy 52/Trinity
to Hwy 2/53/Wilson St.

Coordinates:

N - 43 degrees 11.242 min
W - 80 degrees 2.402 min

General & Vendor

Information: ancaster.flea.market@gmail.com

Admission:

Adults	\$7.00
Youth under 18	Free

Hours-Public

9:30 a.m. to 2:30 p.m.

Vendors:

Host Club Members	\$30.00
Others	\$35.00

Hours-Vendors

8:00 a.m. to 4:00 p.m.

Host Clubs:

British Sports Car Club-Hamilton

www.bsccweb.com

Austin Healey Club Southern Ontario

www.ahcso.com



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