

Jaguar Jottings

MAY 2014

ottawajaguarclub.com



Ottawa



Club

In this Issue

President's Musings	3
OJC 2014 Concours Plans	4
Lee's MK2 Restoration Update	5
JCNA 2014 AGM - Boston	6
Byward Market Auto Classic	9
Rare XJS	10
Spring Drive	11
Empey's Machine Shop Visit	12
Marketplace	14

Events This Month

18th May - Byward Market car show

25th May - Hudson car show

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President's Musings

We appear to be creeping through that seasonal phase probably best described as "non-winter" with the occasional glimpse at something resembling Spring....but never mind, we Canadians are a hardy lot and are forging ahead in any event, determined to get our all-too-brief driving season underway.

April Activities

The club had a busy month, with our annual Welcome to **Spring Dinner** and two **technical visits**. Reports on these events are elsewhere in the Jottings (or in the next Jottings, subject to space) but I want to comment on a related matter. None of this happens without organization and I tip my hat to **Mike O'Brien** for the superb dinner at the Algonquin College International Restaurant and to **Phil Karam and Mike** for arranging the tech visits. While rummaging through Lee Harrington's garage looking at the Mark 2 project, **Lee and Alex** graciously provided the gawkers with refreshments including a scrumptious cinnamon coffee cake. Many thanks to all on behalf of the club.

Tim Whelan

We took the occasion of our spring dinner to recognize a very special associate member of the club, Tim Whelan, who until recently was the Sales Manager at Jaguar Land Rover Ottawa. In his near decade associated with our club he ensured generous dealership support to our events, particularly the concours and included us in the receptions to launch new models (...will we ever forget the wine bar servers a few years ago?) Tim is moving on to greater responsibility at Pembroke Honda but will remain forever an associate of OJC. **We wish you the very best of luck Tim and our sincerest thanks for your friendship and invaluable assistance.** While Tim's replacement

is yet to be named, we have Jaguar Ottawa's assurance of continued support for this year's concours and into the future.

Tech Corner – OOPS!

I have a correction to my comments last month about the **E-type remote rear brake bleeder** and other products available from Fosseway in the UK. John Blais who has current business with them advised me that they will not ship their items overseas due to "liability considerations". However in speaking with a rep from spare parts giant SNG Barratt in the US, they are apparently tackling the bleeder requirement. Stand by for further...

Club Activities

The major upcoming club events begin in earnest in May. Here are the confirmed dates for your calendar:

18 May – Byward Market Auto Classic – details elsewhere in the Jottings

25 May – Club Drive to Hudson - ditto

21 June – Eurocars/OJC Drive – details to follow

Cheers and drive safe,

Rob Dunlop



OJC 2014 Concours Plans

Our initial intention was to run a EUROCARS plus OJC concours event on the 21st of June at the Aviation Museum like last year's successful undertaking. However, a new \$1000 museum usage fee and limited interest by the Eurocars clubs in a car show-type event resulted in a necessary change of plans. The 21 June date will now see a **Eurocars plus OJC Drive** to the St Albert Cheese Factory and a winery southeast of Kemptville for wine and lunch. Our **OJC Concours** will be held concurrently with the annual **All British Car Day (ABCD) at Britannia Beach, 19 July**.

At the ABCD/concours, our cars to be judged (JCNA Champion and Driven classes) will be parked together in a separate area while all other club Jaguars (Enthusiast class) will be parked amongst the rest of the British cars throughout the field. In addition, there will be a *Genealogy of Jaguars* display for which members may be asked beforehand to include their car. Finally, new Jaguars and Land Rovers

will be displayed by JLR Ottawa.

There will be the standard ABCD \$20 entrance fee per car for all cars (includes lunch for two, a goodie bag and prize tickets) plus an additional \$20 (for trophies) for Champion and Driven classes Jaguars undergoing judging, to be paid when registering at the concours registration desk. The total cost of \$40 remains the same as in past concours. To try and expedite registration this year, there will be particular emphasis on **on-line registration**. Watch for the forms shortly. Our club will award JCNA trophies for the judged cars as well as a Best of Enthusiast Class trophy at the end of the day.

We will hold our **Concours Meet and Greet** the Friday evening before, 18 July in the Jaguar Ottawa showroom, further details to follow.

The **Eurocars Drive** is a new undertaking not to be missed with a great opportunity to enjoy the open road amongst a variety of quality cars and

to get acquainted with new, like-minded car enthusiasts.

Combining our **concours and ABCD** with its nearly 200 British cars provides a highly appropriate venue in a picturesque setting for our keynote annual event. However, it also introduces new challenges for OJC as we will need club members to support ABCD as well as manage our own activities. Please take this into consideration when we ask for volunteers to help make this day the best ever for both OJC and ABCD.

John Blais
Concours Chair



Lee's MK2 Restoration Update

With the rumblings of apparent progress over the winter on the Mark 2 restoration project, club technical director Phil Karam, and project director Mike O'Brien arranged for a club "show and tell" visit Saturday, 26 April.

A half dozen members assembled around the Mark 2 in Lee Harrington's garage, as Mike went through a detailed description of the extensive work already completed as well as the challenges yet to come. After a thorough poking around and a lengthy Q and A session, Lee generously offered up refreshments before the visitors headed home, perhaps to consider their own projects in waiting.

Rob Dunlop



JCNA 2014 AGM - Boston

This past month, I took the opportunity of the close proximity of Boston to attend my first JCNA AGM on behalf of OJC.

Jean and I drove the seven hours without incident until our GPS tripped up over several bridge closures in downtown Boston. The event was held in the Hyatt Regency, Cambridge across the Charles River from Boston with the city skyline in full view. Anyone familiar with the past TV series "Boston Legal" will recall the rowers majestically gliding down the river during the opening credits. Despite the chilly weather, eight person sculls and swarms of small sailboats were ever present during the daylight hours. The hotel is located between MIT and Harvard, so there is a constant stream of students jogging along the river bank in both directions obviously in pursuit of health (or co-eds) as well as higher learning. To my eye, the average age appeared to be about 15.

The AGM was very capably hosted by the Jaguar Association of New England (JANE) (300 members). The event ran from noon Thursday through noon Sunday with the actual AGM occurring all day Saturday followed by the JCNA awards banquet. JANE offered tours and outings in the Boston area throughout the period as well as a Meet and Greet on Friday in the MIT Museum and a Sunday brunch in a nearby stately mansion (now museum) with a car collection to conclude the program. There were also four technical sessions on Friday and Saturday...more on that later. The main floor of the hotel featured corporate displays by JCNA, XKs Limited, SNG Barratt and Donovan Motor Services and in the nearby Main Ballroom a gleaming museum-quality collection of virtually every "must-have" Jaguar....including SS100, C and D-Types, all XKs, very early E-types and a sinister new F Type coupe in BRG



with black wheels. A selection of racing Jags included two E types, an XJS, a pristine XK120 and a Lister Jag (see photos). Elsewhere in the hotel garage sat a display of 25 club members' and dealers cars including virtually every recent model. Equally impressive was the famous New England hospitality as JANE members reached out to make the North American-wide guests genuinely welcome. The awards banquet in the ball room with the Jags displayed around the perimeter featured the inevitable clam "chowdah" and whole steamed lobster. With Jay Leno unable to attend, the guest speaker was VP for Jaguar North America, Jeff Curry, a 35ish PR type who rolled up in his F Type coupe, espousing the development of the JLR brand.

I spent the AGM day with 65 plus delegates in a large conference room working through an agenda comprising committee reports, updates and proposals. I'll leave the details to what will certainly be a comprehensive report in the next JCNA Journal but my general impression is that the current key issues are the aging of JCNA and concours scoring concerns.

Like us, virtually all clubs recognize the issue of the aging club demographic and seek ways to attract new, younger members to ensure the longevity of the classic car hobby and the maintenance of a Jaguar heritage in North America. Jean and I thoroughly enjoyed meeting and getting to know a wide spectrum of enthusiasts from across the continent but we couldn't help but notice that we appeared to be amongst the younger attendees.... a surprising but not totally unpleasant sensation for us self-proclaimed "old folks" .

The chronic issue of standardized and accurate concours scoring is not a new problem for JCNA but it seems to have taken on a greater significance in light of recent auction results. The first standard E-type reached the \$200K plateau this past year putting even greater pressure on the importance and accuracy of JCNA concours results which help establish the value at auction. Adding to the problem, many cars are receiving 100 point scores making it difficult to differentiate amongst several great cars with identical cumulative scores. (Apparently this past year, one club

awarded 100 points to 40% of the entered cars). Proposals to address this issue were originally included in the AGM agenda but were tabled until next year while the new concours committee takes time to review the issue accordingly, "standby for further".

In summary, Jean and I found the experience worthwhile and would recommend it to any club member interested in meeting like-minded enthusiasts and just generally-nice people. On the business side, it's good to be seen and wave the club flag but the agenda content rarely demands more than a periodic presence from OJC...a club "on the fringe" of JCNA as it were. Should you find yourself in the neighbourhood of an upcoming AGM (often the case with Snowbirds) and wish to represent OJC, the club's policy is to pay the conference and main dinner fees (around \$300) for the delegate. If nothing else, witnessing the pristine perfect Jaguars on display is a humbling experience that will either inspire you greater efforts or encourage you to swap in your aging, imperfect vehicle for something new.



Technical Sessions

The AGM featured four technical sessions: performance tuning for street cars, the technical challenges of building a one third scale XK engine (!! authenticity of Jaguar tool kits, and the state of the Jaguar parts business. I managed to attend all but the mini XK engine lecture (..I have trouble keeping a full-size engine operating let alone one a third the size..).



The tool kit presentation by two local brothers in the business for 15 years, was fascinating with numerous kits on display including one containing incorrect or fake tools (see photos).

SNG Barratt spoke about the parts business indicating that "all is well" with demand and availability. I asked about providing rear remote brake bleeders for E-types to which he hinted that something was in the works. The performance tuning briefing was particularly good with useful tidbits provided by Brian Donovan of Donovan Motor Services in Mass. They specialize in restoring and maintaining Jaguars as well as racing three very successful E-types. Bearing in mind my inept note taking and faulty hearing, here are a few of the points I believe he mentioned that may be of interest:

General

- Regular maintenance is the key to performance and reliability

- Change brake fluid at least every five years
- Ethanol /10 is "bad", ethanol/15 is "horrible"
- 40% of their work is "re-restoration"
- Be very cautious about auction sales - include a 10 day evaluation period as condition of sale

Performance upgrades

- XK engine not the weak part of the car
- 265 HP advertised (E-type engine) equals 185 "real" BHP
- They produce engines with 185 to 400 real BHP using standard block and head
- Use modern composite head gaskets
- Compression – 8 or 9:1, max 9.5:1 for street use
- Ignition: recommend electronic with Lucas Sports Coil – super coils not required/wasted
- Upgraded camshafts provide very evident improvement (\$600)
- Super camshafts not necessary
- SU carbs – recommended – work very well - all spare parts available

- Strombergs – not recommended - +30 BHP with SU upgrade

- Webers – they take more off street cars than put on – finicky, not useful below 3000 RPM

- Mexican and Spanish Webers of inferior quality

- Aluminium flywheel – weight loss insignificant in view of other heavy rotating masses

- Performance harmonic damper –no benefit until 6000 RPM

- Oil cooler not recommended, prevents attaining normal oil temp

- 5 speed transmission works very well in E-type but expensive (approx 10K fitted)

- Modern tires- original E-type suspension designed for tall tires with hard rubber, whilst modern, wide tires are softer, require suspensions mods:

- Bigger front sway bar, poly steering mounts and bushings, upgraded torsion bars and springs

- Upgraded Brakes –Willwood with aluminium callipers produce soft pedal (calliper flex), Coopercraft with cast iron calipers better.

- Cooling system – standard system is OK if functioning correctly (they use standard on racing cars)

- Cooling issue is radiator – new aluminium rads produce 25% better cooling

- Supplemental fans – install behind rad to "pull" air through

- Waterless coolant (Evans) – flows faster than water, car needs slower water pump, smaller hoses and different radiator

- Additives – they use "Stabil 360" for loss of lead, storage and to counter ethanol.

Apologies for the cryptic notes. Please contact me if you have questions or need clarification.

Rob Dunlop

Byward Market Auto Classic

Traditionally the first car show of the year in the Ottawa area, the Auto Classic takes place in and around Ottawa's picturesque Byward Market. OJC has been represented with eight to ten Jags every year since 2003. For regular attendees, you'll note the earlier date (18th May) this year which coincides with the *Market Open* weekend events.

Entrance fee is \$10 per car (including lunch) with the proceeds going to charity. Payment and registration is required in advance but attendees can simply confirm their attendance to me by email and I'll do the paper work and cover the \$10 fee, to be reimbursed to me on the day. The collective return plus a good number of cars usually guarantees us prime parking together in one of the courtyards so **PLEASE LET ME KNOW IF**

YOU WILL ATTEND BY NLT FRI-DAY, 9 MAY.

(president@ottawajaguarclub.com)

These events are great fun, well attended by the public and Jags in the past often walked off with the favourite car awards. It's a good opportunity to blow out your car's winter cobwebs...and the lunch is usually pretty good as well!

Rob Dunlop



Rare XJS

After reading Rob's mention of an XJS that has been sitting in dry storage at Boyd's for 9 years, I got interested. At first it was to help the owner to get it running. In talking to him, no, he wanted to sell it.

The car is a very rare 1992 with the unburstable 4.0L XJ6 engine. To make the car even rarer, it has a factory 5 speed Getrag 290 manual transmission with overdrive.

My search and info tells me that in 1992 only 33 were imported to North America, all of which were shipped to Canada. In 1993, only 101 came to North America, and of the 101, only 12 came to Canada. In 1994 the 4.0L AJ16 was introduced with only 77 shipped to North America, and Canada getting 2. None were imported after that and the total XJS line was discontinued in 1996.

Of the 211, by now ½ are likely scrapped, leaving about 100 still alive. Now that is the rarity information.

Here is the 'kicker', it has only 55,000 km (35,000 miles) on it! Negotiations were quick and simple. When an eager seller and equally eager buyer meet, the only discussion is money.

The XJ6 engine is a 4 valve per cylinder with a 9.5:1 compression putting out 223 HP with its torque at 280 ft lbs.



The Getrag 290 manual transmission has gears at 3.55, 2.04, 1.39, 1.0, and .755. It can do 245 km/hr.

I am told that this model came with significantly uprated springs, firmer Bilstein shocks, thicker anti-sway bar, firmer steering and suspension bushings, less boost on the power steering assist, and upgraded Z rated rubber. All of these elements combined to make it a much more agile and athletic cat. Still an extremely comfortable long haul traveler, but one that corners flat. Also the gear ratios of the 5 speed make it much quicker to

launch and faster to 60 than all but the XJRS, yet 5th gear allows one to cruise at 75 mph at 2500rpm.

Now my only problem becomes 'where do I store it'?

Phil Karam



Spring Drive and Visit To Hudson Town and British Car Show

The Spring Drive this year will be on **Sunday, May 25th**. We will meet up in the east of Ottawa and then head to Hudson, stopping for coffee in the Hawkesbury area and arriving in Hudson around 11:15, joining the Hudson British Car day show. This free show attracts ~200 quality entries. For those who have other interests, the show park is only 200 meters from Hudson's Main Street and its shops, boutiques, cafes, tea-room and restaurants.



We are encouraging everyone to bring a picnic and, for those who interested, we will be holding a tailgate picnic competition with a "valuable" prize for the winner – but you don't have to enter the competition if you don't want to – just bring a picnic lunch anyway. If you don't bring a picnic lunch there is some food at the site and there are restaurants/cafes/eateries in the town.

We will leave the show around 2:30 – 3 pm, to start back to Ottawa. Whereas we drove down to Hudson on main roads and a short stretch of freeway, in order to leave late (9:30 start) the return will be made primarily on good rural roads – the route was driven on 27th April to validate this. We will be stopping at the Vankleek Hill winery for a brief winery tour and, if people want to, at Beaus Brewery in Vankleek Hill (since it is only 100 meters off our route anyway) then heading back to Ottawa on good rural roads, arriving at our starting point, at 5:30 – 6 pm.

The overall key details are;

Meeting place: Tim Horton's, 1675 Tenth Line Road, Orleans

Time: Leaving at **9:30 a.m. sharp**. Personally I will aim to get there for 9:00 and have breakfast there as well.

Mileage: 163 miles/260 km

Stops: 4

Driving time: - 3hr 49 min

See you there!

Alan Graves



Empey's Machine Shop Visit

Pictorial by Mike O'Brien





All British Car Day

ABCD

Ottawa-Canada



Featured Vehicle - MGA

Saturday, July 19, 2014

10am - 4pm

**Britannia Park, Ottawa,
Ontario**

www.britishcarday.ca

Participant fee \$20

(see Show Registration details)

Admission FREE to general public

For more information –

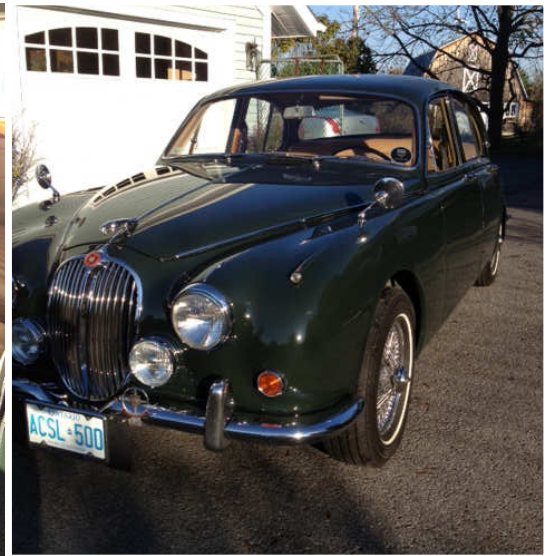
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*Also featuring the
Ottawa Jaguar Club Concours*

Marketplace

1968 Jaguar MK2 3.4, Brit Racing Green, tan leather, auto, second owner, excellent glass, chrome, interior, and condition. Chrome wire wheels. Winter air-tight bagged. Daily driver and drives like a beautiful pussycat. All is excellent. Price \$35,000. Is parked at Steve Hayes Classic Automotive Repair, for viewing and test drives, 5490 Hinchinbrook Rd, Hartington, Ontario, K0H 1W0, classicautomotiverepair@gmail.com 613 583 4311 for viewing and test drives. Jim Reid



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