

Jaguar Jottings

SEPTEMBER 2014

ottawajaguarclub.com



Ottawa



1986

Club

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Club Events This Month

2nd Sep - Hazeldean British Invasion

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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

Club-wise, summer is a "good news, bad news" situation. Great weather is perfect for club events but it's always a challenge getting club members interested with so many other summer activities. August 2014 was no different with events sparsely attended, although weather did play a part in one occasion.

The four cars participating in the **weekend drive to Port Perry for the "Brits on the Lake"** gathering enjoyed super weather and a great time. **Many thanks to Alan Graves and Don Leblanc** for the organization and Alan's report on page 6. I missed out due to family commitments but I fully intend to try and get there next year. Where else in Canada do you get to see a Marcos Mantis, an MGF and a Jensen Interceptor in one place?

The annual **Boot 'n' Bonnet show** in Kingston ran into weather issues and I gather that unfortunately about half the normal complement of cars appeared for their 25th anniversary. **Thanks to Phil Karam** for a valiant if abortive effort to lead a club group to the event.

Finally, I and seven other members attended the exciting **Race the Runway** charity event at the nearby Smiths Falls Airport last weekend. The sound of a V10 2000 HP Lamborghini screaming down the runway has to be heard to be believed. More details on page 4.

What Price Passion?

Conversation at the club's weekly Wednesday morning breakfast typically runs the gamut from the evils of ethanol and rebuilding generators to wintering in Florida and the fallacy of Ottawa city governance. Of late though, recent stratospheric auction prices, particularly for E-types, has the AM crew abuzz and shaken if not stirred. Standard (albeit

perfectly restored) E-types are currently going for \$100K to as much as a silly \$500K, with even a 2+2 coupe (in my view underrated and therefore usually underappreciated) fetching over \$100K. This all happened before in the late '80s if you'll recall, with inflated auction prices driving a mad rush by questionable persons to cobble together basket case E-types (et al) to flog to unknowing investors at ungodly prices. Reality eventually prevailed, the bubble burst, the rabid investors with fists full of money bailed on the classic car market for more lucrative stocks and bonds, car values dropped to sensible levels and peace in the valley returned. Interest in "Old Tyme" automobiles once again reverted to the Enthusiast who derived the pleasure and passion of ownership more from the sheer joy of driving and the challenge of maintaining arguably the pinnacle of the man-machine relationship than solely its monetary value.

And now it's back again. I hazard to suggest that anyone willing to pay high six figures for an immaculate over restored E-type is not surprisingly unlikely to want to blast it down back roads on a sunny day just for the pleasure of it....which brings me to why I bother you with my rant in the first place. My neighbor John two houses over is an elderly gentleman (..even more elderly than me..) and a car buff all his life with a superb late model Mustang convertible. His friend from across the street recently chastised him for the waste of money owning a car to drive only on summer days with the top down when he could invest the money more wisely. John looked at me and said he does it because whenever he drives the 'Tang or even just takes a peek at it in the garage, it makes him smile...and he'll continue to own it as long as it does. John's friend doesn't get it...John gets it...

and after blasting home in the E last weekend from Smiths Falls via back roads, top down, sun shining, exhaust droning and with a big silly grin on my face, I'm pretty sure I do as well.

JCNA Membership Survey

Last pitch to please take a couple of minutes to fill out the JCNA online survey. There are also questions about your own club which hopefully we'll get as feedback to help us make for a better club experience.

surveymonkey.com/s/VJF9MLT

Upcoming Activities

By the time this reaches you, the **Hazeldean Mall British Invasion and Ashton Pub visit on Tuesday, 2 Sep** will likely have been and gone. Ideally, we would also have a Fall Run this month, but as this usually includes admiring our amazing Fall colours, it's weather and conditions dependent and could slip into October. If you are interested in a bit of driving and grinning this month (see above) we could put together a half day drive somewhere just for the fun of it. Let me know (president@ottawajaguarclub.com)

Cheers and drive safe,

Rob Dunlop

Race the Runway

Aug 23. As the car accelerates away from the far end of the runway, the sound system picks up and amplifies the building whine then scream then roar as the actual sound tries to catch up and the projectile resembling a car flashes by before rapid deceleration and then silence. It all passes in a matter of seconds and the alien-like noise is more like a low flying jet aircraft than an automobile.

The third annual Race the Runway charity event provides an opportunity to fully stretch the legs of super cars along a runway with quarter mile and maximum speed after a half mile times captured and announced over the loud speaker.

All manner of vehicles were present including Ferraris and Lamborghinis and American muscle such as Corvettes, Cadillacs, Mustangs, Vipers and Ford GTs. Eight OJC members attended to encourage Jaguar Ottawa general manager Mark Weisbrod in his jet black XFR, who set a very respectable 12.11 quarter mile and 216 kmph top speed. The overall winner was a modified Lamborghini Super Trofeo Stradale in screaming metallic pink which thanks to 2000 BHP (yes, two thousand!) it managed an 8.9 sec quarter mile and 330 kmph.

The set up at the Smiths Falls airport is very professional and well organized for spectators including the opportunity for a ride-along run down the runway in a Ferrari or other super car. Excellent parking and burgers with fried onions....all for a good cause. This is a definite "must see" next year....oh and notwithstanding all the shiny, new muscle cars our three E-types drew a lot of visitors...several who proclaimed them their favourite cars at the show! All the results are on their website:

www.racetherunway.com

Rob Dunlop



OJC WEDDING

We're very please to announce the wedding of long time club member and volunteer Lee Harrington and his lovely bride Alex on the 9th of August 2014 at the Winnipeg Beach, Manitoba. Congratulations and very best wishes from your fellow club members.



Port Perry & Prince Edward County

Aug 9. The four cars of this trip met up at Tim Hortons in Arnrior for a 9:30 am start for the day's drive to Whitchurch-Stouffville, near Port Perry. The route took us up Regional Road 1, paralleling the Ottawa River, to Castleford road then through Renfrew to pick up Hwy 132, 41 and 26 to Bancroft for a tour of the Bancroft Gem and Mineral Museum and a quick lunch.



After lunch we continued down Hwy 28 and RR 36 over to the Kawartha winery for a stop and taste then to Bobcaygeon for a stop and quick explore, before heading on to the falls of Fenelon Falls and driving past Elton John's home to our destination at the Days Inn in Whitchurch-Stouffville.



The group headed out in the evening to a local pub, The King's landing, for supper before retiring. The next day, Sunday, 10th was a beautiful day (as was Saturday) and we headed the short distance over to Port Perry to join the Brits on the lake car show which takes over downtown Port Perry. *[Photo next page]*

We were lucky – we were able to park all our cars in the main display in the main street before exploring the town, having breakfast and so on. The show must have had at least 400 – 500 cars, including cars I have

never seen and cars I have never seen in Canada. The photo-montage shows a selection of the cars.

Late Sunday afternoon we all left Port Perry, having had a thoroughly enjoyable day, both with the car show but also exploring the delights of this beautiful little town. Most of us headed up Highway 7 to Ottawa but one car went on to the third day – a tour of Prince Edward County, after overnighing in Trenton. The trip to Prince Edward County included a visit to a winery, Casa Dea, a visit to a source of amazing old cheddars – several made the journey back to Ottawa, and lunch at the beautiful outdoors restaurant at the county Cider Company, washed down with a glass of draft cider. After more touring, in impeccable weather, it was time reluctantly to head home back to Ottawa.....with memories of three great days and the Jag still purring away...

Alan Graves



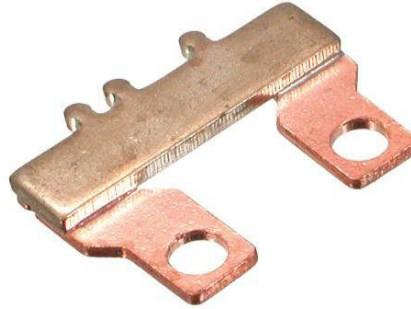


Installation of modern alternators in antique Jaguars

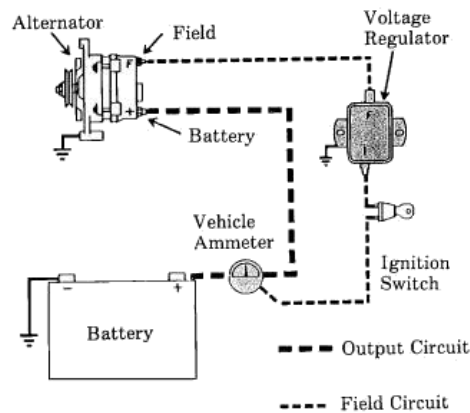
If you plan to install a modern alternator in your antique Jaguar, you will first discover that the original Lucas alternator after 1964 is rated at 40 amps, while modern units are rated between 80 and 100 amps. The story is similar for pre 1965 Jaguars with DC generators. Also, it is useful to note that an alternator is an AC generator with inbuilt solid state circuitry to convert the AC current to DC for the car's electrical system.



If you have found the correct shaft drive pulley to adapt the replacement alternator to your Jaguar, you then need to think about installing a shunt across the input posts of the original ammeter, since the ammeter rotating coil is only rated to 40 amps and a higher current will burn out the delicate wiring. The two input posts on the back of the ammeter carry current from the generator/alternator and the battery allowing the electrical system to operate on either energy source. The difference in current between the two sources causes the magnetic force generated by the moving coil to swing the needle clockwise or counterclockwise i.e. clockwise (so called charge) is dominated by the generator/alternator and counterclockwise (so called discharge) by the battery. By installing a piece of conducting metal



across these input posts the excess current beyond 40 amps generated by the new unit will bleed across from the generator/alternator post to the opposite battery post and avoid overloading the coil.



If the battery is fully charged, the alternator will correspondingly reduce its output due to the control built into the solid state circuitry in the alternator itself. Because steel, aluminum and copper are conductors whose resistance is a strong function of ambient temperature with resistance rising with temperature, it is important to use a specially derived alloy of manganese and copper called manganin for the shunt. Also, the cross-sectional area of the shunt must be calibrated to the bleeding current i.e. a new alternator generating 80 amps must bleed 40 amps across the shunt and a 100 amp replacement unit must bleed 60 amps across the shunt.



To get the right area I have calibrated from my own installation of a modern GM DELCO alternator of 80 amps from a supplier of Jaguar components. I was able to obtain a small supply of manganin flat strips on the internet and recently made a shunt for the Jaguar MK. 2 that Lee and Mike O'Brien are rebuilding with a 100 amp alternator. If anyone else in the club is considering one of these installations of a modern alternator, I would be happy to make the required shunt from my stock.

David Kenny

Bits & Bobs

New Jaguar XE Sedan

On Monday evening (8th), Jaguar will hold two special events in London to mark the unveiling of the new compact Jaguar XE sedan.

Jaguar will also introduce a new family of Ingenium engines - all designed, engineered and manufactured in the UK. Built around an all-new, aluminium-intensive architecture, the XE is said to combine thrilling performance, agile handling and precise, responsive steering, with outstanding levels of refinement and fuel efficiency.

Vikram Ambrose

Source: Jaguar Cars Ltd.



Members' Corner

We are pleased to welcome the following new members to the OJC:

Brad & Sherry Stephenson

Green Valley – 1958 Mark 1 saloon

Blaik Spratt & Sue McGarvie

Ottawa – 2011 XKR

David Botting

Ottawa - 2005 XKR Convertible

Welcome all /Bienvenue a tous and we look forward to seeing you out at club events this summer.

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



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Marketplace

1971 Jaguar Series 2 E-Type OTS, British Racing green with suede green interior. Manual transmission. 67,000 kms. 6 cylinder DOHC, 4.2 litre. Same owner since 1974. Excellent condition, 90% of interior leather and trim re-upholstered in Connolly leather. Complete maintenance records and original manual. Appraised Oct 2013 at \$45,000 (with full documentation). Asking price: \$45,000.

Contact Bob Rochon, Tel: 613-241-9526



1972 Jaguar Series One XJ6. 4.2L in working order. Exterior is in fair condition, with some minor rust, paint in good overall condition, with a few minor flaws. Interior is in pretty good condition, wood trim has some minor cracking in the varnish. Front seats intact, rear bench seat has some dried and cracked leather at the top, but the car comes with a second rear seat I bought that can be used to repair the original seat. New floor pans are included with the car to replace the two front floor pans on the car. Body panels and doors are all straight and gaps are parallel. Chrome is in good condition on the bumpers, mirror, etc. Rims show some rust and pitting. The Stromburg Carbs have been switched to SU's from a 420 and a second rear seat and floor pans are included. I have \$4000 invested in this car so far, but am willing to accept any reasonable offer to see it go to a good home. Contact: David @ (613)822-3669 [jas]



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