

Jaguar Jottings

June 2015

ottawajaguarclub.com

JAGS ON DISPLAY, JUNE 14



Dave and Helen Clyne's 1970 E-type FHC with furry friend on display in Kingston 2013

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Club Events This Month

12 JUNE (FRIDAY) OJC MEET 'N' GREET RECEPTION

14 JUNE (SUNDAY) CONCOURS AND FAMILY DAY

(details inside, on the website)

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Jaguar Jottings

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



President's Musings



I remain impressed and gratified at the sense of individual initiative which makes this club such a success. The coming

Concours and Family Day

preparation is falling into place under the guidance of Concours Chair John Blais accompanied by the seamless organization of Lyse and Merv Clarke for the Friday evening **Meet'n'Greet Reception** and the support of Jaguar Ottawa as the venue. This is accompanied by Lee Harrington's forward planning for the lunch, the evening judges' training led by Rob Dunlop, Mike O'Brien's facility planning and storage including some modern tents, which fortunately lack the intellectual challenge of the old ones, and all the other members, who will make this event a large success. It's such a great pleasure to work with the members of this club.

Speaking of our club's annual gathering, something we ought to consider is finding a way to emphasize greater participation in the enthusiast or display class. The Concours has to date been the main focus aimed primarily at the judged Champion and Driven divisions although we are seeing a diminishing number of entrants year by year. This is something to consider and evaluate in preparation for the 2016 event.

On the technical front, Al Graves has taken a major initiative in

concluding an inspection and repair agreement with our local Jaguar dealer for the cars falling into the time period from the late seventies to the mid-nineties. Previously it was difficult to have these years serviced as they were too old for the dealer's knowledge base and too young for our favorite technician, Rob Staruch. Other garages who in the past serviced Jags have of late run into timely and quality service issues. This Jaguar Ottawa option is reported elsewhere in this issue.

I've continued to work on the wiring installation of Mike and Lee's Mark 2 and new unforeseen challenges have made it interesting. When we got to the Lucas light switch, it was a 4 position unit to include fog lights for which I had identified the wiring. It turns out these switches are not simple rotary rheostats. There are more terminals than lights plus input.

Some are used as junction points to feed current elsewhere. Locating the connection points for individual lights is a challenge in logic. After searching the Internet, I discovered a site where the back of the switch is displayed showing the colored wires with an accompanying color coded diagram of the connections which solved the problem. Other curious issues were power input connections to electrical units such as the fuel pump, where previously a reduced size wire was patched onto the end of the main wire, while the main wire weave was painted over in the first pass to repaint the body. To find the wire feed I had to scrape off the paint without destroying the weave and insuring I could see the original color (in this case white). I then realised that the reduced size patch had to be replaced with the correct size,

otherwise, with the high current draw of the pump, the reduced wire could overheat in an area close to the pump and above the fuel tank. (Something to remember is that there are 4 sources of high current draw; the fuel pump, the horns, the cigar lighter and the headlights). In general, where one patches two wires together, be sure to have a generous overlap and solder it well to avoid local overheating. Then, insulate well with shrink fit "rubber". Something satisfying was connecting the 12 volt utility battery to the fuse serving the fuel pump at the engine bay and measuring a clear 12 volts at the connection on the pump itself in the rear with the longest run of wire in the car and through several connections. We are now essentially finished after several 6 hour sessions. Mike has other challenging and absorbing tasks yet to be started on this restoration.

See you all at the Meet'n'Greet and Concours/Family Day !

Dave Kenny

Members' Corner

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

**Ed (Denyse) Lambert, Ottawa
1992 XJ SIII VDP**

and returning member from the '90s:

**Irving Ebert, Ottawa
1989 XJS convertible**

Welcome/Bienvenue. We look forward to seeing you out at club events.

A new venue for the concours...

LOCATION Long term club members will recall holding the annual concours/car show day at several regular locations over the years; Andrew Hayden Park, the Rockcliffe Flying Club and the National Aviation Museum have all been used several times to which we can add joining the ABCD event at the Britannia Beach last year.

This year, in an effort to provide a site with more than lots of cars on a large field of green grass (perhaps fine for us gear heads, not so much for "regular" folks...), the concours committee selected the **Cumberland Heritage Village Museum** located east of Ottawa between Orleans and Rockland on Old Montreal Road. Intended as an outing for the whole family, the museum is a recreated heritage village of the 1920's complete with houses, shops, a church, a school-house, a gas station, agricultural buildings and livestock, as well as many artifacts from that era. The museum is frequently used for weddings and other large gatherings as well as other car club events.

EVENT DETAILS There is a large covered area in the event of inclement weather which will also serve as the lunch site. With the indoor and covered facilities, a weather cancellation is very unlikely (although the concours judging would be cancelled in the event of rain). Admission to all museum exhibits and lunch is included in the club's fees (\$20 per display car, \$40 per judged car, max 4 persons per car). There is ample general parking on the west side of the museum with on-field parking for concours entrants and display Jaguars via the east side entrance (follow the "show cars only" signs). Once parked, proceed to the Registration Tent to pay and collect the necessary museum vouchers, draw tickets and lunch passes. Concours entrants will have other forms to complete. Concours entrants can also save time by registering beforehand online at the website. In addition to the regular concours trophies, there will be awards presented for the best display car, best display car exterior and the best interior.

JOIN US AND LET'S SEE HOW MANY JAGS WE CAN GET ON DISPLAY

With the new venue, there is lots to see and do while enjoying the sight of a field full of Jaguars. Come out and bring your family. Be sure to check out the museum at their website with great photos on Google under the museum's name. <http://www.ottawamuseums.com/cumberland-heritage-village-museum.aspx>

TAKE NOTE - RECEPTION ON FRIDAY, CONCOURS DAY ON SUNDAY

OJC Meet 'n' Greet reception

Friday, 12 June, 6-9 PM

JAGUAR OTTAWA, 1300 Michael St

"Best of British" nibbles / cash bar

Latest Jags on display

JOIN US TO HELP KICK OFF

THE CONCOURS/FAMILY DAY WEEKEND !

Ottawa Jaguar Club Concours & Family Day Sunday, June 14, 2015



Cumberland Heritage Village Museum
2940 Old Montreal Road, Cumberland, ON

JCNA Concours d'Elegance and Jaguars on Display

- 9:00 Museum open
- 9:00 - 12:00 Concours Registration
- 12:00 Lunch for entrants and club members
- 1:00 Concours Judging
- 4:00 Concours & Display Category Awards

Admittance for members with Jaguars includes complimentary museum tickets and lunch



Information & Registration

John Blais 613-256-4462
john.blais3@gmail.com

Chief Concours Judge

Rob Dunlop, 613-834-0588
editor@ottawajaguarclub.com

Details & Online Registration

www.ottawajaguarclub.com



"...judge not, lest ye be judged..."

CONCOURS JUDGES' TRAINING

As required by JCNA, club members qualified to judge Jaguars in the Champion and Driven divisions need to attend annual refresher training to review the procedures and learn of any updates or changes approved at the JCNA AGM. Members wishing to become concours judges can also attend as part of their training process. To stay current, judges must have judged at a concours in two of the past three years as well as writing a test once every three years, which for OJC was this year. An open book test, it's tackled as a group; the main intent being to ensure the knowledge is absorbed more so than getting a great score! Neophyte judges function as apprentice observers for the first concours and practice judging before being fully qualified for the following year's event.

This year's "back to school" event took place 25 May at the Tifosi Clubhouse with the dozen attendees subjected to near four hours of the Chief Judge droning on followed by a brief but welcomed pizza break before taking on the test. The annual ordeal failed to dampen their enthusiasm as they all participated actively passing the exam successfully. We are fortunate to have a good group of experienced and qualified judges willing to learn the ropes and keen to take on the task once again. Finally, congratulations to John Blais former newbie and now qualified judge and a hearty welcome to Dave Botting who began his training process.

Rob Dunlop

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Events & Activities 2015

May	2-3 Autorama Classic/Custom Car Show - E&Y Centre Ottawa - All British Car Show, Beaconsfield PQ - CANCELLED (see 2 Aug) 17 Wicked Garage Open House Show/Shine - Greely 18 Byward Market Auto Classic - Ottawa - CANCELLED 25 Concours judges' training – St Anthony's 30 Eurocar Clubs' Drive - to Upper Canada Village
June	12 OJC Meet 'n' Greet reception –Jaguar Ottawa 14 OJC Concours & Family Day – Cumberland Village Museum 19-21 Ottawa Ferrari Festival - Preston Street, Ottawa
July	7-9 Auto-Show Gatineau, Parc des Cedres, Aylmer 12 Merrickville Cruise & Shop 18 All British Car Day (ABCD), Ottawa 26 Canadian Guide Dogs Charity Tea/Garden Party - Manotick 31 UK Car Display, Glengarry Highland Games, Maxville, ON
August	2 Baie d'Urfe Auto Show, Baie d'Urfe PQ 16 Boot and Bonnet British Car Show – Kingston City Park 22 Race the Runway – Smiths Falls Airport 23 Club Drive to Rotary Club Day – Perth, ON
September	Technical event TBD Hazeldean Mall British Invasion - Kanata
October	Fall Colours Drive
November	Annual General Meeting and dinner
December	Christmas Dinner

NOTE:

Club events in italics and bold type. Details, dates and timings will be advised closer to the events. Additional events/activities will be added when/as known. Any/all suggestions for activities greatly appreciated. **Volunteers to organize**



"...are you being served ?..."

Apologies for the obscure (to some) subject reference to an older British comedy series of the same name, but it alludes nicely to a chronic, significant challenge faced by many club members; finding reliable and reasonable repair and service for their Jaguars. Longtime Jag owners and Ottawa area residents can relate many tales of "adventures with Jag ownership" over the years. Unfortunately until recently, the local official dealerships haven't always been the best (decade-old Jaguar Ottawa, JCNA 2014 Dealer of the Year, is the welcomed exception). With most club Jags well past the warranty period, the search for an elusive capable mechanic has been hit-and-miss over the years, the problem compounded by the inevitable reducing number of knowledgeable specialists being overworked by the increasing demand.

Further, work on Jags, like many high performance foreign marques, is generally very labour intensive (e.g. a wheel bearing costs \$60 but usually requires 2 ½ hours labour to change). First-time Jag owners, having been seduced by a surprisingly low purchase price are often shell-shocked when a several thousand dollar repair bill is quoted (frequently equal to half the purchase price or more). The car in question has usually been poorly and irregularly maintained. The object lesson here is that regular servicing is essential for Jaguars and if ignored, the little problems become big ones and accumulate quickly resulting in the eye-watering repair bills. (Of course these comments don't take into account those few amongst us with the ability/time/equipment/courage to confidently tackle most maintenance themselves).

Based on the above realities, member Alan Graves decided to take an analytical approach to the problem. He divided the club Jags (current number is 130) into the following subjective categories (numbers of cars shown in brackets):

- 1. Mechanical cars: limited/no electronic systems, no fault diagnostic, XK or first gen V12 engines**
- Mark 1/2 saloons, XK120-150, E-type, XJ6/12 Series 1 to 3 (total: 64)
- 2. XJS: early multi-electronic modules, limited diagnostics, V12 and IL6 engines (total: 20)**
- 3. XJ40/X300: multi-electronic modules, 1st gen "full" fault diagnostics, V12/IL6 engines (total: 12)**
- 4. 1st gen networked electronic cars, 1st gen V8/V6 engines – X308, XK-8, X-Type, S-Type (total: 16)**
- 5. Modern networked electronic cars, modern V engines – X350/1, XK, XF, F-Type (total: 18)**

He noted that Categories One and Five are generally well served by either classic Jag DIY members/specialists or in the case of Category Five, the dealership, due to warranty coverage and essential proprietary diagnostics. Category Four is similar to Five although the cars are outside warranty consideration and accordingly outside the main focus of the dealership. Alan concluded that this left the owners of Category Two, Three and Four, or fully one third of the club's cars, somewhat up to their devices when it came to finding regular and reliable servicing.

With that in mind and with OJC blessing, Alan approached Mark Weisbrod, general manager at Jaguar Ottawa, who agreed to meet with club members to discuss the issue. Mark, Mike Comtois, Parts Manager and Carlo Spinello, Jag service specialist and Shop Foreman sat down with Alan, Prez Dave Kenny and Yours Truly with the happy conclusion that Jaguar Ottawa felt that they had the capability, knowledge and enthusiasm to expand their regular servicing coverage to Jaguars back to 1985, blanketing the Categories Two through Four cars. Mark underscored that the offer is intended to cover "service and repair" and not "restoration", for which they have neither the time nor the resources. To further encourage members viewing Jaguar Ottawa as not only fully-qualified and reliable but a reasonable servicing alternative, Mark offered the following discounts:

Bumper to bumper inspection - \$59.99 (regular price 129.99)
Oil and filter change - \$29.99 + materials, filter at cost + 10%. (regular price 49.99 + materials)

These latest arrangements effective immediately are in addition to the existing discounts for parts and service we have with our local dealer, the total package available to OJC members being as follows:

"...are you being served ?..." 2

JAGUAR OTTAWA SPECIAL RATES FOR OJC MEMBERS

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LABOUR RATE – 20% DISCOUNT

BUMPER-TO-BUMPER INSPECTION - \$59.99

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The significant and substantial benefits may at this point prompt the cynics amongst us to wonder "what's in it for Jaguar Ottawa?" As Mark pointed out, they are genuinely interested in enhancing the historical ties characteristic of the Jaguar marque as a well established marketing tool through close ties with the club. As well, having OJC Jaguar owners as regular customers encourages a long term relationship and exposure to the latest exciting models with possible future sales. That's in addition to Mark being an associate club member and avid, active Jag speed event competitor....

In chatting with Carlo at our meeting, I was impressed by his enthusiasm, knowledge and genuine interest in all things Jaguar. As for professionalism, we discussed a V12 Jag currently in pieces at their shop waiting for engine parts. I was curious why they hadn't just returned the car before delving into the bowels of the V12. Carlo offered that he wouldn't feel right returning a car that wasn't fixed properly. "It's all about happy and satisfied customers." Enough said.

Rob Dunlop

(Postscript – to ensure that you are given full discount credit for a service visit, when making your appointment, be sure to identify yourself as an OJC member to the service advisor who should annotate your work order with "OJC member - OJC discounts apply" The dealership receives regular membership list updates to verify your status.)



Brits & Pieces

Dear Editor,

As you are aware, Jaguar is now producing their full line of luxury, high performance cars in aluminum. Not wanting to be "out of date" I decided to upgrade my Jag "4Paw4" truck with aluminum, keeping up with the highest of standards in the motoring industry. I have also noticed over the years, many XJS, XJ6 and XJ12s have added chromed fender "lips" to repair and augment their fine beauty . I have added this stunning feature to my truck, making them instead with aluminum in keeping with today's latest technological advances and Jaguar's high standards.

As expected,
Technically yours,
Phil Karam



Stewart Robertson has adopted an interesting economy technique for utilizing his 1977 XJ6C on those fuel-sapping short hauls to the corner market in Carleton Place.

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