



Jaguar Gettings

October 2016

ottawajaguarclub.com



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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



There were several interesting activities in September which Keitha and I had to miss but I understand they were highly enjoyable, particularly the **Growler Cup** golf tourney. Despite a major storm dancing on the edge of the course, the "dirty dozen" had a great time with limited carnage, although apparently the course pro was seen to shudder as the cry of "...we'll be ba-a-a-ck!..." echoed through the clubhouse. We think of Jaguars as fierce feline animals which growl, but actually they were pussycats often high on plant drugs to supposedly improve their hunting senses.

Remember, the season is not over with the **Fall Drive to Calabogie** and lunch as guests of Eloise and Tony Jeffries approaching 15 Oct.

The last time we were hosted at the Jeffries' chalet Tony's culinary creations were fabulous as we huddled around the roaring pit fire. Drive organizers Ray and Bonnie Newson have promised an interesting and colourful run to Calabogie including a test enroute (??)

Then, on 13 November, we have the **AGM with Sunday Brunch** at the St Anthony's Banquet Hall (*details elsewhere in the Jottings - editor*) Anyone interested in an executive position is welcome to apply. This club runs because of volunteers and we were fortunate this past driving season to have several step forward to organize a variety of interesting drives and activities. Maybe you have some ideas and suggestions for next year...

All too soon, it will be winter with fluttering flakes, Jags tucked away and our final club event for 2016; the **Christmas Party**. In the past, we have had members volunteer to host the event with club subsidization or we've also enjoyed evenings at commercial locations. If you would be willing to host or have ideas for a good venue, please let VP Bob Hiland know...we need to make plans very soon. (hiland@rogers.com).

Early in September, I picked up a recent copy of *Hemmings Motoring News* to see what is happening to the asking price for Jaguars after several years of ascending major auction selling prices.

Overall, E-types, the most valuable, range from the mid \$50K US to \$250 K. As might be expected, the early model OTS versions particularly with the external bonnet locks and welded louvres are at the top in value. These are followed by coupes and then 2+2s in descending value, while price falls with youth. Mid-size saloons like Mark 1 and 2, S-Type and 420, range now from \$10K to \$60K. XK 120 to 150 models range from high \$50K to \$150K. XJ6 and XJ12's range from \$5K to \$15K, while XJS's varied from \$5K to \$21K. Clearly the E-types have risen spectacularly in the past 5 years, while the small saloons have made respectable gains as well. The larger saloons still offer good bargains for comfortable touring.

Perusing the British mag, "*Classic Jaguar*", I noted a very interesting article documenting the "Rags to Riches" rise of SNG Barratt as a supplier and now also manufacturer of antique Jaguar parts. There are always niche markets waiting for an enterprising entrepreneur.

Dave Kenny



OCTOBER Club Events

1 OKTOBERFEST DRIVE & LUNCH

15 CLUB FALL COLOURS DRIVE

Members' Corner

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

John Mulroy / Judy O'Grady - Ottawa

2000 S-Type 3.0 / 2004 XJ8

Welcome/Bienvenue and we look forward to seeing you at club events.

Contact details are provided through the membership list emailed periodically by membership director, Karen Wilson.

Hazeldean British Invasion

Our annual rush hour pilgrimage to the Hazeldean Mall for the "British Invasion Night" took place 30 August, featuring pleasant weather and a very strong turnout. The Jaguar contingent included 12 or more autos, easily the best represented British marque.

Following gawking and chatting amongst the eclectic and very interesting mix of conveyances, the OJC gaggle made its way to the Cheshire Cat for a noggin and a natter. The fish and chips were exceptional and plentiful (hint: one portion is more than adequate). Thanks to Don Leblanc for putting this one together.

Rob Dunlop



OJC Growler Cup



There is the Stanley Cup, the Ryder Cup and now...the Growler Cup. Despite two date changes and last minute drop-outs, the inaugural test of OJC golf supremacy finally took place on 22 September, with eleven members bashing the little white balls around Anderson Links. The three teams playing a best ball/scramble format completed the nine holes under graying skies, with the first sprinkles of rain holding off until the final hole for Team 3. Along the way, there were two challenges (other than finding your ball) for Closest to the Pin and the Longest Drive.

The all-ladies Team 2 comprised Jean Dunlop, Bonnie Newson, Sandy Fox and Jane Morrison with Team 1 including Ray Newson, Steve Fox, Dave Batten and Hugh Siddons and Team 3 Merv Clarke, Don Morrison and yours truly along as team mascot and occasional golfer.

With the group gathered in the clubhouse for dinner and refreshments after play, the scores were tallied with team 3 winning the "prestigious and impressive" Growler Cup by one stroke ahead of team 1 and team 2, a close two strokes back. The Closest to the Pin award went to Jean Dunlop while Steve Fox got the prize for thumping a ball the furthest. Although we neglected to officially recognize it, Hugh Siddons easily won the "Classic Golfer" award for playing with his genuine 1890 vintage ..



putter. The day ended with good natured ribbing and much humour over dinner with the overwhelming consensus that this has to be an annual event. A special thanks to Jean Dunlop for the idea and organizational help, to the majority of participants who were first-timers or very occasional golfers for making it a super day...and to the "real" golfers for putting up with us.

Note: No golf karts were harmed or destroyed in the making of this golf tournament.

Rob Dunlop



XJ-S...a tale of joy/woe/anxiety/satisfaction/ misdirection/incomprehension ...and other tomfoolery

As many members of OJC know, I count among my most valuable toys a 1987 Jaguar XJ-S V12 Coupe. I came into possession of this gem in 1990 through the sales manager of Decarie Motors with whom in an earlier existence I had played hockey. I had by then purchased the wreckage of my XKE and learned that this restoration was going to take several years (7) and I needed to experience the satisfaction of actually driving a Jaguar before my 50th birthday. I had told George to look for a red or black XJ-S. One day he called to say "Fergus, I have your XJ-S". "What color" I asked. "Blue" he replied. "Not interested" I said. He then said "just take a look". So I did and said "I like it, I like it", thus destroying all chance for negotiating a good price. It had 13,000 kilometers on it and was coming off the end of a 3 year lease (little old lady, Sunday drive only, etc.). So, faster than you can say Sir William, I was the proud owner of a Jaguar.

It was my "go to" car for the next 11 years during which time I put 230,000 kilometers on the clock. In retrospect it wasn't the best car I ever owned, but it was the one I loved best. However, a 2 seater was not practical for our family of drivers and I purchased an American sedan for everyday use and relegated the XJ-S to occasional use. By 2005 too many things needed repair, replacement or correction so I decided to store it with the view of doing a total restoration sometime in the future. It sat in my company's facility on a steel rack for 7 years untouched except for an occasional pump up of the tires.

Came 2011 and I retired from my company but negotiated a year's grace to keep my collection of ...



automotive junk (a whole other story) and the XJ-S on the company premises. In the summer of 2012, we as a family moved from St. Lambert, Quebec to Manotick and now the pressure was on to find a space nearby to ship my junk westwards.

I built a garage on our new property and began the work of planning the move. Top of the list was the XJ-S followed by several tons of MG parts, chassis, engines, gearboxes and a few left over XKE parts. A triage was done and the XJ-S made it through the exercise. Using the company's 10,000 lb. fork truck, the XJ-S was removed from its rack and placed on the floor near my lift.

While not yet a member of OJC, I recalled from various concours' that Phil Karam was the club's tech guru so I contacted him to see what steps I should take to attempt a restart.

His instructions were few and concise:

1. Drain the fuel tank. This was a major job as the XJ-S does not have a tank drain like the XKE.
2. Refill tank with 94 octane.
3. Drain and replace oil...

4. Make sure coolant is topped up.
5. Check brake fluid. He said it will be either full or completely gone and so will you if you try to use the brakes.
6. New battery. Make sure the ground strap is cleaned.
7. Check tranny fluid. It was down but not seriously.

So with trepidation I turned the key and the starter motor ground away for perhaps 30 seconds; nothing. So let's try it again. Ground away for 30 seconds; nothing. Third time it's gotta start right. After several seconds of grinding away, a cylinder fired, but I kept the ignition full on and seconds later a couple more fired and I released the key. Bad move. It stalled. OK I said, I don't care if I flatten the battery I'm keeping the key on until everything runs. Trial number 4, key on, 2 cylinders fire, then 5 cylinders fire, then maybe 7 or 8 and finally possibly 10 out of 12. I released the key and it kept running. THERE WAS MUCH HAPPY.

The next step was to drop it in gear. However, I discovered the shifter was frozen. Couldn't shift into any gear and it was in Park, so the back wheels are locked. This meant of course, a search of the Internet to ..

find that a very common problem in an XJ-S is a rusted/frozen shift cable. A new one was ordered and rushed on site for a mere \$250.00.

But how to get the car into the lift? Enter again the company's forklift and with fork extensions the rear end was lifted and placed upon dollies. Then using several strong backs for motor power and a running engine for power steering, we got the vehicle into the lift and raised up to look up how to install a new cable. It then became abundantly clear that the cable was fine but the ball joint connecting the cable to the tranny shift lever was the culprit, it was rusted solid. Some hours of, Liquid Wrench, emery cloth, files, picks and other handy devices freed it enough to allow the lever to be moved which permitted the ball joint to be removed and cleaned up properly. Reinstalled, the shifter worked perfectly. (I have a spare shifter cable, brand new in the shipping bag should anybody need one).

The engine ran roughly, the shifter gave me forward and reverse, so we did a couple of miles around the block (license had expired) and brought it back to the facility. The next step was to load it on my car carrier (now owned by Lee Harrington) for the trip to Manotick. Travelling from the steel ramps of the trailer onto the wood deck both front wheels went through the wood deck leaving the car resting on the rocker panels just behind the front wheels. Getting a hoist to lift the front end and driving the trailer forward looked like a big job, so I shifted it into reverse and floored it. The Jag performed as all Jags should and backed out of the debris without further ado and more important without any visible damage. I replaced the wood deck (only where the XJ-S wheels would run) and loaded her up....and so to Manotick. To be continued.....

Fergus Groundwater



XJS OR XJ-S? - when introduced in 1975 until 1991 with the arrival of the so-called "facelift" model, it was officially designated "XJ-S". The hyphen-less "XJS" appeared in 1991 until the end of the model in 1996.

EXPERIENCE IN A BOOK: HELP FOR THE JAGUAR XJ-S OWNER BY KIRBY PALM

This 738 page book covers Jaguar XJ-S models (1975-90) in detail and is downloadable for free (4.7MB PDF file).

It covers useful information for maintenance, upkeep and modification, with diagrams and schematics.

**Available from the Jag-Lovers website:
<http://www.jag-lovers.org/xj-s/book/Jaguar.html>**

"Noakesmobile"

New member Peter Noakes, Charlottetown PEI, listed his car with the club as a "1920's Bentley style sports tourer (Jaguar engine)". Intrigued by the description, I asked Peter if he would provide some details. His email reply and photos follow...editor

P.S. Peter is very interested in obtaining a traditional OJC enamel badge (see examples below) for his badge bar. Regrettably, we no longer have them available but if there is an old(er) member who has one not in use, please contact me.

My car is a "bitsa", some might say a street rod. I always liked 20's vintage sports cars like Bentleys and Sunbeams and Vauxhalls. Not being able to afford them I built my own.

I obtained the body of a '28 Bentley 4.5 litre from Stanley Mann in England. The 4.2 Jaguar engine came from Long Run Imports in Ontario. I started off with the remains of a '51 Ford truck. This gave me a VIN number, and I obtained an "Unplated Registration" at the Dept of Motor Vehicles. This allowed me to register it with no problems after completion.

I obtained the original factory WO Bentley drawings of the chassis from a friend with a real Bentley. This enabled me to build a frame using the Ford axles and springs. Dayton Wire Wheel provided the wheels, and Coker Tire the tires. They are 20X700. I have a disc brake conversion on the front axle. The steering is from an Australian Ford Falcon GT, the fast ratio power assisted box. Gearbox is from an old Mark 8 sedan, the old Moss box with overdrive.

I built the radiator shell in 16g stainless and the bonnet in alloy, as well as the fuel tank. The fenders came from a 1930 Speed 6 Bentley from Stanley Mann. Radiator is from a '73 Plymouth big V8.

The car goes very well. It steers straight, stops well, and is a great long distance mile eater. Handling so far feels very good, it has never given me a fright, and handles main road sweepers like a train on rails. You don't throw it around like an MG! I'm very pleased with it. Gearing is 32MPH per 1000 RPM in 4th. The Jaguar engine is wonderful. I love it. It pulls like a steam engine low down, yet will rev out and go like a Jaguar.

Thanks for your interest.

Peter Noakes





(The Bronte British Car Day is a popular event with many longer term club members. Mike O'Brien and Barry Paulson attended this year and Mike sent along this summary courtesy of the Toronto Triumph Club, to introduce the event to newer members. Perhaps a good location for a club overnighter? - editor)

Presented annually at Bronte Provincial Park in the West end of Toronto, participation is open to any British manufactured vehicle regardless of membership in a British car club. Owners are encouraged to bring along their British cars, whether they be current model cars, daily drivers, partially restored cars, projects-in-progress or concours level models. The only stipulation is that your car is British or that it was manufactured and/or designed in the UK.

About British Car Day

British Car Day® is hosted annually by the Toronto Triumph Club, on the third Sunday of September. Since its inaugural event in 1984, it has grown in leaps and bounds, and now draws around 1,000 British cars and 8,000 spectators, with room to grow even bigger. **The event is the largest, one-day, all-British car event in North America**, with visitors from Ontario, the northeast United States, the Maritime provinces, Quebec, and Manitoba, representing membership in 100 British car clubs. However, you do not need to be a member of a car club to participate. Over the years, we have even had visitors from Alberta, Saskatchewan, Texas, the UK, and New Zealand.



UK's Big Three of old: Rootes, BMC, Ford

Venue

The venue for British Car Day® is Bronte Creek Provincial Park, about 20 miles west of downtown Toronto, conveniently located at the Burloak Drive exit off the Queen Elizabeth Way. The south entrance is for non-British cars & spectators, while the north entrance is reserved for British car exhibitors and vendors. Every year one of the most popular destinations at British Car Day® is the **Vendor Village** area. Over 60 British-related vendors offer their new and used goods for sale, including car parts, complete cars, t-shirts, hats, tools, books, supplies, and so on. Many vendors offer end-of-season specials, so there are lots of bargains to be had and great food is available from the many food vendors on site.

Another popular destination is **'Sponsor Street'** where sponsors demonstrate their products and services. In 2016, **Crescent Oil, Auto Glym, Oakville Tourism, Exotic Motorworks, Lant/Hagerty Insurance** and **Edward Jones** are among our sponsors, the list of which is growing every year.

56 Classes

BCD comprises 56 classes of cars, commercial vehicles, and motorcycles, running the whole range of British automobile marques from Austin to Westfield with model names from Anglia to Zephyr, and everything in between. The organizers encourage everyone to bring along their British cars, whether they be current model cars, daily drivers, partially restored cars or projects-in-progress, to line up with the many classic and concours-class cars in the appropriate marque and model class. British Car Day® is the opportunity everyone looks forward to, to chat, to scrutinize, and to plan for next year. It's a car show but it is also a big, end of season, social event. Next year's event is September 17.



An array of E's



Jaguar saloon s in a row...



Barry's 1973 Rover 2200 TC

Events & Activities 2016

EVENTS SHOWN WITH DATES ARE GENERALLY FIRM, BRACKETED DATES ARE WEATHER ALTERNATES, NO DATE INDICATES ACTUAL DAY IS STILL TBD. DETAILS OF TIMING, DIRECTIONS ETC AS WELL AS CALENDAR UPDATING WILL BE PROVIDED CLOSER TO THE EVENT THROUGH THE WEBSITE, IN THE JOTTINGS AND/OR BY EMAIL IF/AS REQUIRED. ADDITIONS AND IDEAS ARE ALWAYS WELCOMED. (HILAND@ROGERS.COM)

LISTINGS OF ALL CAR CLUBS IN EASTERN ONTARIO/WESTERN QUEBEC AND NORTHERN NY, RELATED CRUISE NIGHTS AND ONE TIME EVENTS ARE ALSO AVAILABLE ON OUR WEBSITE (BOTTOM OF HOME PAGE). 2016 DATA SHOULD BE AVAILABLE END FEB.

Aug 5-7	"Brits on the Lake" weekend – Port Perry
13	Race the Runway – Smiths Falls Airport (racetherunway.com)
20	Day at the Races - Calabogie Motorsport Park
21	Boot 'n' Bonnet British Car Show – Kingston
30	Hazeldean Mall British Invasion and Pub
Sep 22	"Growler Cup" Club golf tourney (mixed teams, informal best ball)
25	Bearr's Motorsports Customer Appreciation Day
Oct 1	Eurocars Oktoberfest drive and lunch
15	Calabogie Fall Colours drive and lunch
Nov 13	AGM and brunch - St Anthony's
Dec	Christmas Dinner



(Regular readers and longer club members will recall the ongoing restoration of a Mark 2 by member Mike O'Brien. Mike provided an update and photo...end in sight! - editor)

The never ending saga of the complete restoration of a 1962 Mark 2 for Barry Paulson continues. The body has been painted and polished to remove the "orange peel". The rear seat has been installed and the gauges and interior lights are now working thanks to David Kenny's electrical wizardry. Now comes the challenge of all the exterior chrome, lights, bumpers and horns.

This car MUST be complete by 24 October...wish me luck.

Mike O'Brien

Mike's Mark 2 restoration



OJC FALL DRIVE

Saturday, 15 October

**Drive to Calabogie, lunch
Chez Tony & Eloise Jeffries**



**9 AM - Meet at Sobeys's Grocery Store,
corner Hazeldean Road and Carp Road**

**9:30 - Depart for Calabogie via Almonte
stopover, villages of Clayton and Tatlock,
arrive Chez Jeffries (46 Viewmount Road)
around noon**

NOTE: skill-testing questions to keep co-drivers busy..
Tour guides: Ray and Bonnie Newson

**Hearty, home-cooked dishes prepared by
"Chef Tony"**

**Bring salad and/or dessert, BYOB and
chairs.**

**RSVP Bob Hiland by 7 October please,
(hiland@rogers.com)**



OJC ANNUAL GENERAL MEETING & BRUNCH



Sunday, 13 November

**St Anthony's Banquet Hall, 523 St Anthony St
10:30 AM, 11 AM brunch followed by AGM**

BRUNCH MENU

**SCRAMBLED EGGS
BACON
WAFFLES
HASH BROWN POTATOES
COLD CUTS SELECTION
MARINATED VEGETABLES
CHICKEN CACCIATORE
PENNE WITH MARINARA SAUCE
FRUIT SALAD
ROLLS & BUTTER
TEA, COFFEE, JUICE**

**\$25.00 PER PERSON
(WITH CLUB SUBSIDY)**

AGM

**NOMINATIONS/VOLUNTEERS
FOR EXECUTIVE POSITIONS,
AGENDA SUGGESTIONS AND/
OR NEW BUSINESS
TO VP BOB HILAND
BY 1 NOVEMBER:**

(HILAND@ROGERS.COM)

**AGENDA AVAILABLE ON CLUB
WEBSITE 1 WEEK PRIOR TO
AGM**

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NUMBERS CONFIRMED BY 6 NOVEMBER:
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