



Jaguar Gettings

November 2016

ottawajaguarclub.com



In this Issue

Contents	2
President's Musings / Members' Corner	3
Oktoberfest Drive & lunch - report	4
Fall Colours Drive & Lunch - report	5
XJ-S - a tale of woe.. Part 2 - Fergus Gtgroundwater	6/7
Jeff Poston's E-type restoration update - Jeff Poston	7
Winter storage of modern Jaguars	8
Formula E - Jaguar returns to racing	10
Events & Activities	11
Marketplace / Brits & Pieces	14

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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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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January 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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President's Musings



November, the ninth month of the original Roman calendar of 10 months (novem is nine in Latin) is when we hold our AGM and renew and/or elect new executive members for 2017. So far, all members are volunteering to continue except our treasurer Steve Fox, who is stepping down after five years of stalwart service. We are open for a volunteer to replace Steve and ask that members give serious consideration to coming on board to help run this club. We have been blessed with an effective and cooperative executive team in my two years' tenure as president and we would welcome "new blood" to help OJC to continue running smoothly.

We had a lot of activity in October to conclude our excellent driving season. The Eurocars Oktoberfest Drive hosted by the Mercedes Benz Club was well attended by OJC and we enjoyed a super German lunch with our Teutonic clubs colleagues. Our fall colours drive to the cottage of Tony and Eloise Jeffries was blessed with exceptional weather. Nine cars took part with the participants greatly enjoying Tony's steaming hot cuisine, the sylvan country surroundings and warm hospitality of their cottage in Calabogie. Bonnie and Ray Newson organized the colorful drive with a full set of turning leaves over rural roads to get us there. It was a classic Indian

summer day. Many thanks to Tony and Eloise and Ray and Bonnie.

We have two remaining events for 2016; **the AGM and Brunch Sunday, 13 November and our annual Christmas Dinner Friday, 16 December.** The brunch with the AGM is an attempt to encourage members' interest and participation in the running of the club. As of today, we have 18 participants...not very encouraging. **Please consider/reconsider your attendance and let Rob Dunlop know by Sunday, 6 November.** (editor@ottawajaguarclub.com)

Your executive, led by Steve Fox, has arranged for an excellent Christmas Dinner on Dec. 16 at the Ottawa Hunt & Golf Club, the site of our very well received Spring Dinner. This is an ideal social event to celebrate the festive season with new members and old. The Christmas dinner turnout is normally around 45 but we need a minimum of 50 participants to qualify for the better dining room. **Please consider joining us and letting us know by 25 November** (stevefox@sympatico.ca). We have our collective fingers crossed for maximum participation. Full details for both events are elsewhere in the Jottings and on our website.

Inside this month's Jottings are two stimulating technical articles including

Fergus Groundwater's adventures with his XJ-S and Jeff Poston's E-type restoration. I am having my own adventure with a recently acquired 1986 V12 Vanden Plas. To complement our E-type we decided to have a comfortable, air conditioned, cruising Jaguar. Also, it will give me familiarity with that other classic Jaguar engine, the V12... speaking of which, Phil Karam pointed out drily that the money I save on my Prius fuel consumption will finance the thirsty V12 cruising cost.

A while ago, there was concern about the sharp drop in oil prices driving down the exchange rate of our dollar and the subsequent increase in the proportion of our annual membership fees we send to JCNA (payable in US\$). Now the Saudis have decided their revenue needs require a reduction in OPEC production and sure enough, the price of oil has risen 10% in the past 6 months and will continue to rise. Fuel consumption will again be a major factor in car purchases, our dollar will move up with coincident improvement in our club fees "buying power". Such are the vagaries and remote impact of the world economy on our little club.

Dave Kenny



Members' Corner

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

Roy & Nancy Fjarlie - Vanier - 2005 XJ VDP

Michael Bell & Anne Burnett - Ottawa - 2002 X-Type

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.

Oktoberfest Drive & Lunch

The second annual Fall Oktoberfest Drive on 1 October under the auspices of "Eurocars" was again hosted by the Mercedes Benz Club with participation by the clubs for Porsche, BMW, Rolls Royce/Bentley and OJC. meeting at Lincoln Fields, the drive wound its way through the Ottawa parkways before arriving at the Almrausch German Club in east end Carlsbad Springs. Following a natter and brief show 'n' shine the various club members tucked into a sumptuous German lunch with all the trimmings (prosit!) A very popular event, 40 cars participated including ten from OJC. A special thanks (danke schoen!) to the Benz Boys for the invitation.

Rob Dunlop





Fall Colours Drive & Lunch

5



Saturday, 15 October dawned clear with a nip in the air but a promise of a super fall day. Nine club cars assembled on March Road for our traditional drive to enjoy fall's colours with the added bonus of a lunch invitation from Tony and Eloise Jeffries at their alpine-style chalet beside the Calabogie Peaks ski hill. Local residents Ray and Bonnie Newson offered to organize and lead the meandering drive westward passing through the picturesque villages of Appleton and Clayton with a coffee stop in historic Almonte.

The sun broke through as we left Ottawa and the golden light turned the spectacular display of leaves fluorescent oranges, reds and yellows. The smooth and winding roads were a treat with our guides ensuring a brisk pace. To add to the fun, they had also prepared a route questionnaire to keep the navigators busy. Shortly after noon we arrived Chez Jeffries. With memories of a similar event two years ago under much colder conditions, many wore heavy jackets with blankets and scarves in tow. This year however, the bright sun warmed the back yard significantly, with the extra clothing being shed in quick time and the outdoor fire more for atmosphere than function.

Tony and Eloise had prepared wonderful hearty fare for lunch; ham and pea soup, stew and chilis of various heats. Attendees added to the bounty with a wide va-

riety of salads and desserts. Jeffries' neighbours popped over to meet the visitors and the afternoon passed quickly in pleasant conversation and with outdoor games. All too soon, the rapidly setting sun and cooling air stirred everyone and the group was quickly on its way home. All in all, a truly super fall colours drive and lunch. Sincere thanks to Tony and Eloise for their hospitality and scrumptious food and Ray and Bonnie for getting us there via a very enjoyable drive.

Rob Dunlop



XJ-S...tales of joy/woe/anxiety/satisfaction/ misdirection/incomprehension and other tomfoolery.....Part 2 "Heads up!"

The *Blue Beast* was duly off loaded in my yard in Manotick and I decided we needed to get it running smoothly and check out the transmission fluid loss... so over to *Autobahn Tuning* nearby and a heart-to-heart with the owner. He, a specialist in Porsche & Mercedes Benz, was not eager to take on the foibles of the Jag but agreed to check over the engine and tranny. The issues were straight forward; one injector defunct (no longer available new, but found a rebuilt one) and a leaking gasket on the tranny. I decided to have the tranny fluid and filter changed along with fitting the new gasket. Now it ran exactly as it used to, that is to say, smoothly and HOT.

Did I mention that between Montreal and Manotick the roof headliner had transitioned from saggy to a shroud requiring a cut down push broom wedge against the rear floor to hold it up enough to see backwards to avoid hitting something? It's a weird feeling having a shroud resting on the top of your head and draped over your ears, settling onto your shoulders. Rear visibility on XJ-S' has never been great, but now it was non-existent.

So, what to do?.....fix the headliner. The starting point as always is the Internet where there are a couple of very informative sites. It didn't look that hard, so I decided to do it myself...HAH!!

Dismantling is the first step, and ultra care is required particularly on fasteners which are no longer available. The mirror and sun visors are removed in a straight forward way but I managed to break a plastic visor mount...replaced from JUSTXJS.com. Then the top side rails pried away gently, managing to save 7 of 8 fasteners. The 'A' post coverings are next and then comes the tricky stuff. The rear quarter panels are very frag-



ile but must come out, removing and disconnecting the lights. Be very careful with these two panels as they are not replaceable. Next come the rear seat belt retractors, also tricky as access to the mounting bolts require modifying a tool. You can get the quarter panels out without removing the seat belt mounts, but you can't get them back in! Next is the rear parcel shelf. Now we are ready to take down the headliner.

Some Internet sites claim you have to take out the front windshield to get the headliner out. Not so. Others claim you need two people to do it...also not so. It comes out of the car through the passenger side with little trouble.

The whole assembly consists of a very light fibreglass shell to which the soft headliner material is bonded. It is the bond which fails generating the problem. The assembly is held in place against the roof by 6 steel tabs. Bend them down carefully and the assembly drops onto the head rests, etc. A bit of manipulation and the assembly is out and onto a work bench. The fibreglass shell is very light and fragile. Mine was damaged at each of the areas where the steel tabs held it in place, probably at original assembly...a "Crappy Tire" fibreglass kit and all is repaired. Needing new soft liner material, I chose to deal with *Headliner Express*

in Florida. Regrettably, I can't recommend them in any way. The transaction was extremely complicated involving a third party and the shipment was damaged, possibly by Customs, as the box had been opened, the material pulled out and then stuffed back in, creasing it beyond use. *Headliner Express* refused all responsibility... \$200 bucks down the drain. I then purchased new material from *BAS* in Vancouver for \$240, with excellent results...proper shipping (wound on a cardboard tube), good material and lots of it as you need it for quarter panels, side rails, etc.

Then comes the critical reassembly of the headliner:

- follow directions precisely. Use good quality 3M adhesive (Headliner and Fabric adhesive 38808, Amazon),
- do not over spray the adhesive as it's difficult to get off,
- DO NOT overload with adhesive as it will bleed through the fabric,
- you will have a minute or so to move the fabric around a bit, and only a bit, so it pays to do a little at a time and get it right. Once started the gluing up, going back is not really an option,
- smaller items are straightforward

ward but for the main headliner you need a big work table,

- lay the fabric on the fibre-glass backing and trim to size with a substantial overhang,
- do the deep recesses (i.e. sun visor area) first with adhesive only in those areas. Work the liner carefully into the recesses. Let stand overnight. Then do one half of the remaining area, let stand overnight, and then the final half; and
- once the soft liner is bonded in place, you need to cut the openings for the mirror, sun visors, etc. Cut from the fabric side.

As they say in the Jag manuals, reinstallation is the reverse:

- the liner assembly is re-

manipulated in place and this time two people are necessary to avoid marking or damaging the new assembly, but it goes in easily enough,

- align the holes for the mirror, etc. with the roof receptacle and bend up the six steel tabs to permanently locate the liner in place,
- quarter panels are tricky as they need to fit into the rubber seal around the rear windshield. I used the back of a table knife to pry open the groove on the seal and little by little, seat the quarter panels in place,
- the parcel shelf and seat belt mounts go back easily. 'A' post liners and top side liners are a bit trickier getting the retainer fasteners in the right place and the part

snapped in position; and finally, reattach the sun visors and mirror which oddly enough are not so easy. In the end, I used correct-sized drill bits to find and line up the tapped receiving holes to get the first screw engaged. It's difficult to get the right angle for the screw to engage but patience does it.

So now we are all set to go, and the installation looks good...not perfect, but good. I noted that while the replacement headliner was the original pearl grey colour, the sun visors and their mounting brackets are beige, which oddly enough is standard and correct.

TO BE CONTINUED.....

Fergus Groundwater

Jeff Poston's E-type restoration - update

(Jeff Poston is nearing the end of the near two year restoration of his 1969 E-type OTS. Club members checked out progress last year at Dez's Paint Shop -Sep 2015 Jottings- editor)

I started around April 2015 with a 2 month break last Fall. Rob Staruch rebuilt the gearbox and rear differential and suspension as needed with me assisting quite bit on the latter work. Bodywork and painting has been done at Dez's Paint Shop, mainly by Paul Fitzgerald with me helping where my skills allow. Dismantling the car, stripping it to bare metal was done by myself and I have done most of the re-assembly to date. As to finish time - I hope before the snow flies. Perhaps end of November. We have to paint the bonnet, doors and trunk lid, re-assemble everything and then do final paint. I have a new interior that has to be installed and somewhere along the line it will get a wet sand and final polish.

Jeff Poston



In the beginning - rust and lots of it!



Bodywork primed and ready for paint



Brilliant red in the sunshine



Reassembly underway and almost done.



Winter storage of modern Jags

(This article is reprinted annually at this time of year, with updates as required, to inform new members and remind old ones of the procedures and reasons for proper winter storage of your Jag....editor)

Most of the club members with older Jags ('50s to '80s) already have a routine for putting their cars in winter storage. Phil Karam, our club technical coordinator, has detailed this several times in the Jottings. While the procedures are for the most part relevant to all cars, for modern Jags (i.e. those equipped with central computers/ECUs) emphasis needs to be placed in certain areas: fuel, tires, moisture and battery.



FUEL – modern unleaded gasoline, most with ethanol, goes “stale” quickly if stored over longer periods such as a Canadian winter (see Dave Kenny’s fuel articles in the Jottings). To avoid start up and running problems next spring, add fuel stabilizer (Stabil etc) and top up the gas tank. Run the engine to ensure the stabilizer gets all through the system (I add the stabilizer before going to the gas station to top up...the run home mixes and distributes the stabilizer throughout the fuel system). Correcting a fuel problem on a modern Jag is not a DIY exercise (as for older Jags) and normally requires dealer attention.

(**NOTE:** Phil Karam has a different perspective on fuel storage, preferring to run the tank low and topping up with fresh fuel in the spring. Our local Jag guru Rob Staruch agrees with the low level fuel tank but considers adding fuel stabilizer as essential, regardless of the fuel level. The difference between full and empty has to do with minimizing condensation with a full tank versus having a full tank to drain in the spring if the car won’t start...different strokes...)

TIRES – modern tires with wider profiles are manufactured differently and have a greater tendency to develop (and retain) flat spots when parked for a period of time, particularly on a cold, concrete floor. Ideally, cars should be stored with wheels raised off the ground and with the suspension supported. Otherwise, overinflate the tires to 45 – 50 PSI and park on pieces of old carpeting.

MOISTURE - I cover my whole concrete garage floor with an old tarpaulin under the carpeting to minimize condensation on the cars when the temperature changes getting into spring. Also to keep moisture at bay on concrete, Mete, the Berr’s Motorsports chief mechanic suggests putting flattened cardboard boxes under the car to absorb the moisture, adding to the pile as boxes become available.

BATTERY- the high tech modern car is heavily reliant on a battery in peak condition. A fluctuation of .1 volt on a later Jag can result in spurious error messages (see Lyndon Mitchell’s article, Sep 09 Jottings. His ’97 XK8 was diagnosed with a \$6000 repair job after error messages appeared. Lyndon changed the battery for \$150 and the problems disappeared). Ergo, the battery needs to be tip top all the time. Personally, if my ’07 XK sits for more than two weeks (including over the winter) I attach a smart battery tender over the time period. Unlike a basic trickle charger, it samples and adjusts voltage and amperage according to the battery condition and is intended to remain attached over long periods of time. I use and can recommend the Swedish-made CTEK smart battery chargers available at many auto parts suppliers. There are other good brands available as well.

ADDED BATTERY TIP: Always lock your modern Jag when parked, even at home in your garage. If left unlocked, the car assumes a standby mode and the systems can take up to 20 minutes on battery power before shutting down. Locking the car shuts the power down more quickly.

A little care and prevention before putting your cat away for the winter will greatly reduce the risk of problems on start up and running come the spring.

Rob Dunlop

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
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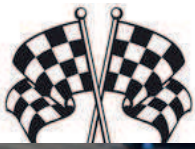
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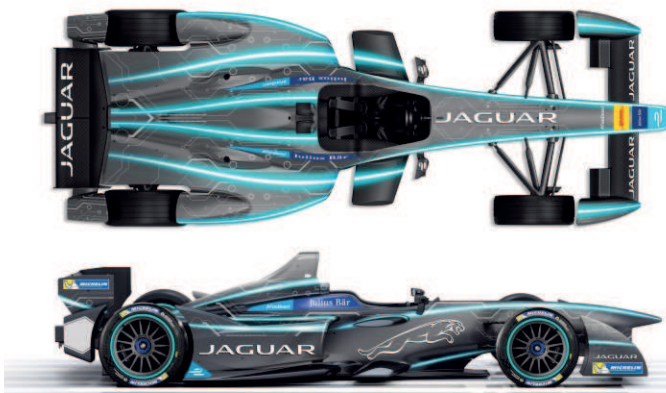


Formula -E - Jaguar returns to racing



October 9th, 2016 on the streets of Hong Kong marked the return of a factory-backed Jaguar racing team to international competition in a radical new form of car racing...Formula E. Entering its third season, the FIA Formula E championship is for electric open-wheeled racing cars only, which compete on mostly temporary city-centre tracks in world capitals such as Paris, London, Berlin and Beijing. The 2016-2017 season comprises 12 races at ten venues including two each in Brooklyn NY and Montreal.

Competing with the "Jaguar I-Type 1" in its steel grey and teal livery, "Panasonic Jaguar Racing" is one of ten teams with each two drivers. Jaguar joins Renault in factory involvement, with current BMW and Audi-backed teams expected to move up to full factory teams beginning next season. The driving caliber is very high with numerous former F1 drivers as well as many young up and comers. The past champions include ex-F1ers Nelson Piquet Jr and Sebastian Buemi. The cars use a common Dallara chassis with individually-developed drive trains producing a minimum of 250 HP. Jaguar is partnered with Williams Advanced Engineering, which also provides the battery technology for the whole series. The cars currently have a top speed of 225 kmh and can accelerate 0 to 100kmh in 3 secs. The noise levels



are approximately 80 dB compared to 70 dB produced by the average gasoline-engined car. With existing battery technology, to complete the about 50 minute races, the drivers have a mandatory pit stop at the half way point to switch to a second car although a full race capable battery is expected soon.

In Hong Kong, the fledgling Jaguar team with drivers Adam Carroll and Mitch Evans qualified 14th and 16th with Adam climbing to 10th before finishing 12th and Mitch retiring with "an electrical issue" (*what else? – editor*). The next race is Marrakesh on 12 November, with the season concluding in Montreal on the 29th and 30th of July.

Following the credo "racing improves the breed", this is a shrewd move by Jaguar as the way of the future points more and more towards electrical cars as diesel wanes in popularity....a view obvi-

ously shared by other major manufacturers.

As a long time F1 fan, I must admit I was skeptical of Formula E's drawing power with what I considered to be super golf carts...particularly with the current criticism of the lack of noise in F1. However, I watched several races last season on TV and was impressed with the large crowd turnouts, the spectacular

city centre venues (Eiffel Tower anyone?) and the very close and aggressive racing. The lack of petroleum-based noise was soon forgotten. If you enjoy car racing, I can recommend Formula E, particularly now that we can declare "The Cat is Back!". (Ottawa TV coverage is available on Fox Sports, Rogers cable, schedule/info: fiaformulae.com)

Rob Dunlop

(Sources: Wikipedia and JLR Media)



Events & Activities 2016

11

Oct 1 15	Eurocars Oktoberfest drive and lunch Calabogie Fall Colours drive and lunch
Nov 13	AGM and brunch - St Anthony's - <u>RSVP by 6 NOV</u>
Dec 16	Christmas Dinner - Ottawa Hunt & Golf Club. <u>RSVP by 25 NOV</u>



OJC CHRISTMAS DINNER

FRIDAY, 16 DECEMBER

DRINKS: 6:00 PM, SIT DOWN: 7:00 PM

OTTAWA HUNT & GOLF CLUB

1 HUNT CLUB ROAD (ENTRANCE OFF HUNT CLUB)

PRIME RIB OF BEEF & ROAST TURKEY BUFFET

Chef carved prime rib and turkey with all the trimmings
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CASH BAR

RSVP REQUIRED NO LATER THAN 25 NOVEMBER

TO STEVEFOX@SYMPATICO.CA

PLEASE NOTE: we are booked in the large dining suite requiring 50 attendees. The club is responsible for 50 meals. For that reason we request your RSVP as soon as possible. Cancellations inside three weeks of 16 December will require full payment of the meals booked.

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