

Jaguar Greetings



December 2016

ottawajaguarclub.com



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Jaguar Jottings

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President's Musings

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Our AGM and Brunch on Sunday Nov.13 featured a change in both venue and time. Combining a brunch with the meeting at St Anthony's worked out well and allowed some people to attend who would not normally be available for an evening event. The room was ideal for the lack of background noise but included lots of light. This looks like a good choice for next year. We welcomed a new treasurer, Roy Fjarlie, and the rest of the executive agreed to continue for 2017. Planning of events for 2017 is already in progress and sending a delegate to the JCNA AGM in Vancouver, March 2017 is under discussion. Two recommendations from the meeting, the spare parts

process and a password-controlled section for members only on the website have already been implemented, the latter with special thanks to our webmaster Karen Wilson.

Some of you may not be aware of the club's *Bent Piston Award*, presented periodically to a member who has endured significant hardship keeping their Jag underway, most often relating to a full restoration. Phil Karam, Technical Director, makes the recommendation and recently completed a multi- year survey of current projects, totalling four, and estimated completion dates. This year's award will be announced at the Christmas Dinner. Anyone feeling they may have survived sufficient unspeakable difficulties with their car (s) to qualify please alert Phil to be considered for future awards.

With the discovery of a group photo of the club's very first gathering in 1985, we've decided to publically acknowledge the founding members at upcoming social events. To start, we have invited Dave and Frances Boon (members #11) and Ernie Bayliss (member #13) to the Christmas dinner to receive awards commemorating their contributions to

establishing and running the club. As we locate other remaining founders we will invite them to be so honoured.

We are now into the hibernation mode of classic cars in Ottawa and many of you will have stored your cars. Phil Karam has very good advice on the website for this phase of car care. Phil is also lining up a series of technical visits for the winter season (details on the website) to carry our interest over until spring.

I'm pleased to see that we have achieved the desired 50 attendees threshold for our Christmas Dinner at the Ottawa Hunt & Golf Club on Dec. 16. This is a super social event to celebrate the season with fellow club members, friends and families including the Jaguar Ottawa staff. I'm looking forward to personally extending to those in attendance my best wishes for a wonderful holiday season. For those unable to be with us, I'll take this opportunity to wish you and your families a **Merry Christmas, Joyeux Noel, Happy Holidays and all the very best for 2017.**

Dave Kenny



Annual General Meeting

November means that winter is nigh but also that it's time for our Annual General Meeting. Dragging members out to what is essentially a board meeting is much like voluntarily attending the Spanish Inquisition so your devious Executive comes up with new and novel ways to entice folks out. This year we organized a brunch with the AGM at St Anthony's Banquet Hall. The 27 attendees were pleasantly surprised by the superb food (best commercial scrambled eggs ..ever..) and the excellent meeting facilities. The turnout was somewhat disappointing but the agenda ran through smoothly and sufficient volunteers stepped forward to keep the OJC running for another year. The Minutes of the Meeting are available on the website.



Rob Dunlop



OJC

CHRISTMAS DINNER

FRIDAY, 16 DECEMBER

DRINKS: **5:30 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
Salmon, pasta, rice pilaf, seasonal vegetables, assorted salads

Desserts, tea and coffee

\$55.00 PER PERSON, TAX AND TIP INCLUDED

CASH BAR

PAYMENT BY CHEQUE TO "OTTAWA JAGUAR CLUB"

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XJ-S...tales of joy/woe/anxiety/satisfaction/ misdirection/incomprehension and other tomfoolery.....Part 3 "The End?"

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Well, now we can see both forward and backward and we are dismayed with what we see all around us, which we kind of guessed at, or had forgotten. So, on the advice of my fellow Jag enthusiasts, off to one Rob Staruch with a list of deficiencies other than running hot. So we got new thermostats, new brake pads, air filters, ignition wires, plugs, pressure caps, windshield washer pump, wiper blades plus much more.



Many devices needed attention, in no particular order, door locks, right side window motor, side mirror motors, various vacuum leaks, distributor rebuild...and presto \$4K gone. Some stuff not even looked at like, A/C and cruise control. And now I was able to get the safety inspection done. It passed and I took off the old PQ plates and had to buy a new front plate holder for Ontario.

Things much more civilized, so off to Fibernew for rejuvenation of a pretty tired interior (head liner not included). Did an acceptable job in general and another \$1.2K gone. Inside was now not bad, so off to 5 Star for painting.

As 5 Star stripped the body it became evident that my air dam was nearly in tatters. Hard to find them, apparently no NOS (new old stock) anywhere. Found a good used one at justxs.co.uk (Andy Harvey). Arrived within a week and was better than the pictures he had shown. Handed it off to Mike Bathurst at 5 Star. He did a complete strip of all chrome, except the side mirrors and refinished the car in Arctic Blue (original color) for a very reasonable \$4K. Mike does not have a bona fide paint booth so you

can't expect a show car finish. I was happy with the result at that price.

However, running hot is still a problem and I mean hot; temperature gauge about to the H symbol. I purchased genuine jiggle pin thermostats and installed same. No improvement. RF gun was showing 205 degrees C on the left bank thermostat housing and 195 degrees C on the right...so back to Rob Staruch and new plan.

(discount applied) I get a shoulder bolt with a nice 6000 series bearing slid on.

This time the bill stood at \$3.5K but our overheating problems were gone, right? Wrong!!! Temperature wasn't bad at speed, but no traffic please. By this time I had been at it for two years and in the fall of 2015 I decided to put the car into winter storage and decide which river it was going into in the spring.



New OEM (original equipment manufacturer) radiator and all new hoses everywhere, double flush of system.

I asked Rob if we should be installing a new water pump but he said no, they never gave up. Turns out he was right. In getting ready to install the new rad he noticed the bearing for the tensioner on the alternator belt was wobbly. Only available through the Jag dealer, so for a mere \$189.00

So spring 2016 arrives (and I have recanted)...and an interesting situation has arisen. The battery, not disconnected, but with a trickle charger (750 ma) clamped to each post, is stone dead. I suspect a son checking out the car over the winter had kicked the charger plug out of the wall socket causing the

battery to die. Count me as way too suspicious and not thinking right. The parasitic draw on the XJ-S is minimal, just the anti theft system, so no way it exceeds 750 ma. Battery is scrap, so over to Interstate to find a battery which will fit in that XJ-S battery tray (I recommend Interstate off Merivale highly).

Battery installed. Car driven a couple
.../2

XJ-S...a tale of joy etc etc Part 3...continued

of weeks and suddenly it won't start again, battery dead. No sign of malfunction from charger light, but voltage gauge shows less than 12 volts when running. Alternator... right? Wrong!!! Diode blown, which causes large drainage from battery. Also I note the auxiliary fan (top left corner of radiator) was not running (how I didn't notice this I will never know).

I have had my SAAB serviced by Scandinavian Auto on Bentley for a few years very satisfactorily. So I asked Karl if he was willing to look at an old V12, fine he says, "I used to have a Daimler Double Six"...

Karl does some poking around and finds a blown diode. New diode not easy to find but one is found in about 10 days and installed. Suddenly the volt meter shows 15 volts when the engine is running and the auxiliary fan works and EUREKA, the temperature gauge becomes stable below the "N" on the gauge under all driving conditions. I allow as how we now have that problem fixed we could look at the A/C (didn't want to while it ran hot) and presto, it is fixed. The cruise control was another matter, about as complex a set of devices electrical, vacuum, and mechanical as you could

find anywhere. So I said let it go. Total cost \$1.5K

Drove the car all the rest of summer with no problems. I now no longer keep one eye on the temperature gauge. So when you see a poor elderly chap sitting at a stop light in a blue XJ-S next summer with a large smile on his face, you can be pretty sure it is me (What do you mean what river?....I am sure I can sell it for \$3,500).

Not to be continued (hopefully)...

Fergus Groundwater



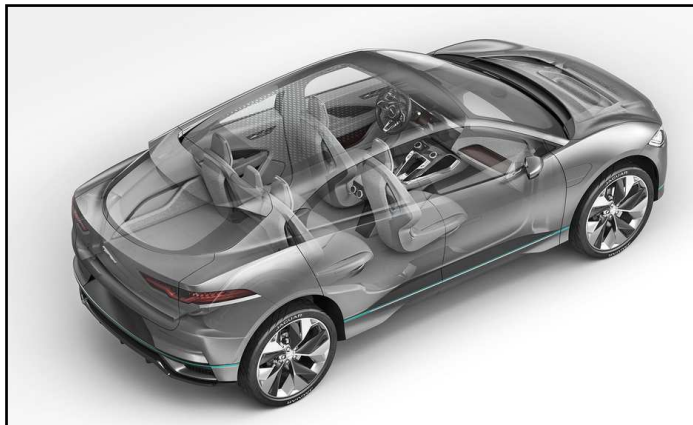
"The future is electrifying..." - Jaguar I-Pace

Jaguar was one of the stars of the recent LA International Car Show with the surprise unveiling of an all-electric SUV concept, the I-Pace. A completely new design, it shares little with the current conventionally-powered F-Pace, Jaguar's introduction into the SUV field. Following on from Jaguar's commitment to the all-electric Formula-E race series this past fall, the I-Pace clearly confirms JLR's future intentions regarding alternative power sources.

Billed as "the ultimate electric performance SUV", the design and engineering teams have taken advantage of opportunities presented by electrification to produce a cab-forward, sporting driving position with exceptional interior space



to go along with the intrinsic zero emissions and instant acceleration. Drive comes from a 90 kWh pouch-cell battery pack giving 516 lb-ft of instant torque and a power output of 400 HP, delivering true Jaguar performance and 0 – 100 km/h in approximately 4 seconds. With over 386 km range on the EPA test cycle, the



typical driver could charge once a week. Charging is easy and quick, with 80 percent charge achieved in 90 minutes and 100 percent in just over two hours using a 50 kW DC rapid charger. While labeled a "concept", Jaguar has announced that a production version will be available in showrooms beginning the second half of 2018.

(JLR press release)

The story of Jaguar 420G saloon G1D77691BW began in 1968, 3 July to be exact, when it left Jaguar's Brown's Lane factory in England for Germany. According to its Jaguar Heritage certificate, the first owner was a German heating company, likely for only a year or two before passing to an unknown RCAF pilot based with Canada's air forces in Europe. Automatic with Left Hand Drive, resplendent in Dark Blue and a grey leather interior, the car was eventually shipped home with its second owner to Canada.

The trail then goes cold until sometime in the late '70s when Ottawa resident, one Laurence (Larry) Lester, Jag enthusiast spied a large car shape under a tarpaulin in the vicinity of Canterbury High School, and upon peeking under the cover, left a note to call him if for sale. An owner of a Mark 2, Larry recognized the hulking shape of the largest saloon ever produced by Jaguar; a Mark X /Ten (or the later variant the 420G). To his surprise and delight, he received a call from the lady owner who was interested in selling the 420G. Larry, his wife Dorothy (Dot) and family enjoyed the car for many years along with an XJ6 Series 1, joining the Ottawa Jaguar Club in 1985 as founding members number 7. Their son David assumed ownership with Larry's passing in 2002.

David maintained his dad's pride and joy, undertaking research on the model before deciding to have the lower half of the car finished in factory colour light blue, the two-tone being a factory option. Curiously, contrary to Jaguar factory documentation, the car has a black interior which David recalls as being the only colour while in the family's ownership. *(The interior is complete in black to factory standards and has no evidence of ever having been grey....the car's sun roof was added in Germany; it's possible the interior was changed via the dealer to better*



meet the requirements of a company car...or it's an error in the records?).

David recalls his parents enjoying the 420G's "grace, space and pace" driving periodically to Florida. On one occasion however, he returned home only an hour after departure having been hit from behind (..the car, not Larry..), extensively damaging the twin pipe exhaust system. The lady driver apparently apologized, stating that she had been overcome by the beauty of the car and forgot to brake! Adding insult to injury, Larry had just recently had a new exhaust system installed, having left the original on the floor of a car wash....

Jump ahead to August 2016 and David made the tough decision to seek a new owner for the 420G. His primary consideration was to find a good home for his car and a sympathetic owner to properly maintain it. He approached our club, seeking someone. Intrigued by the 420G's sheer size and presence, Phil Karam stepped forward. Refusing his offer to purchase the car, David passed "custodianship" to Phil. Since then, Phil has been busy tending to the myriad small jobs and details typical of a 48 year old Jaguar. Members can look forward to seeing the now rare Jaguar 420G at the 2017 concours and no doubt other events as well. David can rest assured that his Jag has found a very good home back with OJC...and we know Larry and Dot would be pleased.

Rob Dunlop

Jaguar's Mark X (or Mark Ten) arrived in 1961 alongside the E-type as the replacement for the classic Mark VII/VIII/IX saloons. It featured the 3.8 engine and independent rear suspension of the E-type along with acres of leather and wood. With US-influenced styling, 202 inches long, over 6 feet wide and 4,175 lbs, it remains the widest British car ever produced. The 420G version with the 4.2 litre engine appeared in 1966 before being phased out in 1970 with the new XJ6 arrival.



David Lester



Larry + Dot Lester (with granddaughter)



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