

SNOWBIRD EDITION

Jaguar Greetings

February 2017

ottawajaguarclub.com

"...let's see...sun setting in the west....south is to the left..."



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Phil Karam's 1954 XK 120 OTS

Membership

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 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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Here we are nearly half way through winter and having braved several snow storms with another one on the way with our cars parked snugly in a barn or garage hopefully. I'm finally getting around to giving my new acquisition 1986 XJ12 VDP a serious cleaning so I can mount the exterior cover. The limited driving I did before winter descended on the land amazed me regarding the incredible smoothness of the V 12 engine and suspension in general after 20 years of driving an E Type 4.2 liter six. I'm looking forward to a wholly new experience in Jaguar motoring.

Our membership secretary has just sent me the statistics showing that a number of our

members have yet to renew for 2017. Some are more senior and may be withdrawing. Perhaps it will just take a while for folks to send in their contributions, although we are pressed to meet JCNA's deadline of 1 Feb to ensure all our members receive the quarterly *Jaguar Journal*. We have noted in recent years a loss of some members, which is usually recovered by new joiners later in the year. Generally we have hovered around 90 to 100 members, which is a good base for organizing a range of activities to cover the diversity in interests.

We hope this continues as Bob Hiland and the activities organizers have just finalized a new listing for this year which averages about 2 major events per month, sometimes more in the depth of the summer driving season. For those who like practicing ballistics with darts there will be 2 tournaments coming up in February.

In March we have the major AGM for the governing body Jaguar Clubs of North America (JCNA) in Vancouver, where we will have an official delegate as there will be important deliberations regarding the organizing and official judging of Concours cars. All clubs in North America have been undergoing a pronounced drop in interest in official

Concours judging competitions and there has been a lot of discussion regarding the work involved in meeting the exacting standards evolved over the years for official competitions. Perhaps owners' views have changed recently and the effect is slowly becoming evident in a decay in submission entries. We may need to rethink the whole concept of a Concours meet.

This is something we as a club have tried to respond to with new non-official non-judged classes, like Enthusiast, with less exacting requirements and more fun on the socializing side of comparing and viewing of cars. It will be interesting to see what evolves at this important AGM. In the meantime keep your cars as close to authentic as possible, if for the value as well as any other reason. A recent rule disallowing touching up paint chipping is an example of perhaps going too far with detailed rulemaking. Relaxing some of these show room standards may bring back some Concours entries.

Enough of this arcane discussion; let's look forward to the warm days of spring and resumed motoring.

Dave Kenny



Auction Action - Scottsdale 2017

Member Phil Karam makes a pilgrimage each winter to Arizona to observe the numerous classic car auctions held in Scottsdale and monitor the values of Jaguars in particular and the classic car market in general. Just returned, here's Phil's report on the 2017 activities. (Editor)

After visiting the Scottsdale Classic Car Auctions for the past dozen or so years, this year was interesting. With the addition of Worldwide Auctioneers, I now have 7 auction sites to visit.

The largest and longest running and most famous is of course Barrett-Jackson. It just seems to keep growing. This year B-J fielded over 1700 cars compared to about 1250 for the other 6 auction houses combined.

That said, B-J had sales of \$101,000,000 while the combined sales of the other 6 exceeded \$160,000,000 which was accomplished from the sale of several over a million dollar cars.

This year, the auction companies fielded more Jaguars than I can ever remember, perhaps 50, with plenty of E types. The detailing of the E-type engine compartments on many was "over the top".

In general, I believe the market is holding or perhaps even slipping. With the 'baby boomers' now being told to liquidate, and the younger money not having the same taste, we should see a slide of older blue chip cars.

Keep in mind, when a car gets auctioned off for \$100,000, the seller only gets \$90,000, and the buyer pays \$110,000. Out of the \$20,000 that the auction company gets, it has to stage the event. This amounts to \$1500 per car and beyond, even if the cars sell or not.

Technically yours
Phillip



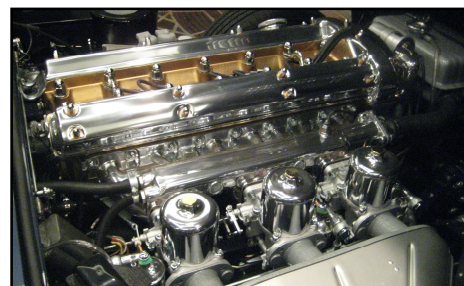
1952 XK 120 FHC \$88,000(US)



1952 XK 120 OTS \$132,000



1963 E-type Lightweight (1 of 12) \$7,370,000



Pretty E-type engine



Mark IX \$20,000



1950 Mark V Drophead Coupe



E-types - \$167,000, \$137,500



1939 SS 2 1/2 litre DHC \$165,000



1938 SS100 2 1/2 litre - unsold. \$400,000 reserve



...and more E-types



1956 XK 140 OTS \$115,500



1965 E-type coupe \$308,000

Troubleshooting Noises (Is Your Jaguar Trying to Tell You Something?)

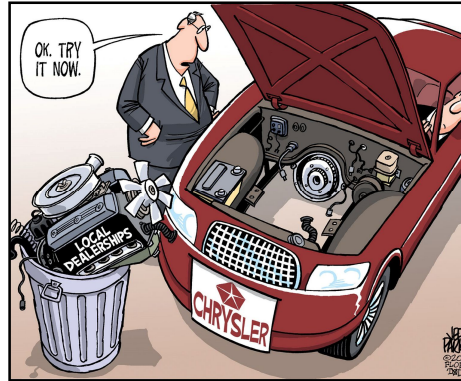
Here is a cut and paste of an informative (and at times humorous) article posted on the net by autohausaz.com. Editor)

Troubleshooting those weird noises coming from your Jaguar can help you determine needed repairs. It's important that you listen to what your car is trying to tell you. Although many people still use the old broomstick-held-to-the-ear method of zeroing in on noises, the best method these days is a stethoscope. Indispensable in finding the source of a sound, it's also a lot easier to place it where you want it than the clunky end of a broomstick.

Here are a few general guidelines to what your Jaguar's noises might mean:

BANG: A sharp, startling sound, like a rifle shot, means you're dealing with the dreaded backfire. You'll probably be able to trace this to something that's causing a rich air/fuel mixture. In the past you might have zeroed in on a heavy carb float, but today think about faulty signals from coolant temp or O2 sensors. The catalytic converter may also be damaged. Another possibility is a clogged monolithic converter blowing through. This will only occur once and will be accompanied by an amazing increase in power. If your **car** has air injection, perhaps the diverter valve is no longer diverting.

BOOM: A hollow, low-frequency sound/sensation, this makes you feel as if you're riding inside a metal drum and the atmospheric **pressure** is rapidly changing between positive and negative. On rear wheel-drive **cars**, check out



the driveshaft and its u-joints because if it's spinning out-of-true, it will cause waves that push up on the floor of your car.

BUZZ: An annoying "bzzzzzzzzz" sound, like a trapped insect, can usually be traced to unfortunate positioning of interior trim parts. Have somebody else drive while you press, pry and pound on every likely spot.

CHIRP: This sounds like birds are nesting under your hood. You can probably blame a maladjusted or misaligned belt, but don't ignore the idler pulley. Or, it could just be your tires when you hit second gear.

CLANG or CLANK: This sound couldn't possibly be emitted by any light, flimsy parts. It's coming from a heavy, essential component, such as a set of gears. A good example is the sound a bad rear axle pinion bearing makes when you drop the transmission into Drive, then Reverse.

CLICK or CLACK: This sounds like 007 working the slide of his Beretta automatic. When in an engine, it's typically repeated rhythmically. With OHV, perhaps a stuck lifter is allowing clearance in the pushrod/rocker valve, or maybe a solid lifter is just out of adjustment. On carbureted cars, check out the fuel pump before you start opening up the motor. When emanating from the nether regions of the front end during a turn, this sound may be traced to an

outboard CV joint.

CLUNK: A heavy bumping sound, softer than a clang, usually indicates you should look at suspension bushings, including shock or strut mounts. Or how about a loose strut gland nut (??)

FLAPPING: If it's not due to a colony of bats under the hood, maybe a belt's coming apart. Fan interference is another possibility. Regardless, this is a visual inspection sort of thing.

GRINDING: A horrible, torturous sound, like a bad dentist would make while working with obsolete equipment, means something's going awry - and fast. If it occurs when the brakes are applied, either the linings are gone or you've got one of those unpleasantly-aggressive friction material formulas that tend to eat rotors.

GROAN: Something's dry, probably a suspension component. If it's metal, it's going to break really soon. If it's rubber, try some silicone lube.

GRUNT: Again, a dry joint somewhere in the underpinnings is likely. If it's in the stoppers, suspect rear drum shoes contaminated with brake fluid or **gear** lube from a defunct axle seal.

HISS: If it's continuous and changes with rpms, it may be normal belt noise. Otherwise, a slow leak in the cooling system is likely. A black light will help you find this.

HUM: We don't mean what the radio does between stations, but the noise a differential or wheel bearing makes. If it responds to acceleration/deceleration, suspect the differential. Then look into the bearings. Unfortunately, it's often very difficult to tell which side (or even which end) the hum's coming from.

.../2

KNOCK: Like knuckles on a wooden door, this sound is deep and hollow. Often it's a warning that something important (and expensive) is about to let go. It's unfortunate that a loose pin sounds pretty much the same as a defunct rod bearing, but with a little patience you should be able to determine what's at fault. First, check idle oil pressure even if you have to screw in a mechanical gauge. If it's low, you can bias your decision toward bearings. Next, listen with your stethoscope. A rod bearing makes more noise at the oil pan than elsewhere, and a wrist pin more racket up on the water jacket. Hold RPMs at 2500, jerk the throttle open and let it snap closed. This will accentuate rod knock, whereas pin noise won't change very much. Now's the time to starting shorting out cylinders. A bad pin will quiet down, but a rod knock will double its cadence. Finally, you can pull the pan for a visual inspection. If the bearings are good, you know you've got a pin problem.

PING: Sort of like little ball bearings being poured on a tin roof, this sound is detonation (aka spark knock) - a phenomenon in which the air/fuel charge explodes violently instead of burning smoothly. There are many potential causes here from clogged EGR passages and overheating to excessive spark advance and, with spark knock suppression, a defunct detonation sensor. Hook up your timing light then tap on the engine near the sensor to see if the spark retards.

POP: This sounds like a shotgun being fired through a mattress. It usually means the engine's coughing back through the intake. A sticking or leaking valve is a distinct possibility, as is jumped valve timing, particularly with a belt-driven OHC. Then there's ignition, which may be firing way too early due to a twisted distributor, cap/rotor/wire problems, a faulty position sensor or

a breakdown in the module. Also, if your Jaguar's running quite lean, opening the throttle to lots of cold air can induce this reaction.

RATTLE: They didn't coin the term "rattle trap" for nothing, you know. People have been fighting this annoying noise since the automobile was invented. Thanks to plastics, better rubbers and more highly engineered fasteners, rattles are less prevalent than they once were. But you'll still get them, usually in the undercarriage somewhere. Likely culprits include exhaust system parts, calipers or loose brake pads.

ROAR: If it's not something obvious like a blown exhaust system, maybe the transmission is never shifting into high or overdrive. With a manual transmission, the clutch might be slipping. Fan clutches usually fail by never engaging, not the opposite, but it's still a possibility. If it's general road noise, you could switch to less aggressive tires or add undercoating to your Jaguar.

RUMBLE: While a pleasant enough throaty sound when it's from a free-flowing exhaust system, it can easily cross over into the unacceptable sound range. But don't choke the power down with an overly restrictive cheap muffler. For tire and road noise, see "ROAR".

SCRAPING: Something like "jeet-jeet-jeet-jeet" that speeds up as the car gathers speed probably means an object of one sort or another is contacting the driveshaft, possibly an exhaust shield or hanger or the parking brake cable. Your brake system, especially drum hardware, is also a distinct possibility.

SCREECH: "SQUEAL" taken to the max. See "SQUEAL".

SIZZLING: Like the sound of bacon frying, this is usually only detectable with the engine off. Oil may be leaking onto the exhaust manifold or a

minor coolant seepage may be occurring.

SQUEAL: This sound is usually related to brakes and belts. On the former, maybe you're down to the pad wear indicators. Or the discs and semi-metallic linings aren't getting along due to poor rotor finishing or washing, an assembly error, a troublesome friction formula or the like. Squealing is certainly common in disc brakes, but clunking can also occur on initial application if the shoes are loosely mounted. In the case of belts, check if they are loose, worn or contaminated.

TAP: Much the same as a click, sort of like beating on the intake manifold with a screwdriver blade, this is usually valve train-related. Think about stuck lifters or an adjustment that provides too much lash.

WHINE: Not what an impatient 3-year old does but just as annoying. This is a hard one to pin down, but it's apt to come from worn ball or roller bearings, mismatched gears, too light a lube in a manual gearbox (ATF, maybe?) or alternator bushings getting ready to go.

WHIR: The sound made by happy mechanicals. It's one of the few noises you probably shouldn't worry about.

WHISTLE: Usually occurring at higher speeds, it's probably wind noise. But do double check if the latches and tumblehome (??) are properly adjusted. Are the body gas-kets in good shape?



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*

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Events & Activities 2017

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.

VOLUNTEERS TO ORGANIZE/LEAD EVENTS ALWAYS WELCOMED!
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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). 2017 DATA SHOULD BE AVAILABLE END FEB.

Jan	Tech visit – CANCELLED
Feb 6 Feb 11	Darts and Pizza Night – St Anthony's Interclub Darts Tournament—Barrhaven Legion
Mar 14	Tech visit – TBA
Apr 22	Spring Dinner - location TBC
May 14 (15) May 24	Spring Drive Concours judges' training – St Anthony's
Jun 09	OJC Concours Meet & Greet - Jaguar Ottawa (TBC)
Jun 11	OJC Concours and Family Day – Cumberland Heritage Museum
Jun 25	"Wheels on the Mississippi" - drive, show and picnic
Jul	2nd Annual "Growler Club" golf tourney - details /date TBD
Jul 15	All British Car Day (ABCD) – Britannia Beach
Jul 28	Glengarry Highland Games – British Car Day - Maxville
Jul 28-30	Weekend Tour - Eastern Townships / Granby Car Show
Aug 11-13 Aug 20	Gatineau Car Show weekend - day TBD Boot 'n' Bonnet British Car Show – Kingston
Sep 05	Hazeldean Mall British Invasion and Pub
Sep 16	Multi-UK car clubs drive
Sep 30	Eurocars Oktoberfest Drive & lunch - TBC
Oct	Fall Colours Drive and lunch - details TBA
Nov 12	AGM and Sunday Brunch - St Anthony's
Dec 09	Christmas Dinner - Hunt Club



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