

# Jaguar Jottings

March 2017

[ottawajaguarclub.com](http://ottawajaguarclub.com)



## *In this Issue*

|                                                                 |     |
|-----------------------------------------------------------------|-----|
| Contents                                                        | 2   |
| President's Musings                                             | 3   |
| 2017 Darts 'n' Pizza - report / ...from the Internet            | 4   |
| OVTC Interclub Darts Tourney - report / ..from the Internet too | 5   |
| "Fun with Phil" - latest project Daimler                        | 6   |
| Tech Topic - "...forewarned is forearmed..."                    | 7   |
| 2017 Events & Activities                                        | 8/9 |
| Open for Business - club spare parts ordering                   | 9   |
| Market Place                                                    | 12  |

## *Photo Credits*

Front cover - unknown  
 P 2 - Rob Dunlop  
 P 4 - Bob Hiland, unknown  
 P 5 - Mike O'Brien, OVTC  
 P 6 - Phil Karam  
 P 7 - unknown  
 P 12 - Rob Dunlop



## *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.

Karen Wilson  
 777 Otty Lake Side Road, RR3  
 Perth, Ontario  
 Canada. K7H 3C5

## *Jaguar Jottings*

**Editor & Publisher: Rob Dunlop**

613-834-0588

editor@ottawajaguarclub.com

*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 20<sup>th</sup> of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at [www.ottawajaguarclub.com](http://www.ottawajaguarclub.com).

## *Advertising*

**Full Page** \$25/month, or \$250/year (12 issues)

**Back Cover** \$300/year (12 issues)

**1/2 Page** \$15/month or \$150/year (12 issues)

**1/4 Page** \$10/month or \$100/year (12 issues)

**Business Card** \$5/month or \$50.00/year (12 issues)

**Marketplace Ads** are free to members and will run 3 months unless cancelled or renewed; \$10 to non-members.

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





**W**e've actually had several days of temperatures above freezing and a significant amount of melting. Could spring be in the offing? Should we start thinking about uncovering and dusting off our cars? It's probably premature, but fun to think about.

I had an interesting query from an American correspondent in Vermont recently, who is considering buying a 1970 E-type from southern Quebec. It seems that the car's Stromberg twin carbs retain a red sticker announcing that they meet the environmental emissions regulations, but does not specify the country; although probably it's Canada. This prospective buyer did check the US

EPA rules, which state that an antique car must meet the regulations for its period. He is concerned about demonstrating that this car meets the period regulations and the relevant country. Eventually we recommended checking with JCNA, which the correspondent will do. Making cross-border purchases can be complicated. I wonder what the rules in Canada are for such imports; perhaps it is something worth checking?

We recently had a discussion within the executive regarding the Spring Dinner venue. Some folks are becoming concerned about the cost of these formal dinners like the recent Christmas Dinner at the Hunt Club Golf Course. Mind you we all want a classy setting with high quality food. After opening up the discussion, Phil Karam came up with a restaurant including pleasant banquet rooms at South Keys called K & S and at about half the price of the Hunt Club. We have, therefore, booked it for the Spring Dinner, while holding our reservation for the Christmas Dinner at Hunt Club. Let's see how K & S works out for the attendees.

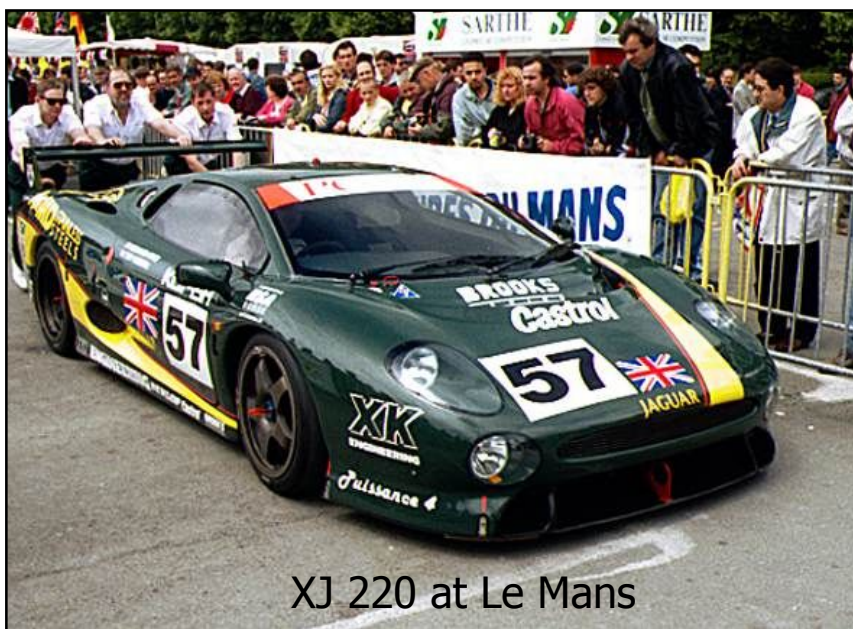
It's amazing how these Jottings issues keep filling up with activities'

reports. We have the rather pointed dart meets commentaries in this issue plus the report of another Phil Karam acquisition! I suspect one of Phil's largest single expenses is the purchase of yearly registrations for his myriad cars. It seems that the once moribund Jaguar has become the largest UK car manufacturer for a second year due largely to the well-executed management of TATA and its free-wheeling policies towards Jaguar. It is satisfying to hold antique car models from a company that has not become extinct and is a competitive player in the modern era.

The JCNA AGM will soon be on this month and we have a well briefed delegate in Lee Harrington. It will be interesting to see what rule changes arise for concours and judging. These could have serious implications for our own concours administration and policies. Let's hope the changes are actually encouraging for entrants and do not become inhibiting. John Blais has the preparations well in-hand for June 11 and with luck we will have really reasonable weather this year.

In spite of the current thaw keep your winter clothing at hand. Looking forward to driving weather in the months to come.

Dave Kenny



XJ 220 at Le Mans

## MARCH EVENT

### TECH SESSION

Time / place TBA

(Due to last minute scheduling problems)

## 2017 Darts 'n' Pizza



Sue and Al Graves chuck arrows

Once again, club members took up the challenge of our annual darts tourney at St Anthony's on a nasty evening 6 Feb, the cast of characters as follows:

**Guy Goodman** – Grand Fromage, organizer, player  
**Christine Goodman** – spectator, cheerleader  
**Brian Goodman** – grandson, player  
**Sue & Alan Graves** – players  
**Lee Harrington** – player  
**Alex Harrington** – spectator, cheerleader  
**Merv Clarke** – player  
**Tony Jeffries** – player  
**Peter Whitworth** – player  
**Bob Hiland** – Pizza delivery, spectator, cheerleader



Guy, Tony, Merv and Peter



Alex (right): "Don't worry Christine, they should double out inside 30 minutes"

After much intense competition amid rousing, enthusiastic spectating (okay, the occasional hoot of laughter) and with few minor injuries, Guy Goodman and Peter Whitworth were crowned the victors with Lee Harrington and Al Graves a close second. Congrats to the winners and a special thanks to Guy Goodman for setting up the competition and Bob Hiland for overall organization and picking up the nibbles.

*(Check out the new Astro-turf flooring ...lawn darts next year? -Editor)*



"We are the Champions.." - Peter Whitworth, Guy Goodman

## ...from the Internet

A couple of members sent in these interesting Jag photos. Thanks to Phil Karam and Lorne Plunkett.

**E-type Speedster.** An updated E-type produced by Eagle E-types in the UK. This one is owned by TV reality show judge Simon Cowell.

**1959 XK150 Estate.** A custom-built one-off constructed in the '60s and still around. (Next page)





## 2017 OVTC Interclub Darts Tourney

5

A scant five days after our own darts event, it was time to take on the other UK car clubs in the annual friendly rivalry for dart playing supremacy and bragging rights, hosted by the Ottawa Valley Triumph Club (OVTC).

OJC representation was limited to three as an obvious ploy of quality over quantity; Mike O'Brien, Lee Harrington and Dave Batten. That said, club affiliation was a tad confused with OJC/OVTC member Dave, resplendent in his Jag T-shirt playing on an OVTC team. Lee and Mike (also an MG club member) made up the sole OJC entry.



"Today's target, gentlemen.."

With competition underway, the Barrhaven Legion echoed with the dull thuds of darts hitting the boards (for the most part), munching pizza (yet again) and guzzled beverages (of various types). Our team of Mike and Lee hung in all the way to the semis before losing out to the winners... the OVTC team of Dave Batten (yes, "our" Dave Batten) and Phil Totten.



Silver-haired Dave amongst the youngsters

Well done to Mike and Lee for a near thing...there's always next year! Congrats to the winners. We can take some comfort in the victorious team comprising at least 50% Jaguar content. Many thanks to the Triumph Club for once again including us in this longstanding and enjoyable annual event.



It's all in the wrist...



Jaguar Mike and others share stories...



The winners..note trophy conveniently hides the Jaguar logo on Dave Batten's golf shirt..

## ...from the Internet too

A couple of members sent in these interesting Jag photos. Thanks to Phil Karam and Lorne Plunkett.

**E-type Speedster.** An updated E-type produced by Eagle E-types in the UK. This one is owned by TV reality show judge Simon Cowell.

**1959 XK150 Estate.** A custom-built one-off constructed in the '60s and still around. Back end from a Morris Minor 1000.



## "Fun with Phil" - his latest project

While my wife Fadia wasn't looking, I went out and bought an extremely rare 1964 2.5L V8 Daimler. I then had to rent a garage to house it in, until the spring, as both my 6 car garage and 10 car tent were full. In the spring and after removing the lawn furniture, I can probably sneak it into the tent while she's not looking. It will also give me a chance to decide how to tell her. Now, never mind her, let's talk about the rare Daimler.

As I researched 'Daimler V8', this is what I uncovered. The Daimler I have has a hemispherical 2.5L V8 engine, designed by Edward Turner, and was first used in Daimler's SP250 sports car. Jaguar bought the Daimler company, dropped the SP250 (as they did not want it to compete with the XKE), and installed the 2.5L V8 in their Mark 2 sedan. The model was known as the "Daimler 2.5L V8", and featured a fluted grille and trunk lid trim, rebadging, sporty driving lights, an upscale interior with finer wood finishing, door paneling, headliner and seats. As like the Mark 2, the car came with heavy chromed bumpers. The handling was much improved over the Mark 2, due to the lighter and shorter engine. Horsepower was rated at 140 HP @ 5800 RPM, and torque of 155 ft lbs @ 3000 RPM. The engine was 150 lbs lighter as well as shorter, with less weight above the front wheels. Later in



1967, when Jaguar introduced the 'S Type' (narrow bumpers) the Daimler was renamed 'V8 250', and it too had narrow bumpers.

Now let's talk about 'rarity'. As for the '2.5L V8' (large bumpers) between 1963-1967, 12,377 were RHD, and 622 were LHD. Mine was the 25th LHD built. As for the 'V8 250' (narrow bumpers), between 1967 and 1969, 4780 were RHD and 105 were LHD. Of a total of 17,884 Daimlers, less than 800 had a manual 4 speed transmission, as an automatic was

deemed to be 'upscale' in the UK. Now, the one that I acquired is a LHD, manual 4 speed with electric overdrive, and wire wheels. I cannot believe that after 50 years, there are any more than 3,000 Daimlers still around. Now finding a LHD, manual, still alive puts the rarity down to around 10 worldwide, with none in Canada, and probably not the USA (other than mine).

Now for the restoration process. checking over the mechanics, brakes, fuel supply, new door-trunk rubber seals, new carpets, and a two-tone paint job. The larger Daimler Saloons often came with a 2-tone paint job as a factory option. I plan on giving mine a similar opalescent silver and opalescent gunmetal treatment.

Phillip Karam




### Daimler

2 1/2 Litre & V8-250  
**SALOON**  
1962-1969

The first new car following the purchase of Daimler by Jaguar June 1960. The last Daimler to have a Daimler designed engine in what is basically a Jaguar Mk.2 body shell. Following it's demise Daimler became badge engineered Jaguars. Known initially as the Daimler 2 1/2 litre which had detailed refinements for the 1968 model year to become the V8-250.

**SPECIFICATION:**  
**Layout:** Four door five seater saloon, front engine rear wheel drive of unitary construction.

**Engine:** V8 ohv in a hemispherical head of 2,548 cc capacity; bore & stroke, 76.2 x 68.9 mm; compression ratio 8.2 to 1; twin SU carburetors; 140 bhp at 5,800 rpm, maximum torque 155 lb. ft. at 3,600 rpm.

**Transmission:** Borg-Warner type 35 automatic gearbox with torque converter and 3-speed planetary gears. The final drive is hypoid bevel; ratio 4.27 to 1 with optional power lock limited slip differential. A 4 speed manual with optional overdrive was introduced as an option on the 1968 upgrade.

**Suspension, Steering, & Brakes:** Front independent coil springs, wishbones, & telescopic dampers with anti-roll bar. Rear live axle located radius arms and Panhard rod with cantilever leaf springs and telescopic dampers. The steering is a Barmen recirculating ball type with optional power assistance. Dunlop disc brakes with Lockheed vacuum servo.

**PERFORMANCE:**

|                  |                   |                 |
|------------------|-------------------|-----------------|
| Top Speed:       | 112.5 M.P.H.      | 4.9 secs.       |
| Acceleration:    | 0-30 M.P.H.       | 9.9 secs.       |
|                  | 0-50 M.P.H.       | 13.5 secs.      |
|                  | 0-60 M.P.H.       | 24 secs.        |
|                  | 0-80 M.P.H.       | 19.2 secs.      |
| Fuel Consumption | Standing 1/4 mile | 15 to 19 M.P.G. |

**DIMENSIONS:**

|            |                                        |
|------------|----------------------------------------|
| Wheelbase  | 86 11 ins.                             |
| Length     | 150 3/4 ins.                           |
| Width      | 50 6 ins.                              |
| Dry Weight | 3,046 lbs. (1 ton 7.2cwt, or 1,380kg.) |

**PRICE:**

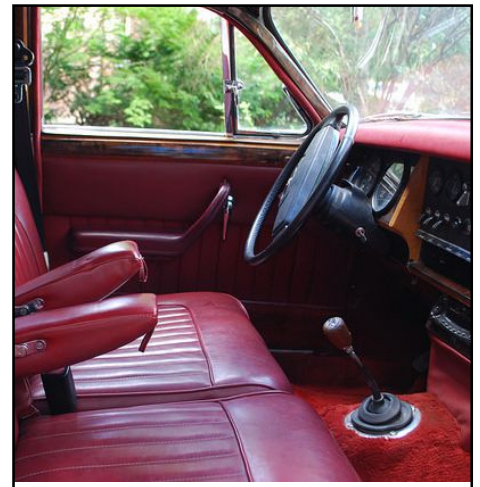
|           |                          |                              |
|-----------|--------------------------|------------------------------|
| On launch | £1,568 19s 7d            | 1968 (upgrade) £1,615 12s 4d |
| Extras    | Power steering £66 9s 2d | Overdrive £44 5s 0d          |
|           |                          | Automatic £82 7s 1d          |

**PRODUCTION:**

|        |        |        |     |       |         |
|--------|--------|--------|-----|-------|---------|
| R.H.D. | 17,157 | L.H.D. | 727 | Total | 17,884. |
|--------|--------|--------|-----|-------|---------|




The Daimler & Leyland Owners' Club



**W**ith snow banks gradually melting away and temps sneaking up above zero, many of us will begin thinking of getting our Jags out of storage and ready for another driving season. A part of that process is reviewing your car's servicing history (you keep records, right?) to determine what is required this year to keep your beast running smoothly and reliably. While the occasional local run is often unproblematic, we may be hesitant at the thought of driving further a field for a few days at a time (like the club's weekend trip) fearing what unknown problem(s) could sneak up and surprise us.

With that in mind, I came across an interesting article in the recent "Barratt Banter" column of "the E-type" magazine of the UK-based club of the same name. While the following article focuses on E-types mechanicals, the issues and principles apply equally to all classic Jags and partly for other more recent models - Editor

This past summer, the E-type Club hosted an 18 day/4000 mile charity run around the perimeter of the UK, with over 70 E's taking part in all or some of the 18 stages. SNG Barratt provided the mechanical support team to help keep the cars running. The report from one of the team mechanics in the Banter column provides useful reading as to what breakdowns were most prevalent. That knowledge can be helpful as we prepare our cars for the upcoming driving season.

Aside from the unavoidable punctures and exhaust system groundings on poor road sections, the problems could be broken down into four broad categories: **brake hydraulics, clutch hydraulics, fuel delivery and ignition.**

**Brake Hydraulics** – several cars suffered brake loss due to contami-



nated brake fluid. Over time, brake fluid absorbs moisture from the atmosphere and, as water boils at 100C, on extended or heavy braking, the water in the fluid can turn into steam, which is compressible, resulting in the brake pedal sinking to the floor on the next application...a heart-stopping experience. Brake fluid should be changed every two years regardless of the mileage, to avoid the problem. If you rely on a dealership/garage, it's worth confirming that this is being done. Black/dark brake fluid is a good sign that a change is overdue!

**Clutch Hydraulics** – while a few cars experienced similar to brake fluid degradation, heat is not of the same concern. Issues here usually dealt with moisture, heavier than hydraulic fluid, migrating to the lowest point in the system, generally the slave cylinder, where the moisture gently corrodes the cylinder wall eventually leading to failure of the piston rubber seal, leaking fluid and impossible gear selection. Again, regular fluid changes are the solution.

**Fuel Delivery** – fuel-related failures could be divided into two categories: fuel pump failure and damage caused by modern fuel.

All classic Jaguars use an electric fuel pump of one sort or another with mechanical points similar to the contact breakers inside a distributor. These points need an occasional clean, often neglected due to the awkward location of the pump. In the

absence of the pump's functioning clicking sound, a sharp rap on the pump may get it functioning but a pre-emptive servicing is preferable. Modern solid state pumps are far more reliable until they fail when substitution is the only solution. Accordingly, a spare fuel pump is a wise addition to your travelling tool kit. Fuel pump connectivity issues cropped up occasionally caused by loose "Lucar" connectors or green corrosion around terminals.

Modern fuel contains "bio" elements and is not as stable as old leaded fuel. Bio elements will evaporate from an unsealed system leaving a shellac-like coating causing submerged fuel pumps and carb float valves to stick. Stabilizing treatments (e.g. *Stabil*) are available but must be added in the correct proportions as overdosing can lead to similar problems. Ethanol in modern fuels can also affect metals in the fuel system, including attacking the lead used in carb float construction causing leaks. Modern plastic floats are a good solution.

**Ignition** – problems involved distributors, coils and plug leads. A couple of coil failures occurred which stopped the cars without warning. As with fuel pumps, a spare in the boot/trunk is a wise choice. A few distributor points re-adjusted themselves and one set melted, caused by the points coupled with a condenser failure. Modern electronic ignition systems are a good alternative, otherwise a box of applicable spares should find a home in your trunk/boot.

In general, with a little preventative maintenance, regular check of oil and coolant levels and a few well-chosen spares the classic Jaguar can be a supremely reliable and a joy to drive over long distances.

Rob Dunlop

(with excerpts from "Barratt Banter", The E-type Club magazine, Feb 2017, author Peter Stant)

## *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!  
CONTACT BOB HILAND (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).  
2017 DATA IS AVAILABLE END FEB.

|                               |                                                                                                   |
|-------------------------------|---------------------------------------------------------------------------------------------------|
| Jan                           | Tech visit – CANCELLED                                                                            |
| <b>Feb 6</b><br><b>Feb 11</b> | <b>Darts and Pizza Night – St Anthony's</b><br><b>Interclub Darts Tournament—Barrhaven Legion</b> |
| Mar 14                        | Tech visit – TBA                                                                                  |
| Apr 22                        | Spring Dinner - K&S Restaurant                                                                    |
| May 14 (15)<br>May 24         | Spring Drive<br>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<br>Aug 20           | Gatineau Car Show weekend - day TBD<br>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                                                                      |

Bob Hiland  
VP and Activities Coordinator

**With winter gradually receding, our spare parts manager, Mike O'Brien has reported that he is now able to access the storage facility and to process requests for our cache of Jaguar spare parts. These parts are listed on the website ([www.ottawajaguarclub.com](http://www.ottawajaguarclub.com)) under the password-protected section. Place your orders with Mike at [ojcstores@ottawajaguarclub.com](mailto:ojcstores@ottawajaguarclub.com)**



JAGUAR CLUB EXCLUSIVE OFFER

---

## WINTER SPECIAL

MULTI POINT INSPECTION: \$69.95

*50% off with oil change!*

# FREE

## 3D 4WHEEL ALIGNMENT

WITH THE PURCHASE OF ANY FOUR NEW TIRES



---

CONTACT US FOR A QUOTE TODAY!

4119 BELGREEN DRIVE • 613 737 4119



## Get Your Jaguar Parts Directly From **THE** Source...



Manufacturers of Thousands of Jaguar Parts and Accessories

*Suppliers for Contemporary and Classic Jaguars Worldwide*



REPLACEMENT COOLING PARTS

NEW EXHAUST MANIFOLDS

REPLACEMENT BRAKE PARTS

STEERING & SUSPENSION PARTS

ACCESSORY ITEMS

**SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE - POSTAGE-PAID • SAME DAY SHIPPING**  
We Are Pleased To Support Your Club Activities And Offer A Discount To Club Members



International Calls: 1-805-544-7864 • North American Calls: 800-444-5247 • FAX: 1-805-544-1664 • Email: [parts@xks.com](mailto:parts@xks.com)

## FOR YOUR JAGUAR

PARTS MADE IN HOUSE  
UPGRADES  
SERVICE ESSENTIALS  
BIG NAME BRANDS  
GENUINE JAGUAR PARTS

PARTS & ACCESSORIES  
FOR  
CLASSIC & MODERN  
JAGUARS

[WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)



[SALES.USA@SNGBARRATT.COM](mailto:SALES.USA@SNGBARRATT.COM)



TOLL FREE: +1 800 452 4787

# Marketplace

*Jaguar Jottings accepts advertisements in good faith. It is in your best interest to make every effort to **check offers personally.***

**Advertising** in Marketplace is free to OJC members, \$10 to others. Ads run for 3 months..

Contact the Editor with your advert and make payments to the Treasurer ([stevefox@sympatico.ca](mailto:stevefox@sympatico.ca))



*Since 1905*

**E.R. FISHER**  
MENSWEAR

**SERVICES WE OFFER:**

Complete formalwear and accessories selection, Made-to-measure clothing and custom shirtings, Fully-equipped on-site tailor shop

199 Richmond Road (at Kirkwood Ave.)  
613.829.8313 • [info@erfisher.com](mailto:info@erfisher.com) • [www.erfisher.com](http://www.erfisher.com)

**FREE PARKING ON SITE**



Club XKs at last fall's Hazeldean "British Invasion"



1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500