

Ottawa



Jaguar Jottings



A Classic Marque Turns "60" See Page 4

March 2021 - ottawajaguarclub.com

In This Issue

Contents	2
Presidents Musings / March's Calendar profile	3
The E-Type - 60 Years On	4
The E-Type - 60 Years On / E-Type Memories	5
The Ladies Corner	6
Dave Bradly's Mark 2 Restoration	7
Dave Bradly's Mark 2 Restoration / Other Noteable March Dates	8
Marketplace	9
OJC Crossword Puzzle	10
Moss Motors & S.N.G.Barratt	11
Events & Activities	12
April Special Event	13
Advertising - Ottawa Jaguar	14

Photo Credits

Front Cover	Classic Driver (Advertising)
P3	Anthony Pearson
P4 & 6	Public Domain
P5	Stewart Robertson, Rob Dunlop,
P5	Wit Lewandowski
P7 & 8	Dave Bradly,
P8	Jaguar Heritage, Classic Driver



If not specified, photos are otherwise credited to the author(s) of the article or advertisement or Jaguar Landrover Ltd. (JLR)

Follow us on Facebook!

<https://www.facebook.com/groups/OttawaJaguarclub>

It doesn't cost anything and it's easy to join. "Just download the APP", then;
 1. Simply follow the "Create new account" tab on the main page and input the information. You will be sent a text to confirm your identity.
 2. Once you have created your account and logged in, you will be able to see and post on our Facebook page.
 3. You will have control of your account privacy as to who can see your information.

Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Clubs of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$60.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director, Jay Hunt. 613-521-6839 (leave message)

Please do not mail cash.

Ottawa Jaguar Club
 24-2420 Bank St.
 Ottawa, Ontario
 K1V - 8S1

Your OJC Executive – 2020

President

Lee Harrington

Vice President

Lee Keeley

Treasurer

Jay Hunt

Secretary

Dave Batten

Membership

Jay Hunt

Social

Josee Dubois

Concours Chair

John Blais

Concours Chief Judge

Rob Dunlop

Webmaster

Lee Keeley

Technical

Phil Karam

Jottings/Newsletter

Ray Newson

Communications & Advertising

Lee Keeley

Family Day

Josee Dubois

& Lee Harrington

Inter-Club Liaison

Dave Batten

Advisor/Ex-Officio

Dave Kenny





March 2021

Another winter month is toast and we are on the home stretch to better weather. The executive has been busy trying to piece together a plan of events that could take place if the relaxed Covid-19 protocols stay in place. The thought is to conduct drives that may include bringing along a picnic lunch or tailgate style lunch while practicing social distancing similar to the Calabogie run last fall. We have reserved the Cumberland Museum site for the Concours

but pushed the timing of the event to September 19th. We are planning for the event to take place however we still realize that it may not happen. That being said Rob Dunlop will be running a judge certification evening in preparation for the event. Jaguar Clubs of North America has changed judge certification to an annual requirement. The executive along with most of the population is optimistic that by September we will all have had the opportunity to receive the vaccine. We are always looking for event ideas so if you have an idea for an event contact Josee or myself and we will try and make it happen. I have been in contact with some other car clubs and they are actively planning show and shine events for July and August. As their schedules come available we will post them on our website.

Jaguar/Land Rover bled billions in 2020 and are not sponsoring any events for any clubs worldwide and their North American Headquarters

are still shuttered. This week Jaguar announced that they are forecasting that they will manufacture only electric powered vehicles after 2025. My personal opinion is that going electric has issues that need to be addressed. Range, charging station availability, grid failures, required charging times and road taxes just to name a few, so I will have to wait and see if a dinosaur like me can be convinced to go electric.

On a restoration update my engine is close to being ready to be sent out for the bottom end rebuild. I have replaced the oil filter with a spin on system. I have discovered that my compressor is undersized for efficient sandblasting so a new one is on the way. My powder coating equipment and material has arrived and it will soon be time to play. I am on the hunt for a junk stove that has a working oven for baking the powder coating.

Please be safe and healthy everyone

Lee

March's Calendar - Profiled



1974 Jaguar XJ6 L
Owner: Anthony Pearson

1974 Jaguar XJ6 L in Primrose Yellow

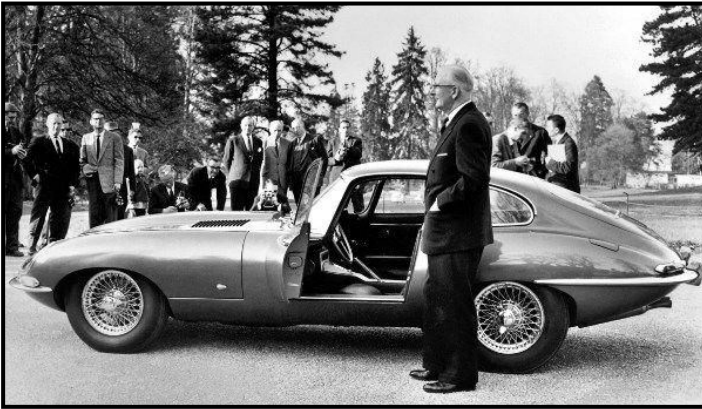


Owners Anthony Pearson and Carmen Parsons have been a member with the OJC since 1989.

They have graciously provided us with a picture of their 1974 Jaguar XJ6 L four-door saloon in Primrose Yellow. Anthony bought it from the original owner, Ron Sierolawski, an old-time member of the club, in September of 1988, which is when he first joined the Ottawa Jaguar Club. The car was on wedding duty in August 2019 (not for the first time) for his daughter Alexis in the Montreal heat.

Great story. Wow, and what a great car to use at a wedding. Love it!

Thanks to Anthony Pearson for his participation with our OJC calendar!



Sir William Lyons debuts the JAGUAR E-Type
March 1961

The E-TYPE – 60 YEARS ON

To look at a Jaguar E-type today, it's smooth, flowing sensuous lines, low, cat-like stance and uncluttered, clean bodywork contrasts dramatically with the boxy SUVs, towering pickups and angular, bling-adorned sedans that make up our modern vehicle population. The visual impact was no less dramatic 60 years ago this month, when the E-type made its sensational first public appearance at the Geneva Auto Show, prompting the famous comment by Enzo Ferrari about it being the most beautiful car in the world. By comparison, the typical car in 1961 was small, upright and as aerodynamic as a brick with the performance to match. The Jaguar E-type's sensual, flowing curves and race-proven performance at an unbelievable price set a new industry standard for a production, high performance automobile. Equally important, the introduction of the E (or the US-preferred XK-E) to the US market at the New York Auto Show a month later created an equally massive sensation with immediate sales of a full year's production.



New York Auto Show—April 1961

Dunlop disc brakes and a newly designed fully independent rear suspension, all together producing performance,

Not just a pretty face, at the heart of the E was the latest 3.8 litre 265 bhp version of the renowned twin cam XK engine, responsible for five Le Mans wins, race-developed

handling and ride comfort in a sports car far exceeding anything on the road at the time. It compared favourably to, if not significantly better than, contemporary exotic sports cars like the Mercedes 300SL, Aston DB4 and the Ferrari GT, at half the price. The E-type became the motoring icon of the Swinging '60s, driven by the rich and famous; the car to have and be seen in.



Available as a convertible (Open Two Seater, OTS), hardtop (Fixed Head Coupe, FHC) and later a stretched coupe (2+2), the trend-setting sports car was a tremendous success for Jaguar. With

72,000 built from 1961 to 1974 in three (and a half) series. Series 1 and 2 featured the 3.8 and 4.2 litre versions of the six-cylinder XK engine, replaced by a 5.3 litre V12 for Series 3 in 1971.

So how has the E-type fared over the intervening 60 years? While extremely popular today, it was not always so. The sensational reception of the sixties began to slowly tarnish by the mid-seventies with aging technology, a nagging reputation for unreliability and the inevitable rust, particularly devastating for the chassis-less monocoque body. Relatively inexpensive when new, cheap to buy used, many fell on hard times with neglected expensive maintenance leading to rapid decline and an early death. It's difficult to estimate the number remaining today, but the XKedata.com site which stores volunteered E-type stats currently holds over 21,000 cars, or roughly a third of the production.

In financial terms, the large production run compared to contemporary Astons and Ferraris will keep the relative value of a normal E-type low by comparison in today's classic car market. That said, there will always be exceptions, in this case, the early E-types and special light-weight versions. This price of popularity is offset by the generally excellent availability of spare parts due to the large number made justifying an extensive spare parts market. On the other hand, the E is a complex vehicle and despite the good parts availability, the lower value does not justify the high costs of the often necessary professional restoration, and so it goes back and forth. The result is that the vast majority do not live the cosseted heated garage life of a capital investment but continue to be the sports car enthusiast's car, not worth enough to discourage the joys of regular use on the open road ... which is the essence of E-type ownership.

Continued on page 5

Continued from page 4

The global appeal of the E-type was mirrored here in Ottawa and was instrumental in the decision to start the Ottawa Jaguar Club in 1985. Of the original 15 Jag owners at the first meeting, ten owned E-types. While certainly a sensational car, living with these virtually hand built cars can (and often does) present maintenance and repair



challenges, encouraging owners to seek advice and assistance from local like-minded enthusiasts in the form of a club. Critically, we are also blessed with a few experienced and knowledgeable profes-

sional mechanics in the area to play a vital role in keeping these icons alive. Today with our membership hovering around 100, we have 23 E-type owners by last count representing all series and in all conditions from restoration projects to concours competitors.



Rob & Jean Dunlop's E 4 TWO

owners have had their cars for a long time.

Having owned my '68 OTS since 1970, I still get the same thrill peeking at it today, garaged in winter slumber, as I had the first time I saw it gleaming, parked in a New Brunswick barn. This past summer, driving my E down uncrowded back roads under warm sunshine, peering down the long bonnet, the exhaust bellowing as the nose lifts under hard acceleration, it was easy to forget the terrible state of the world, even briefly, to revel in one of man's greatest mechanical creations. Long may she reignand I be around to enjoy it.

Thanks to Rob Dunlop

While putting this article together Rob invited some E-Type owners to share their E-Type story, what was the attraction, why, when and how they came to own such a classic? The response was terrific. Their stories and articles themselves are more than what could be done justice to in only one issue of the Jottings. As a result we decided to run these stories, one or two a month, hopefully through till the end of the year. If you have an E-Type story to share, and have not already submitted one, please forward it to: Ray@Newson.ca. All of the stories will be published randomly. If you have provided your story, please be patient, it will be published and you will be notified in advance.

Ray

Wit Lewandowski shares his E-Type memories ;

I remember when I was about 12 years old, delivering prescriptions for a pharmacy on Barton street in Hamilton, I spotted an E-Type and really took some time to have a good look at it. It was about 17 years later that I purchased my '73 E-Type. Not being that mechanically inclined, I drove the hell out it on the test drive with the owner in the car, thinking that if anything was wrong with it the owner would tell me. I have had to do a fair amount of work to keep it on the road over the years, but still drive it regularly in the summer. When my son was 5 years old, I bought him a go cart mini E-Type through a catalogue and shipped in from Vancouver. It has a 5 horse Honda engine, 2 gears plus reverse and a clutch. He learned how to drive a "stick" when he was 5 years old. He is in his 30's now, but we still have his mini jag and he tells me that I have to keep it.

I think that I have got the "Jaguar bug". Besides the E-Type, I also have an F type and two XJR's which I use to drive seniors to events and doctors appointments in the retirement homes that I've built.

I've also just ordered a 2021 Jaguar F type heritage edition, because I couldn't resist. It's amazing how the E-Type look can influence over time.

Thanks to Wit Lewandowski



What do you know! March has arrived with all its glory and wonderful signs of spring, such as:



Time change



St. Patrick Day (Guinness!)



1st Day of Spring



Maple syrup season

Oh, and there's this, 60th anniversary of the E-Type thing also in March.

Born and delivered in 1961, it is the most beloved Jaguar, our 'precious'.



But wait, there's more, we have AN EVENT!!! Virtual, via zoom, but still an event. Here is a teaser:



Please join us in a virtual wine tasting event. See invitation in the Jottings and in our emails.

Be safe, healthy and sane! Josée

Continued from February's Jottings, Page 7

First an apology from the Editor, Dave Bradley's name was spelled incorrectly in the Header on pages 6 & 7 in last months Jottings. My apologies to Dave. **Ray**

Dave Bradley's Mark 2 restoration continues here:

Next step, fitted the supplied brand new water pump and gasket. No problem.



Core Plug

Next found a core/frost plug that I could easily remove with a finger. Didn't bode well for the water jacket as a hole. Anyway, cleaned this out and tested all other frost plugs. They were fine. I refitted a new one with blue gasket material and a hydraulic pump

braced against the inner wing as there was no space to swing a hammer to get it to "pop".

What wiring was there, I labelled and removed. Clearly all secondary wiring needed to be replaced. God only knows what lay beneath the bitumen/cotton wrapped stuff there. Horrors for a later day.

The most nerve wracking step next was to remove the existing spark plugs. They had all been in there a long time. Steel plugs, aluminum head, 20-30 years of neglect equals stripped threads requiring head removal and helicoil inserts. To be avoided if possible. Patience, lots of it. SeaFoam release-all applied and gentle heat from the top. Three days, twice a day. Gently TIGHTENED each plug 1/8th of a turn and then tried to loosen. Five moved OK, one more stubborn. Same release-all approach and heat. Once out, got new plugs with release-all on the threads and put them in with lots of hand turning. Phew - dodged that bullet.



Still on the fire trail, next was the coil and distributor. Well, it ran 4 weeks prior so leave alone right? Hope that does not come back to haunt me.

< < Ancient Coil

Again, still on the fire trail, next was the generator. This is a positive earth car, and the generator is made of unobtanium, as always, and also coupled to the crappy power steering pump. Leave as is, and see if we can drive it, right? To switch to an alternator and negative earth is REALLY expensive at about \$5k. Nope.

Oil pressure next. This was always known to be good. Drained, new filter and filled. Let sit for ages. Then cranked with no fuel or plugs to get it to circulate and dip sticked each time.

Waiting for carb, fuel and water parts, turned my attention to the rear end!

Switching gears a little (pun intended), I went to the back end and checked out the differential. This was amazingly not leaking. Drained, refilled with Hypoy90 and LSD additive. Verified as powerlock limited slip differential which is a bonus.

While at the rear, I started work on the brakes. Rear calipers were off the vehicle with new old stock 1 1/2" pistons and fitting hardware in the kit of parts. Cleaned everything and fitted, including the new stainless steel goose-neck pipes. Made a mistake with the bleed nipples and forgot to install the ball-bearings. More on that later.



New rear Lobsters



Old rear Pistons

The old handbrake pivot bolts were impossible to remove without drilling. Difficult without a drill press, but take your time and go one drill size down to not ruin the holes. New bolts, pads, handbrake springs and pads fitted. Very important to get the springs the right way round. Had to manufacture my own t-bolts for holding the handbrake pads as these are impossible to get at the moment. Regular bolts with a ground down head to clear the slot worked a treat.



Brake Reservoir

Still with brakes, removed the reservoir, and found the level switch looked like a Christmas tree ornament. Again, new one not required, so simply refurbished the bottle itself and low pressure hoses. Replaced all flex hoses.

Made new hard line at rear with copper/nickel piping and Princess Auto bubble flair maker. Easy-peasy.

Continued on page 8

Continued from page 7

Time for some suspension rebuild.

Front: replaced swing arm bushings, upper & lower ball joints, sway bar bushings, upper swing arm bushings, all shock and absorber mount rubbers. All these came with the car!! Then noticed that engine mounts were really engine rests with no rubber left. Same true of the front subframe V-mounts and front plate mounts. Front assembly really only held on by the steering column - bit scary! All replaced. Worth noting that during the shock absorber removal, it was very easy to strip the lower mount bolts. I was impatient and did not do my usual SeaFoam and wait approach. Ended up replacing most with bolts and lock nuts. Far from ideal, but the show must go on.

Rear suspension :
Panhard rod removed and refurbished. Turns out it was missing several of the heavy cup washers, so replaced and a rough adjustment made on the "threaded pipe" section. This is made of unobtainium so needed to be reused.



Old Panhard

Removed, cleaned, repainted and installed rear shocks including new rubbers all round. Springs looked great and surprisingly the spring rubbers and mount points were all solid.

Old Rear Shocks > >

Brakes: looks like the vacuum boost and vacuum reservoir were missing altogether. I decided to not put them in for the safety - hope that doesn't come back to haunt me. Working out at the gym to make sure my leg muscles are up to the task.



Brake Distribution

Moving on to power steering, exhaust, SU carb issues and sparks from this century.

Thanks to Dave Bradly

More to come in future Jottings as Dave's project progresses.

Other notable March dates for Jaguar include:

The 25th anniversary of the introduction of the Jaguar XK8 (Project code X100).

The XK8 was introduced on March 6th, 1996 and available for sale in October of that year. Jaguar's replacement for the long running XJS (21 years) was the first generation of the XK series. The XK8 shared the platform with Aston Martin's DB7, both derived from the long standing XJS platform.



The 20th anniversary of the introduction of the X-Type (Project code X400).

The X-Type was unveiled at the Geneva Auto Show in February of 2001 and available for marketing in March of that year. The X-Type was Jaguar's first transverse mounted engine and all wheel drive vehicle. The X-Type was built on a modified Ford Mondeo platform. (Ford owned Jaguar at that time). It was also available in a station wagon model, another first for Jaguar.



2008 Jaguar XJ - Vanden Plas For Sale

The car has new winter tires on OEM rims, has new aftermarket summer wheels and tires with only one season on them, new brakes (pads rotors and calipers) front and rear, 2 new key fobs.

195,000 kms, body has very minor rust where paint chips are, overall in decent condition.

Full disclosure, some gremlins in the vehicle; intermittent warnings come on the dash, when passenger door opened an airbag lights, it usually goes away. Air bag suspension works fine, but deflates over time. Small clunk in right front developed recently. Willing to repair clunk and sell certified if required.



Asking \$5,000 – Contact Tom at Doug's Auto Repair 613-820-4810



YOUR ADD HERE!!

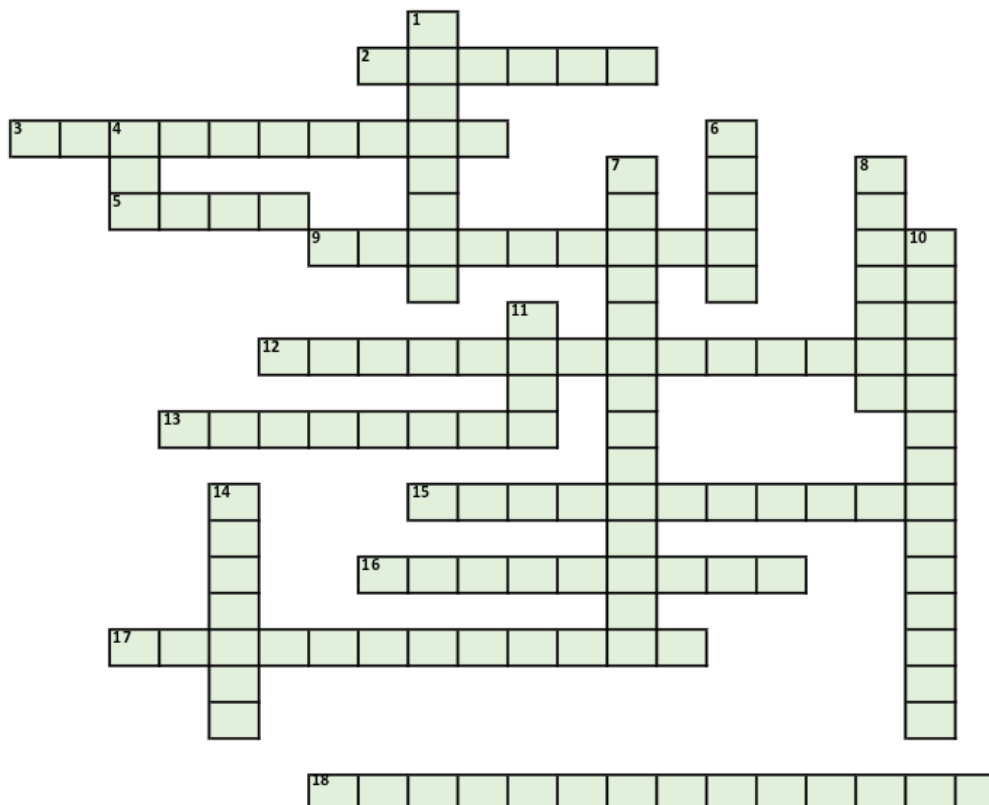
OJC Billboard Inc.

Advertising in Marketplace is free to OJC members, \$20 to others.
Ads run for 3 months. Contact the Editor with your advert (editor@ottawajaguarclub.com)
Forward payment to the Treasurer: Jay Hunt, 24-2420 Bank St. Ottawa, Ontario K1V 8S1

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

Test and /or expand your Jaguar knowledge. Thanks to *Josee Dubois* for putting this challenging crossword puzzle together. Watch for the April issue of the Jottings for the answers to this month's puzzle.

OJC CROSSWORD PUZZLE



Across

2. What is a hood called on a Jaguar?
3. In 1952, for the first time an international motor race was won by a Jaguar fitted with what device?
5. When did the Jaguar first win the Le Mans 24hour race?
9. Jaguar changed their name at the end of which major world conflict?
12. Jaguar originated from which company?
13. What nickname did Steve McQueen call his 1957 XKSS?
15. In 1952, in which race did Stirling Moss and Norman Dewis compete in a C-type Jaguar?
16. What is the Jaguar mascot?
17. Who designed the E-type Jaguar?
18. Simon Cowell owns what type of 1965 Jaguar?

Down

1. The Jaguar headquarters is currently (2021) located in which city in England?
4. Which model Jaguar was produced in 1931?
6. Which Jaguar car held the record for fastest production car from 1992 to 1994?
7. What is the slogan for Jaguar?
8. What is the Jaguar founder's first name?
10. Which Beatles member owned a 1964 E-type that had a built-in record player?
11. What is a trunk called on a Jaguar?
14. Which auto manufacturer did Jaguar buy in 1960 and carried it as a sister company?



*Jaguar Owners
have our full support!*



**CLASSIC
JAGUAR**

*With Moss Motors' professional sales staff, engineers, technical team, and a long legacy of service, Jaguar owners can expect top-tier parts selection and availability. And with two warehouses, our delivery is fast across the country. **Long live the Jaguar.***

XK120, 140, 150 / E-Type / Early Saloons / XJ6/XJS / XK8 / Late Models

800-444-5247 | www.XKs.com | parts@XKs.com

**S·N·G
BARRATT**
GROUP

buy parts online at sngbarratt.com



Planned Events & Activities –2021

12

Due to the continuing COVID-19 restrictions all events are dependent on social restriction in place on the event date. Below is a tentative schedule of events for 2021, you will be kept advised of any changes.

NOTE: The OJC Concours has been rescheduled to September 19th. OJC Judges training is rescheduled into May - Date, time and location to be determined. Please update your Events Calendar.

“Special Notice - See the April 17 Virtual Event”

March	17th	Wed.	OJC General Meeting	A Zoom Meeting will be held, more information to come.
April	14th	Wed.	OJC General Meeting	Time & Location to be announced
	17th	Sat.	An OJC Virtual Wine Tasting Event	7PM, Your home, see page 13 for more information
May	15th	Sat.	OJC Spring Dinner	Time & Location to be announced
	30th	Sun.	OJC Spring Drive	Time & Location to be announced
			OJC Concours Judges' Training	Date, Time & Location to be announced
June	19th	Sat.	OJC Club Brunch	Time & Location to be announced
July	10th	Sat.	All British Car Day (ABCD)	Time & Location to be announced
	14th	Wed.	OJC General Meeting	Time & Location to be announced
	24th	Sat.	OJC BBQ Party	Manotick, Ontario
	31st	Sat.	OJC Summer weekend drive or Rally	Time & Location to be announced
August	8th	Sun.	Boot 'n' Bonnet Show	Kingston
	14th	Sat.	OJC Club Picnic	Time & Location to be announced
September	7th	Tues.	Hazeldean British Invasion & Pub Dinner	Hazeldean, Ontario
	15th	Wed.	OJC General Meeting	Time & Location to be announced
	19th	Sun.	OJC Family Day & Concours	Cumberland Heritage Museum, Cumberland, Ont.
October	2nd	Sat.	OJC Fall Colours Drive	Time & Route to be determined
	17th	Sun.	OJC Club Brunch	Time & Route to be determined
November	14th	Sun.	OJC 2022 Membership	May be paid anytime now
	22nd	Mon.	Interclub Trivia Challenge	Time & Location to be announced (organized by OMGC)
December	11th	Sat.	OJC Christmas Dinner	Time & Location to be announced
	21st	Tues.	First Day of Winter	Looking forward to spring
	25th	Sat.	Christmas	OJC Wishes you all a Merry Christmas
	31st	Fri.	New Years Eve	Drive Carefully & All the Best in the New Year

The official list is included in your 2021 Calendar for a quick reference.

Jaguar Jottings

Editor & Publisher: Ray Newson
613-720-5396
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 25th of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at 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; \$20 to non-members.

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



A March Special Event

13



VIRTUAL WINE TASTING EVENT

April 17, 2021 AT 7:00 PM

Join us for a Sommelier led tasting of 3 premium wines from Ontario, led by Debbie Trenholm, sommelier & owner of Savvy Company (www.savvycompany.ca) and a member of the Ottawa Jaguar Club.

During this tasting, you will meet the makers of the wines.

The wines will be delivered to your door a couple of days prior to the event.

Zoom invitation to the event will be sent to participants after confirmation of payment.

Cost: \$100 per household plus HST and delivery

RSVP & for more information :

ojcactivities@gmail.com

BRING THE TASTING ROOM TO YOUR LIVING ROOM

Invite your guests, grab your glasses, and let's try some wine!

Website under construction

Please note that our old and tired website is no longer being updated due to technical issues. As such, a new website is being built and should be completed by the end of March. Please be patient if you are unable to access the site or are experiencing difficulties while it is being rebuilt.

Thanks to Lee Keeley for taking on this task.



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

Ottawa Jaguar Club Members enjoy discounts on parts and labor for work performed by Jaguar Ottawa. Club members must show their membership card to receive the discount. You will receive a 10% discount on labor rates. Parts, used at time of service, will be priced at cost plus 10%.