

Ottawa



Jaguar *gottings*

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see the full article on page 5*



The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

February 2023 - ottawajaguarclub.com

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2023 OJC Memberships Are Due

2023 OJC Dues are \$30 and can be paid by Interact e-transfer to ottawajagclubtreasurer@gmail.com or by cheque mailed to;

Ray Newson, OJC Membership
16 Goldora Private
Kanata, Ontario
K2T 1K8

Membership with the Ottawa Jaguar Club entitles you to enjoy all of our regular and numerous activities that include regular meetings and summer drives, to name only a few, along with a copy of our on line monthly newsletter, Jaguar Jottings.

If interested in joining our club please contact Ray Newson via email at: membershipottawajagclub@gmail.com for additional information and an application form.

Your OJC Executive – 2023

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President's Musings

February 2023



I have been meeting many members the past couple of months in my role as club President - and I am hearing from many of you that own an XJ-S! Or possibly an XJS after 1991 when Jaguar dropped the hyphen. It's not surprising that this model is well represented among members - they sold very well and for a very long run of over 20 years! This is so remarkable today when car designs last barely 3 years without a facelift or redesign.

But what a road presence this model has today. Often criticized in the automotive press back in the day as being an inelegant design...after the E-type before it, how could it compare! But the design has come into its own as the decades go by...and to be sure, 2025 will mark 50 years since it was revealed in 1975. I want to get a ride in one (or a few) this summer on our drives. I want to look down that long hood and feel the heft of a car made for transcontinental travel in grand GT style!



This XJS belonged to Mike O'Brien. See Mike's story behind this beauty next month!

Ben Farmer

A Message From The Publisher

Another issue (my 2nd) has been uploaded to our web-site. I thought I would briefly let you know how I came firstly to own a Jaguar and secondly to land this amazing voluntary position as publisher of Jaguar Jottings, now approaching its 24th year on the Ottawa Jaguar Club web site.

In 1964 I saw my first E-type Jaguar that I knew as the XKE. Ever since then I have a place set aside in my heart for Jaguar having been born just outside London, England. In 1978 a colleague of my former employer purchased a brand new Jaguar VDP. I asked him to sell it to me when he got tired of it. He never got tired of it. Skip a few years to 2014 when a colleague of mine who shared similar interests in cars spotted a new F-Type sitting out at the front of the office. At lunch we went out and looked it over. My desire to get a Jaguar increased 10 fold that day. In 2018, after having retired from architecture for 2 years, I had the opportunity to test drive an XE and an XF. At first I liked the XE but soon realised it was too small for our needs. We had a large Airedale Terrier that we needed to travel with and her kennel folded down would not fit in the XE. I went to some car shows and measured trunk space in a lot of cars but only the XF had the space I needed. Even the SUV's didn't have enough considering the dog had to travel in the back seat. I searched around for a year until I saw an ad in a local Jaguar dealer for a never been owned 2017 Jaguar XF 35t. I couldn't pass that deal up and using the excuse that it was to be a one year early 40th anniversary gift to ourselves we went in and paid cash for it. So far it's been the best car I've ever owned and my wife loves it too.

Last year I decided to look into the Ottawa Jaguar Club and soon learned after going on the fall drive that the position of publisher was up for grabs. I bit the bullet, joined the club and announced that I was available. Hopefully I will be around to publish our 25th anniversary edition.



David Seabright

The Future of Jaguar is Electric

Jaguar is pressing ahead with its scheme to evolve into a luxury electric car brand as its CEO updates us on the state of play. Jaguar will give the first preview of its new, all electric future later this year, the firm's acting CEO has revealed. Speaking as Jaguar Land Rover announced improved results in the third quarter of its 2022-23 financial year, Adrian Mardell said that the process of reinventing Jaguar - labelled Project Panthera – is running on schedule, and that the investment required in engineering in order to maintain this progress is viable. He also suggested that Jaguar Land Rover will give an early glimpse of Jaguar's future later this year, instead of in 2024 as expected. "Our intention to pivot Jaguar to a full EV brand remains in place," Mardell said. "We already have advanced models which are being tested under research in several markets and we will finalise the model line-up over the next three to six months. We'll begin to share that information, perhaps with a sneak preview, later this year. You will see a first Jaguar product in 2025 and then further products after that."

"Source Auto Express"

Here is the new 2023 Jaguar I-Pace



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Focus: The E-Type

MY FASCINATION WITH E TYPES

When I finished writing final exams for my Mechanical Engineering degree in late April of 1961 at McGill, I wandered down Mountain St. to visit the E Type display at the Queen E hotel. After drooling figuratively over the car I vowed that some day I would own one. I then went home to Ottawa before starting work in Niagara Falls to console myself with trading my 1951 Chevy power glide for a used 1959 TR 3A. A year later I traded the TR 3A for a new 1962 Volvo PV544 as Keitha and I planned to marry the next year and it was time to become practical. She learned to drive on the Volvo and loved the butter smooth four speed synchromesh shift. After that life was family, boring American sedans, career and fascinating work designing jet engines.



In the fall of 1996 as retirement approached in 1999 I stumbled over a 1967 (so licensed but actually a 1966 according to Jaguar Daimler Heritage) E Type 2+2 in my mechanic's shop. In the end 2 weeks prior to Christmas I bought it as the owner had decided that after 12 years sitting in the garage it was time to go. Over the next 2 years I had the engine completely rebuilt with a modern electronic ignition assembly and the body restored from bare metal including brakes and clutch, etc. After retiring in June of 1999 we moved to our original hometown, Ottawa, and I discovered the OJC. Within a year I also discovered the concours and tried an entry. After a miserable score and much critique of my weak attempt at restoration I was bitten by the perfection bug. Meeting Ed Theoret was a great stimulant as he enjoyed helping others with achieving perfection.

In the middle of this Concours learning I had my first experience with summer overheating of the engine, which coincided with a trip to the Stowe, Vermont British Invasion car show. There I discovered a vendor for the Cool Cat aftermarket electric cooling fan for Jags. My original engineering profession being aerodynamics I had realised that the appalling excuse for a fan on the original Lucas unit with two perfectly flat, cheap blades would be incredibly inefficient in pumping air. The Cool Cat unit is an assembly of 28 proper airfoil blades, which on testing pumped 10 times the airflow of the Lucas unit. Installing this unit significantly improved the cooling of the radiator.

Over a period of 7 years, I gradually perfected the car, while learning copiously about getting paintwork past the sharp-eyed judges, etc. Keitha became my critic with her natural eye for perfection in everything she did. I finally realised that getting a high Championship score put me into an extremely competitive activity with regular helpful and critical comments from other members and judges, which were usefully applied to the car and finally in 2008 I reached my goal with a Championship score of 99.80.

One interesting challenge I discovered, while doing the final preparations for that final Concours entry was that the upholstery in the rear hatch "boot" area was looking rather tired. So, I took a smaller piece of upholstery from elsewhere to my local Benjamin Moore paint dealer and had him "read" the color. He successfully did this and made me a liter of water base rapid drying paint. I then recoated the rear hatch upholstery, which came out looking like a new piece.

continued next page

Focus: The E-Type (continued)

Within this time period one day, with the engine running very roughly after I parked in my garage and exited the car, I opened the bonnet to find a mixture of oil and coolant gracefully and copiously flowing out of the carburettor air inlet. Another tear-down of the engine was the remedy and the culprit turned out to be that during the original engine rebuild in a British car shop in Laprairie, Que. the mechanic had not noticed that the mating surfaces of the head and block were subtly corroded allowing these fluids to flow over the gaskets and into the cylinders. At that point the folks at Global Auto cheerfully suggested that I could put a second mortgage on my house. After very carefully re-machining these surfaces and raising the compression ratio to 10 plus, re-machining the intake manifold and head surfaces as well, all of the surfaces were sealed and the engine ran normally. That fall the car was stored with an optimistic plan to actually drive it the following summer. As part of this major refurbishment Global Auto also put the rear axle assembly out of its major oil leak misery as a bonus.

I was to learn that such a drastic reworking in the engine compartment was not to be finished with primary causes. The following summer was spent finding out why a new battery could not hold its charge resulting in anemic starter action and several push and boost starts by willing club members and in one case the push by a fellow motorist on the Champlain bridge in Montreal. Eventually Rob Staruch discovered that during the rebuild the previous summer the ground connection for the battery was not securely deoxidized and tightened on the firewall inhibiting the ability of the battery to be charged. Shortly before this discovery I had replaced the groaning Lucas starter and the matching Lucas alternator with a rebuilt GM Delco alternator of double the capacity and a matching rebuilt Toyota Nippon Densu geared starter (I did refurbish the Lucas units and stored them). The overall result was a reliable driver; for a while. Then I discovered another challenge of an E Type overheating engine on a humid and hot summer day, while Keitha and I drove it on a 2,000 mile round trip to Nova Scotia for a family reunion. Eventually Rob stripped the water pump to discover a serious lack of vanes on the rotor. After rebuilding this latest offense along with a new thermostat, Otter valve and control relay the car could actually be driven for several hours in the summer without some new challenge. One final challenge awaited the attainment of the golden prize of reliable driver for both Keitha, the passenger, and me. The lack of a proper door opening retainer on both sides had bedeviled us for ingress and egress of the car. Lee Harrington generously supplied me with the correct retaining spring devices on hearing of this latest issue at breakfast. On the attempt to install them I discovered that an additional rather subtle bending of the spring was required to actually hold the door open particularly on our sloping driveway. Since then, with some minor improvements applied on my own, it has become a reliable driver and 59 years after I fell for that display E Type at the Queen E in Montreal, I can enjoy simply driving an E Type.

A recent improvement is the addition of halogen (H 4) bulbs in the headlights which look exactly like the original Lucas sealed beam units, but give multiple times the lighting intensity. Another is the aftermarket addition of much more powerful front disc brake assemblies, which look like the original cast iron housings. Finally, at the prodding of my Nursing Manager daughter, is the addition of head restraints on the front seat backs, which are German made to slip over the seat backs without disturbing the original leather covering.

contributed by Dave Kenny

My E Type replica engine rebuild -

Putting it back together - Dave Bradly



Dave's Challenger E-Type



Rebuilt Engine ready to reinstall

Rebuild of 1970
Jaguar XK engine
(4.2 litre)

Dave's E-Type replica is officially a Challenger E Type (endorsed by Jaguar) and built in the early 80's by Dave and his father in the UK with one donor XK6 engine out of an XJ6 Mk1. Ready for a rebuild, Dave documented the removal and tear down in the January 2022 issue of the Jottings. Dave has now recorded the rebuild in a 25 minute video, check it out here: <https://www.youtube.com/watch?v=8HUhj1mBIuM>

Thanks to Dave Bradly for bringing us up to date

Shorts from the past:



This photo is of Lee Harrington with Norman Dewis OBE (3 August 1920 – 8 June 2019) who was a British car test driver and was the test driver for Jaguar Cars from 1952 to 1985. Mike O'Brien and Lee Harrington were at a JCNA annual meeting in Pittsburgh. Norman told a story about the introduction of the E Type for the first time. He was test driving the first E Type in England when he was waved into the pits. He was told that he was wanted on the telephone by Sir William Lyons who was at Le Mans at the time. Sir William said that Mercedes had a new model that was the rage of the race year. Norman was told to get the E Type to Le Mans as quickly as he could. He changed quickly and headed out. Including the ferry crossing, the trip took him across Europe in 11 hours. The E Type was loved by all who saw it.



The Jaguar Clubs of North America consisted of 62 Clubs with three of them being The Ottawa Jaguar Club, The Ontario Jaguar Owners Association and a Jaguar Club in Vancouver. This image shows a meeting of JCNA in Pittsburgh in 2008. Mike O'Brien and Lee Harrington attended.



Adrian Hollington Sawyer lives just north of Kemptville. He is very knowledgeable about MGs and the older Jaguars. He has been helpful to members of the Ottawa Jaguar Club who want to work on their own cars. This picture features him (in green) helping a member with his XJ6.

Darts & Pizza Event

A well attended Inter-club Darts & Pizza event was hosted by the Triumph Club. Watch for the exciting report in the March edition of Jaguar Jottings!

Mike O'Brien



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A Mike O'Brien Project



Mike O'Brien's S Type in Primer.



Mike O'Brien's S Type at the Paint Shop
29 July 2010.



Mike O'Brien's S Type painted.



OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
ANTIQUE CAR ADS	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

*Advertising in Marketplace is free to OJC members, \$20 to non members.
Ads run for 3 months. Contact the Editor with your advert (Ray@Newson.ca)
Forward payment to the OJC Treasurer: 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

Tech. Talk

My name is Haig and I am in the midst of purchasing a 1994 xjs convertible 6 cylinder Automatic transmission. I was wondering if there is a garage that specializes or knows xjs models well. Any thoughts on a 94 xjs 6 cylinder? Is it more reliable than the 12 cylinder? Thanks, Haig.

Phillip Karam answers:

Greetings Haig. Most definitely the 6 cylinder is more reliable and less maintenance than a 12 cylinder XJS. Not only the complexity of the 12 cylinder but also the 6 cylinder has regular outboard rear brakes rather than rear inboard brakes that are a pig to service. Keep in mind this car you are looking at is 30 years old. If you do decide and depending on where you live, I am sure that I can recommend a place to have it serviced.

Technically yours,
Phillip

Looking Ahead to the Events of 2023

The 2023 program definition and development is in its early stages and we are actively seeking member suggestions and indications of what members would participate in or volunteer to run. Currently we are looking at a balanced program of short, medium and long drives, club shows and trips to shows and competitive events, weekend trips to places and events of interest, joint events with the Jaguar dealers, some form of technical program, regular club meetings every couple of months or so and more. Remember all members of the club have the right to participate in any of the events and extract the value and enjoyment that can be achieved this way.

A Gallery of Events That We Could Look Forward To This Year



New 2010 Jaguars at Britannia Park July 2010



Gathering at Gatineau Airport July 10 2010



E Type belonging to Bob Hiland (in the white T Shirt)



Chuck Robinson's Bentley



Gathering June 2010 Ottawa
Jaguar Left to right Wendy VanderMeullen, Louise Larabie, Jean Dunlop, Guy Larabie



Phil Karam and friend



A gathering in December 2009
Faddia Karam, Phil Karam and John Smiley



Ed Theoret on the left



Marc and Sheila Chappell's home
Sheila Chappell in white



Jaguar Jottings

Editor: Mike O'Brien
Publisher: David Seabright

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 23rd 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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Submit advertisements to the Editor and your cheque to the treasurer, or e-transfer to: ottawajaguarclubtreasurer@gmail.com



OJC Discounts

As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Supporting businesses do have a list of our members, your membership will be verified at time of purchase.

Jaguar Ottawa - You will receive a 10% discount on labour rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.

Jaguar Hunt Club — Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, 10% off parts and labour.

Stinson Fuels— 4726 Bank St., offers a 10% discount on any kind of specialty oil.

CAA-North & East Ontario—You will receive a group discount based on your CAA membership level. See our OJC website in the Member Information Section for more information and membership application. ***Our discount is based on a minimum of having 10 members subscribed.***

Don't forget, CAA membership includes much more with many discounts on Hotel stays, vehicle service and more. Members also enjoy 3¢/L discount on fuel at Shell Service Stations.

Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page. If you have Facebook, just search for 'Ottawa Jaguar Club'

Breakfast Is Served !



The Ottawa Jaguar Club's weekly breakfast meeting is held every Wednesday at 8:30am at Stacked Smoked Meat & Grill 2679 Bank St. Come and enjoy the banter, swap ideas, help solve the problems of the world.

Club Clothing and Regalia

All clothing articles will have the club logo, shown on the right (lower), embroidered on the article in either your choice of Silver or Gold on the upper left shoulder.



The cost that we are being offered by our supplier is lower than the manufacturer's suggested retail. The embroidered Logo is included in the price, shipping and HST are not. These articles are provided as a benefit to our members.

For all pricing and ordering information, contact Mike O'Brien at: 613-601-5745 or ottawajagclubsecretary@gmail.com



Core 365 SOFTSHELL JACKET

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The order form follows on the next page.



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Fersten adult brushed cotton ball cap. It feels good and is adjustable. The logo will be the Ottawa Jaguar Club as seen up below.
Too Many colours to count



AJM poly ripstop ball cap. A comfortable cap with good air transfer through the back.



6 Colours available

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