

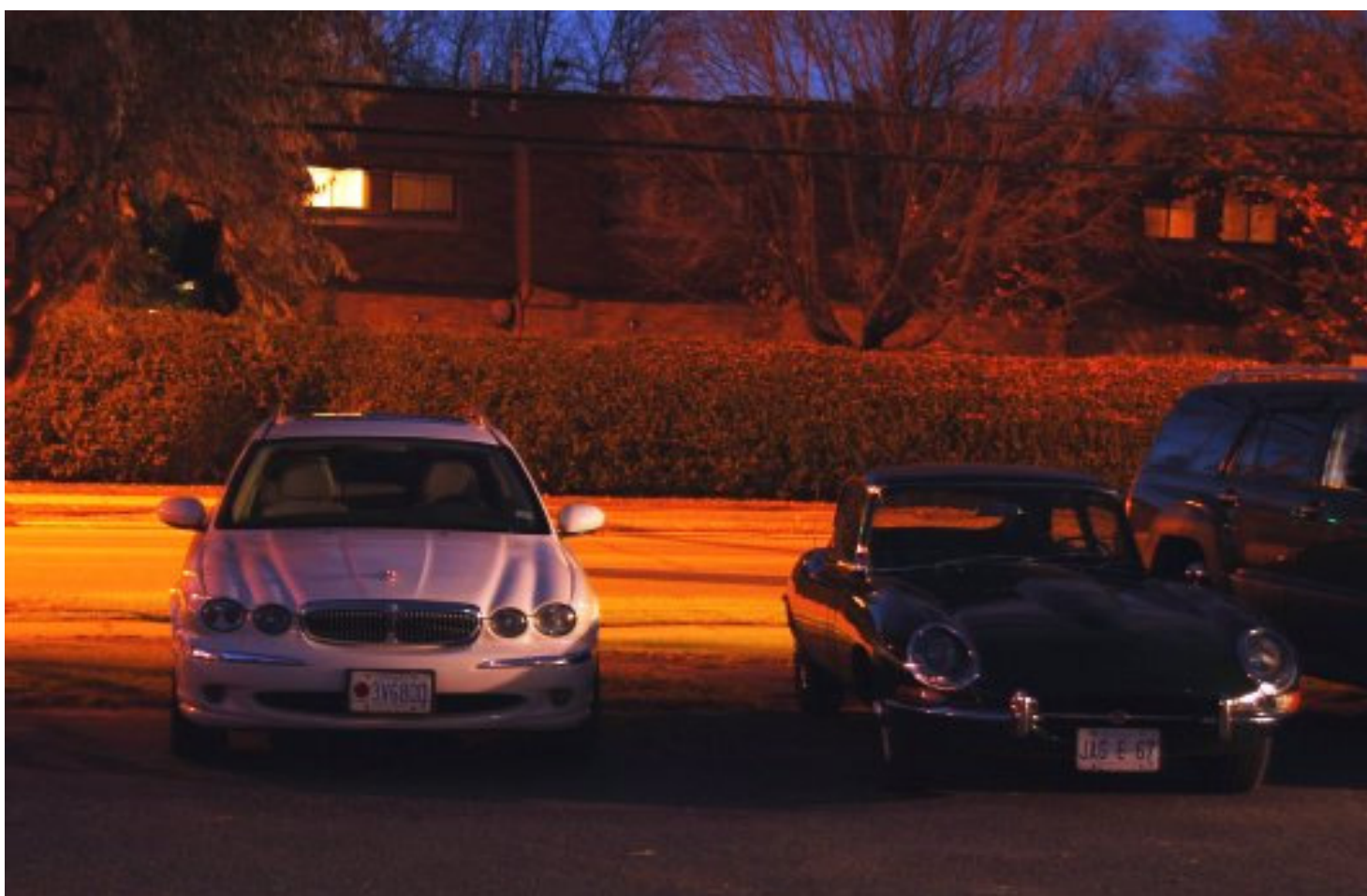


www.ottawajaguarclub.com

Jaguar Jottings

December 2010

1985–2010: Celebrating 25 years!



Highlights ...

In Search of New Wheels, 3
2010 AGM - Ladies Survey, 4
AGM, Dinner and Awards Night, 5
Editor's Musings, 7
A Much Requested Recipe, 7
Marketplace, 8
President's Musings, 9
A Special Note from Paddy & Stewart, 9
Brown's Marina Ltd. Tech Tips, 10

Photos: Vikram Ambrose, p. 1; Mike O'Brien, p. 3,4.

X Type and E-type at Night.



Jaguar Jottings

Editor: Frank Basten

(613) 342-0467
fbasten@ripnet.com

Publisher: Paul Davis

(613) 225-3449
pdavis002@sympatico.ca

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February 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.

Advertising

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

Back Cover \$300/year
(11 issues)

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

1/4 Page \$10/month or
\$100/year (11 issues)

Business Card \$5/month or \$50.00/
year

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

*Submit advertising copy to: Editor,
Jaguar Jottings, Ottawa Jaguar Club,
c/o 1127 Albany Drive, Ottawa ON
K2C 2L1
(613) 225-3449
pdavis002@sympatico.ca*



Club Events

January

10 January: NEXT CLUB EVENT: MON, 10 JAN 11, 6 PM. TECH VISIT WITH JAGUAR OTTAWA.

Ever wonder about all those black boxes in the newer Jags? Ever wonder what ADCM, ARTS, ECU, etc. do? Jaguar Ottawa will run a demonstration of their computer systems analysis equipment hooked up to a new model to reveal all and answer those burning questions. After, we'll adjourn to *Liam Maguire's* for a brew.

Membership Dues

Dues are \$50. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

From JCNA:

On the JCNA web site, there are a number of forums you can subscribe to, one of which is the new JCNA Shoppe. When you go to JCNA.com, you will see a list of headings, one of which is the Shoppe, all items of which are available through JCNA. As new items become available, we will be posting announcements on the Shoppe Forum. This will avoid sending out notification to all the club officers. Occasionally, we receive a limited quantity of items ("Specials"). These will be posted, so do not delay your purchase. Please go to the JCNA.com web site and click on the Forums heading. You can pick which of the many forums you want to be copied on, you will then receive a relevant email to that topic.

Steve Kennedy

In Search of New Wheels

Most members of the Ottawa Jaguar Club will know that I am an impulsive (if not compulsive) Jaguar buyer. I joined the Club six years ago after having driven my brother's '88 Series 3 VDP. I then bought two other VDPs and fixed them up and sold them to folks in Texas where gas is cheap. I could go on through the list but won't. Recently I traded my 97 (X300) VDP with Bob Higgs for a MK2 that I bought 5 years ago. I then passed that car on to Lee Harrington for restoration. That left me with a 2005 X type wagon and a 1966 S Type nearing restoration completion. I had driven **Phil Karam's** '95 XJR before it was destroyed sparing Phil. It was magic. So I began my search. There were many but none really nice at a good price. Finally I found a '95 R on autotrader.com in Richmond, Virginia. It had 18,000 miles on the clock and needed only a rear view mirror that was electrochromatic and had the fluid sag blocking the lower half.

The owner was asking \$12,500 US. So how to make this happen? First, I needed eyes on the car without going myself and second, I had to make the trip worthwhile.



The first challenge was the eyes, qualified eyes, that could assess the condition of the car. I had been corresponding with Sherman Taffel in Maryland who is buying Sheila Chappell's Packard and is the North East Region Representative to JCNA. I knew he had a '96 "R" and so I called him. He lives two and a half hours from the car. He told me that David Harrison, the President of the Virginia Jaguar Club lived nine miles



away and he would call him. At any rate after many e-mails and phone calls they **both** went to look. This photo is Sherman sitting in the R. That says it all. He added, by cell phone, that it was a 99.9

show car if the engine was "dusted".

So, challenge number two was getting there and back: twelve hundred kilometers each way. I called Phil Karam who always loves a long trip, in winter, with a good navigator. He has an aging aunt in Richmond and wanted to visit her and her family. I had all

the external chrome from my S Type to deliver to a plating company in Richmond and so we had a worthwhile trip. Oh yes I had spoken with the owner explaining that his asking price was well above the Kelly Blue Book and he agreed but emphasized the condition of the car. He said his bottom line was \$11,000. We settled on \$10,500.

We left early on a Sunday morning in my '99 Astrovan filled with Chrome bumpers and "stuff" and arrived at Sherman's about 5 pm. We had been invited to stay with him and his wife Camellia. They have a lovely home filled with their interests and accomplishments. They also have quite a number of cars, mostly Jaguars. This is a photo of the three of us, before breakfast, on Monday morning in Camellia's art studio. We then headed off to Virginia via Washington DC in morning traffic - a surprisingly quick transit.



The visit to Hanlon's plating was both informative and inviting. The business is small yet efficient. It is operated by two brothers, Tom and Jeff Hanlon with one or two other employees. Tom looked at my bumpers, over riders, tail lights and license plate light and asked pertinent questions about what I wanted. He then confirmed the telephone quote and said that it would be early in 2011 for deliver which matches my return from Florida where I receive a "get in free card" (goods to follow) for HST at customs. Their quote was 1/3 of that provided by Cambridge plating.

Off we went to Colonial Heights Virginia, about 20 miles south of Richmond, where we met David Harrison from the Virginia Club and the owner. We were given a tour of the owner's 78 acre hobby farm



and all his cars including a '92 Corvette ZR1 with 1,000 miles on the clock and a '76 MG Midget in original condition. He has 17 vehicles in all. Paying for the car was interesting.

I had brought two Scotia Bank drafts drawn on a US Bank in Delaware. We went to the owner's bank and presented them. They were the first these folks had

(continued on Page 4)

In Search of New Wheels (continued)

ever seen and it took the manager to confirm that they were valid for immediate deposit.



Back to the farm and off we went to visit David and Una Harrison nearby. They very graciously hosted us to tea and biscuits in yet another lovely home. They have a number of Jaguars

including a 3.6 manual transmission XJS and two X300 sedans. The most interesting cars however were this 1926 Swallow and a 1933 MG L2 (a factory racing car).



It was now mid afternoon on Monday and we were due at Phil's aunts at 5:30 so off we went.

The trip home was uneventful but long. We drove for three hours on Monday night and eventually stopped at a hotel about 11 pm in the Shenandoah Valley in West Virginia. The following morning we set off at about 7:30 and arrived in Ogdensburg at 6:30 pm where I left the R at the Monroe Shock dealer who put the car inside each evening. It was Tuesday and US Customs requires that they have the original title 72 hours prior to importation. The Customs warehouse is only open from 8 to 4 weekdays to accept imports so I had to return on Monday morning to collect the R. Canadian Customs was straight-forward. Since the car was manufactured in May of '95 and was over 15 years old I did not have to enter the Registrar of Imported Vehicles program saving \$195 and more hassle as I waited for inspection and more forms. I paid duty (6.1%) and GST (5%) at Customs and will pay PST when I license the car in Ontario. Customs sets the value based on the bill of sale in US dollars converted that day into Canadian dollars. The R is now home awaiting an E test and Safety and Jaguar Ottawa ran the VIN and determined that it has two recalls: one for an emissions label and the other a replacement EGR valve and throttle spring. We enjoyed the trip although Phil insists that I not buy another car!

Mike O'Brien

2010 AGM - Ladies Survey

Eleven of our ladies who attended the AGM voluntarily completed a written survey to gauge their interests and preferences regarding Club activities. The survey form is on the website. While the sample size is very small, it does represent most of those ladies who most often attend OJC events. The general results follow:

1. OJC Activities – All enjoyed or occasionally enjoyed attending OJC events.
2. Rank Ordering of OJC Activities – Top three events were equally day drives, pub nights and Club dinners. Some interest in concours, overnight drives, car shows. No interest in tech visits.
3. Concours – All had attended and most were more likely to attend if other activities were nearby (sightseeing, shopping, etc.).
4. Day Drives – All would like to see other activities during the drive (coffee/meal stops, shopping, sightseeing, etc.) as well as shorter drives (start at 10 am, drive, lunch, end 3 pm).
5. Midweek Drives – All would support midweek drives (not too long, some day limits).
6. Overnight Drives – Some had participated, most were interested, subject to the destination.
7. Jaguar Jottings – Few read it regularly, some never, but would do so if non-auto articles were included (travel, recipes, etc.). Most indicated they would "possibly" write articles for the Jottings.
8. Summer BBQ – All had attended and would consider an alternative potluck picnic without a preference. Most would contribute to the potluck.
9. Other Suggestions – A trip to Goodwood UK, some craft courses, working with charities.

Many thanks to the ladies for participating in the "surprise" survey. Your input is greatly appreciated and will be very useful to the Executive in planning our activities.

Rob Dunlop

AGM, Dinner and Awards Night

In the past, our traditional Annual General Meeting had all the allure of a gathering of the Roundabout Appreciation Society with the equivalent interest and participation. This year however combining the necessary AGM activities with a dinner and awards presentations produced a much better response from the membership, particularly the ladies. In all, 30+ enjoyed a pleasant social gathering at Mooney's Bay Bistro with good company, good food and limited process.

AGM

Treasurer **Stewart Robertson** presented the annual financial statement and passed on the good news that the Club remains "comfortably" in the black, with a small profit in 2010 (email me if you wish a copy of the statement). President **Rob Dunlop** provided a summary "2010 Year in Review" outlining the Club's activities and events, noting that while social activities were a success, several drives had to be cancelled due to low participation and/or technical difficulties. All in all though, a generally successful year. (Complete speaking notes available on the website.) Vice President and Nominations Coordinator **Chuck Robinson** presented the slate of Executive candidates for 2011 which was passed unanimously. The new Executive is:

President	Rob Dunlop
Vice President	<u>Ed Theoret</u>
Membership/Secretary	Lee Harrington
Treasurer	<u>Steve Fox</u>
Jaguar Jottings	Editor: Frank Basten Publisher: Paul Davis
Webmaster	Mike O'Brien
Concours Chief	Mike O'Brien
Concours Chief Judge	Mark Roberts
Activities Coordinator	<u>Al Graves</u>
Technical Coordinator	Phil Karam
Librarian	Merv Clarke
Ex-officio	Mike O'Brien
<u>Underlined</u> – New for 2011	

PRESENTATIONS & AWARDS

Departing Executive Members

Rob Dunlop presented VP (2008-2010) **Chuck Robinson**, Treasurer (2009-2010) **Stewart Robertson** and Secretary (2009-2010) **Paddy Robertson** with plaques in appreciation of their excellent work, commitment and service to the Club.

Jottings Contributor of the Year – Ray Newson

Ray is a former Jottings editor and has continued to contribute by documenting Ray and Bonnie's travel down south each year. His articles skillfully combine narrative with photos to provide a "you are there" feel. This year's March and April Jottings featured his coverage of the Boca Raton Concours which follow on from his earlier articles of the Amelia Island event as well as monster yacht cruising in Florida. Many thanks to Ray from those huddling in the cold while they are swanning around each winter in the heat down south.

Jottings Photographer of the Year – Alan Graves

On the bottom corner of every Jottings cover you'll see the photo credits and there aren't too many issues that don't have Al Graves' name there. This year he photographed the Hudson Car Show, ABCD and the Hazeldean Cruise Night. He's usually fully engaged helping out with these events but he still finds time to take excellent photos of virtually every car on display and all Club members in attendance. His work in effect documents these events for the Club archives. Many thanks Alan.

(continued on Page 6)

AGM, Dinner and Awards Night (continued)

Spouse of the Year – Catherine Roberts

Jag owners' spouses have to put up with a lot, enduring their mate's passion for eccentric automobiles. Having seen the photos on the cover of the April Jottings of Mark Roberts' magnificent restored E-type engine head with gleaming camshaft covers sitting on their living room carpet, the award clearly had to go to Catherine, his wife, for going along with this. In truth she was probably away at the time (the Roberts were unable to attend, so the award will be presented at the Christmas party).

Bent Piston Award - Vikram Ambrose

This longstanding Club award commemorates the member who in the past year has endured the most pain, hard luck, anguish and hardship often associated with Jaguar ownership.

Vikram bought his 1974 XJ12L in 2009 for \$1,000 which, right off the bat, indicates that he was likely to be a shoe-in for this award at some point. Undeterred, he began putting the car right on a tight budget, somewhat complicated by the fact that he's an unemployed university grad student. This past year, he wrestled with removing front springs, creating an electronic fuel injection system and installing a headliner, all the while recording his work on his own blogsite. Finally, with the car roadworthy, he discovered his car had incorrect VIN and manufacture year info on his bill of sale, preventing registration. After several official letters, the deed was done and Vikram was officially "Jag mobile". In memory of his "monumental" year the Bent Piston for 2010 is awarded to Vikram.

Farewell to Paddy and Stewart Robertson

In expectation of Paddy and Stewart Robertson's departing for Victoria BC next year, the Club recognized their longstanding membership since 1991 and continuous Executive service in various roles throughout by bestowing them with Life Membership in OJC and several mementos. Clearly our plan to make them feel guilty about leaving worked, as they have now decided to remain a while longer in Ottawa with periodic visits to Victoria to ease the eventual transition. We couldn't be more pleased!

Rob Dunlop



Merry Christmas and Happy New Year!!

Since 1905,

E.R. Fisher's mission has been to deliver quality clothing and accessories along with the highest level of service.

Over the years, styles have come and gone and we've changed and evolved. Today we offer great sportswear, a full-service tailor shop, excellent Made-To-Measure clothing and personal consultations with our expert staff.

What's never changed is our commitment to our customers. And that will never go out of style.



ERfisher
Men's Clothier
WESTBORO

Visit us at our terrace store and join us
in the next chapter of our great history.

199 Richmond Road (at Kirkwood) 613-829-8313
www.erfisher.com

Editor's Musings

Problems using fuel with Ethanol 10: I was talking to a friend the other day at the local gas pumps who owns a marine engine repair business. He asked me how did my '86 XJ12 VDP run with the 10% Ethanol mix fuel. I said I only use "Hi Test", however, apparently some "Hi Test" fuels do have E10 in the mix. He then went on to inform me of problems that many users are having with the modified fuel. He showed me the deterioration of some rubber hoses on a outboard motor in for repair. They were breaking up internally and guess where all the rubber was going - into the fuel pump and injectors. I felt that the E10 issue was a relevant subject to include in the Jottings. I was not aware and maybe some Club members also are unaware of the problems caused by ethanol.

On the internet I found three sites that are worth of looking at: <http://www.fuel-testers.com/>, www.startron.com and dave@brownsmarina.com. From the Startron site I have extracted the 4 problems (with their permission) that they illustrate. It would appear that small engines are more prone to problems as many are idle for long periods with fuel left in the tank, e.g. snow blower, lawnmower, generator, chainsaw. However, it is still very important to understand what it does to any fuel system. I shall be using "Hi Test" from now on, in all my "engines".

Problem 1: Debris In Fuel

Gums rapidly form in the fuel tank and fuel delivery systems as ethanol fuels age. However, ethanol is also a powerful solvent that will strip away and disperse this build-up back into the fuel as large, performance-robbing particles. This leads to clogged filters, injectors and carburetors.

Problem 2: Excessive Water In The Fuel And Phase Separation

Ethanol attracts moisture from the atmosphere, forming an ethanol/water solution mixed in the gasoline. E-10 fuel will naturally hold .5% water in suspension, but when water levels exceed this threshold, or when the fuel cools significantly, the water/ethanol mix drops out of suspension. This is phase separation. Excessive water in the fuel tank causes engines to run rough, stall, and can lead to internal damage to engine components. Ethanol provides a significant amount of the fuel's octane, so when the ethanol/water solution separates and drops to the bottom of the tank, the remaining fuel is left without enough octane to properly operate the engine. Additionally, the ethanol/water solution can become

partially combustible, which can lead to engine damage.

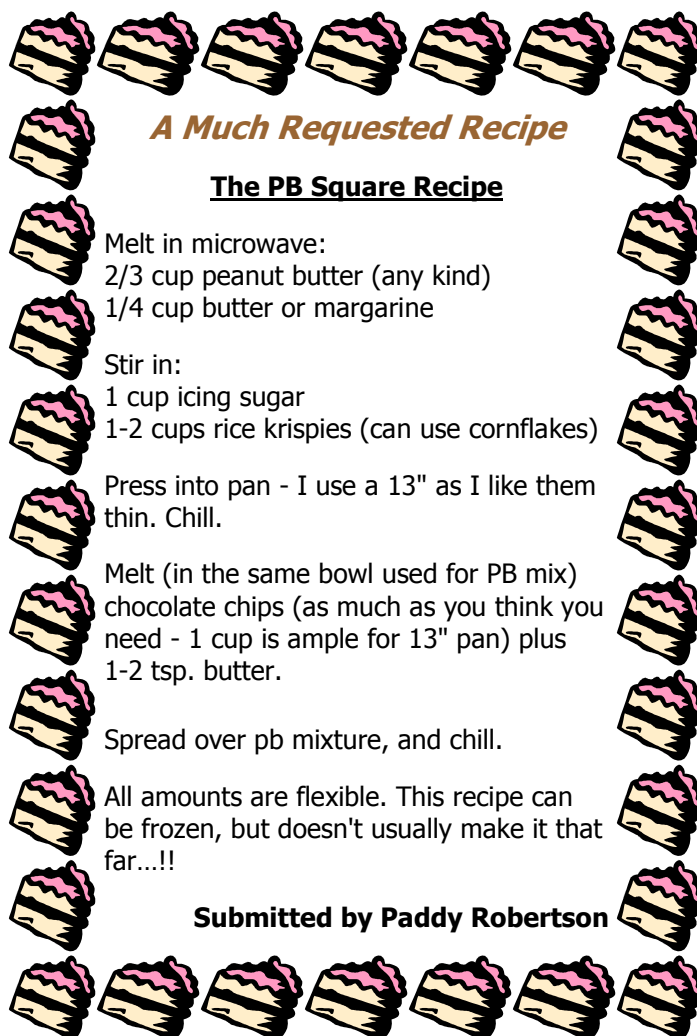
Problem 3: Ethanol Fuels Break Down Quickly

Over a short period of time ethanol fuel begins to break down. As ethanol and other components evaporate, the fuel loses octane and becomes "stale." This causes hard starts, pinging and engine knock, which robs your engine of power and can cause damage.

Problem 4: ETHANOL Causes Lost Power, Performance And Decreased Fuel Economy

Ethanol fuel does not produce as much energy as traditional fuel. This results in inefficient combustion, decreased performance, reduced throttle response and poor fuel economy.

Frank Basten



A Much Requested Recipe

The PB Square Recipe

Melt in microwave:
2/3 cup peanut butter (any kind)
1/4 cup butter or margarine

Stir in:
1 cup icing sugar
1-2 cups rice krispies (can use cornflakes)

Press into pan - I use a 13" as I like them thin. Chill.

Melt (in the same bowl used for PB mix) chocolate chips (as much as you think you need - 1 cup is ample for 13" pan) plus 1-2 tsp. butter.

Spread over pb mixture, and chill.

All amounts are flexible. This recipe can be frozen, but doesn't usually make it that far...!!

Submitted by Paddy Robertson

Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

1987 Jaguar XJ12 Vanden-

Plas. Asking \$5,900 and will consider all offers. *Please email me with questions or to see.* Prefer to sell to a "car person" who will baby it, bring it back to 100%, and not drive it into the ground. Thanks.

Features: Leather and carpets very fine. No holes, tears, burns, wear, colour Saville Grey. Boot carpets, etc. clean and fine. Quite new correct tires-Michelin. All service receipts since purchase in 2002. Owner's manual in original leather case. Extremely low mileage—6660 km/yr total. 2500 km/yr since my purchase. Never winter-driven by me until occasionally this mild winter 2009-10. V12 300 HP aluminum alloy engine. VDP production: less than one per day. April 2010 Rust Check inspection: "Excellent condition for an '87 model - still structurally sound". Fenders: "Minor blistering" "Frame: intact/solid".

Items to watch or perhaps work on:

Dent ahead of driver's door! Dec 29 2009. Shallow, but unsightly and heart-breaking. LS inner headlight bulb cloudy. Small areas of rust blistering rear wheel arches, lower door skin, windscreen. Headliner sagging. (Can DIYS or when car painted). Cruise control (none since purchase 2002). A/C was working 2 summers ago (Duracool). Dash has usual time-crackled finish (kit available, or just use teak oil). Driver's mirror remote sometimes not. Connection loose? New oil pressure sender reads lower than actual. Bonnet left side hinge bracket has some play. Rear brakes? (Should probably do pads/rotors all around.) Drips oil at rear

seal since purchase. I check regularly and keep topped up. Contact Paul Cole, 613-389-8555. [OND]

Looking to Purchase. Hello, I am looking to purchase a Jaguar E-Type Coupe, 1962 - 1968, any colour but black. If you know of anyone who is interested in selling this vehicle, please let me know or alternatively, forward my contact information as listed below. Thank you and best regards, Barb Rupert. 613-698-8428 (cell) barb.rupert@rogers.com. [OND]

Jaguar for Sale. 2001 XJR.

BRG mint condition with 80,000 KM. \$16K

It is currently stored in our garage in Barrhaven. Contact [Dale Rabbie @Rogers.com](mailto:Dale.Rabbie@Rogers.com) or 613-323-0394. [OND]



1989 Jaguar XJS V12 Convertible. Colour: Red.

VIN:SAJNL4849KC163955 (Verified). \$25,000. 139,000 original kms.



Never winter driven. New tires (6,000 kms.). Complete tune-up (2,000 kms.). New gas tank. All new hoses. Upgraded audio system (six CD changer). All shop manuals (book and CD format). Original rims included. Six new shocks (Bilstein, October 2009). Rebuilt steering rack and power steering (October 2009). Fit for road (safety and E-Test included). Contact J.P. Giard at 613-692-2492. [OND]

Brake Master Cylinder for Sale.

Part number C26767. Fits all E-types (6 and 12) 1964-74 plus 420/420G.

New, unused (NOS) original



Lockheed. Current list price: SNG Barratt - \$US 268.25 + shipping/taxes (original Lockheed); Welsh - \$US 235.95 + shipping/taxes (remanufactured). SELLER: ERNIE BAYLISS (ex Club member in BC). OFFERS TO ROB DUNLOP: president@ottawajaguarclub.com, 613-834-0588. [OND]

1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class"



Championship at last year's JCNA Concours. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000. Frank Basten 613-342-0467, e-mail fbaten@ripnet.com. [DFM]

Advertising in Market Place is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.



President's Musings

This issue of the Jottings brings us once again to the end of another year of motoring with your Ottawa Jaguar Club and the end of your Executive's mandate. The feedback at the AGM, meetings and one-on-one comments suggests a "satisfactory" rating in the report card with strength in social events and weakness in the Club drives. Club response to the concours was disappointing this year but other car shows were reasonably well attended. On balance, not bad, but certainly room for improvement in 2011. To the entire Executive, your efforts were greatly appreciated and to the departing Executive members (Chuck Robinson, VP, Stewart Robertson, treasurer, Paddy Robertson, secretary and John Price, activities), many thanks for your commitment and good work.

AGM, Dinner and Awards Night:

The new format for our AGM on Monday, 8 Nov proved a winner, as 30+ members and ladies congregated at *Mooney's Bay Bistro* for dinner, socializing and awards presentations amid the usually dry but necessary AGM activities. Details are elsewhere, but the evening was very well received and will no doubt be repeated. My particular thanks to all the ladies who agreed to participate in a "surprise" written survey, the results of which will be most helpful to the 2011 executive.

Plans for 2011:

Speaking of 2011, your Executive with new members met 22 Nov to start planning for the next driving season. Armed with suggestions from the town hall meeting in Oct, input from the ladies' survey, experience and new ideas, plans are underway for a new and improved concours, more drives, more interclub activity and changes to the social program, all aimed at bringing the membership more of what they seem to like best and are willing to attend. Details are forthcoming but I can reveal at this point that a new concours location coinciding with other organizations' major activities is pending final approval and will result in a major upgrade to our Club's premier event. More to come in the New Year.

Christmas Party:

You may be reading this after the fact, but the Christmas party at the Courtyard Restaurant on Sunday, 5 December promises another social success with 40 confirmed for our last event of 2010. I look forward to joining everyone attending for a seasonal toast and to those unable to make it, have a Merry Christmas, Joyeux Noel, Happy Holidays and All the Best for 2011.

Cheers and Happy Motoring,

Rob Dunlop

A Special Note from Paddy & Stewart

We aren't gone yet!

As many of you know, we have planned our move to Victoria for many years, always with the pleasant vision of driving the XJ-6C both summer and winter. As our summer 2011 departure date approached, however, the vision became tempered by the thought of leaving our friends.

This reality struck us at the last OJC meeting when you very kindly honoured us with a lifetime membership award and presented generous gifts to each of us. We realized how important our OJC family and other friends have become to us. Over the next week we talked this through and decided that we really aren't ready to drive into the setting sun, just yet.

Which raised a dilemma: how do we gracefully change our minds after accepting all your generosity?

After consulting with our wise and sage President, we agreed to keep the membership award "in trust" until we do leave. As to the very beautiful salad bowl – it has already been used and greatly admired. And the Scotch ... **We're planning an OJC open house "Scotch tipping" on Sunday, December 19th at our home (340 Island Park Drive) from 2:00 to 5:00.** All are welcome.

Thank you so much for attempting to send us off before we were ready. Good try! We are looking forward to participating in the Club's events for few years yet.

With Great Appreciation,

Paddy and Stewart Robertson

Brown's Marina Ltd.

TECH TIPS

Have a tech question? [Ask Dave](#)

WHAT IS REFORMULATED GASOLINE (RFG)?

RFG is simply an environmentally friendlier version of gas. In a nutshell, RFG is gas that has been supplemented with fuel oxygenates (alcohols such as ethanol and methanol). Most components found in conventional gasoline are made up of hydrogen and carbon (hydrocarbons). Oxygenates are made up of hydrogen, carbon, and oxygen, and therefore add oxygen to the fuel air mixture (hence the term oxygenates). It is these oxygenates that help turn harmful carbon monoxide emissions into harmless carbon dioxide. In fact, oxygenates actually chemically lean out the fuel/air ratio (rather than mechanically through jetting). Since these oxygenates lean out the mixture, they enhance combustion and therefore reduce emissions. Since alcohol also raises the octane level, they can contribute to a better running engine if a previously used fuel did not meet the minimum octane requirements for that particular engine. I should point out at this time that OCTANE DOES NOT BOOST POWER. It simply allows your engine to reach the performance that it was designed to operate at. Using a higher octane fuel than your engine requires will do nothing to increase performance.

So what's the difference between ethanol and methanol? Ethanol is a grain based alcohol and methanol is ether based. There are two types ether based RFG's -- Methyl Tertiary Butyl Ether (MTBE) and Ethyl Tertiary Butyl Ether (ETBE). While both ethanol and methanol are alcohols, methanol is more sensitive to water than ethanol. Methanol is also not as compatible with engine fuel systems as ethanol and thus you can't use as high a concentration. Also, RFG's have a considerably shorter shelf life than conventional gasoline (90 days is considered the practical limit). This means that if you are using this fuel and leave your boat unused for prolonged periods, you will have to add stabilizers during the boating season. It also means you must keep your tank topped up because of condensation problems associated with these fuels (discussed later).

It is also important to know that alcohol is a **solvent** and as such acts as a detergent in your fuel system. While this sounds just like what the doctor ordered, it means that using this fuel for the first time will likely result in filters repeatedly plugging up as dirt and gum are dissolved from the boat's fuel tank and lines. Since I have already warned of potential water problems associated with this fuel, it's wise to ensure that new water separating fuel filters are installed prior to it being used and that these filters be inspected and changed regularly. In older boats, and system of parallel filters is recommended.

Now for my personal opinion of these fuels...

Why don't we want alcohol based fuels in our boats? For starters, the last thing we want to do is lean out the air/fuel mixture in our engines. Marine engines are finely tuned high performance beasts that already test the limits of their endurance doing what we ask of them. To add a further uncertainty of too lean a mixture is pure suicide (especially in outboards). Also, as previously stated, alcohol attracts and holds moisture. This is great if you want to remove water from your car's fuel tank but not so great when you think about where we use our boats - around water. This trapped water will corrode any steel fuel tanks/lines/fittings in your boat which may result in a fire hazard. Furthermore, depending on how much alcohol is present in the gas, the amount of water it holds may be too much for the engine to burn without experiencing negative side effects (rough idle, hard starting, high speed missing etc). Aside from the water problems, the alcohol itself presents a problem in that it attacks rubber and some kinds of gasket materials (remember, it is a solvent). Again, this is a safety issue in that it can lead to an on board fire, but it also becomes a maintenance issue if you have to start replacing the aforementioned parts.

(continued on Page 12)



723-8717
PARTS AND SERVICE

**“WE THINK THE WORLD
 OF OUR CUSTOMERS”**

Michael Doherty

* Jaguar Canada “Member Technician”

* Extensive Factory Training

Complete Repairs—Minor to Major
Pre-Emission Test Service (99% Success Rate)
Special Labour Rate Discount to OJC Members
Parts Available

1796 Woodward Drive at Maitland

Sponsors of the Ottawa Jaguar Club
Concours d'Elegance
and the 2010 Global Auto Care
BEST IN SHOW - DRIVEN Award

www.globalautocare.com

TECH TIPS (continued)

Here's something that you won't hear discussed much about RFG's: they have less BTU's than conventional gas. To the layman, it means you will probably experience a small loss in power while using these fuels. Engines with on board ignition/fuel management systems (Current EFI models) will likely automatically compensate by increasing the fuel volume or retarding the timing (since the fuel itself will burn leaner and the on-board systems will identify and correct this condition) and you will likely burn slightly more fuel as well. For example, if you used to cruise at 3000 RPM and travel at 25 mph, when using RFG's you might find that you had to increase the throttle setting a small amount to achieve the same result with a RFG. Although I have seen no definitive study supporting this, I suspect that the increase in fuel economy and decreased emissions that cars experience with RFG's will be unseen in boats because the increased quantity of fuel required to maintain performance levels will erase the reduced pollutants linearly (e.g. when we advance the throttle to compensate for the power loss, the increased emission resulting from the higher throttle setting will negate the benefits of the oxygenated fuel). Here's something else to think about -- MTBE is also a dangerous pollutant and it's now turning up in California reservoirs used to store drinking water. It seems in our zeal to rid the planet of one pollutant (lead), we've simply replaced it with another.

In my opinion, stay away from ALL alcohol blended fuels and octane boosters. Buy a minimum octane of 89 from a reputable dealer and get back to trouble free boating. When you get right down to it, why on earth would anyone buy (sometimes) cheaper blended fuels to save a few cents per gallon when the ultimate saving at the end of the summer will be pocket change? Factor in the added grief these products may cost you in the long run and good ole' high test is lookin' mighty inexpensive. ;-)

Happy Boatin'
Dave Brown, Brown's Marina Ltd.

Order Jaguar Parts From The Source...

www.xks.com

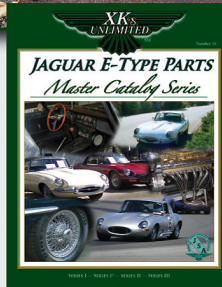
VISIT THE WEB TO ORDER A MODEL-SPECIFIC CATALOGUE AND SEE OUR ON-LINE PARTS TOO



**XK-120, XK-140 & XK-150
MASTER CATALOGUE
350 PAGES**



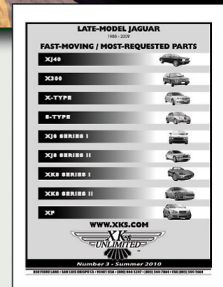
**EARLY SALOON
MASTER CATALOGUE
370 PAGES**



**E-TYPE
MASTER CATALOGUE
498 PAGES**



**XJ6 SER. I, II, III & XJ-S
MASTER CATALOGUE
320 PAGES**



**LATE-MODEL
FAST-MOVING PARTS
46 PAGES**

Daily Worldwide Shipping • Helpful Friendly Staff • Club Discounts • Competitive Pricing • Large Inventory

Internat'l Calls: (805) 544-7864 • Nor. America Calls: (800) 444-5247

FAX Worldwide: (805) 544-1664 • Email: customerservice@xks.com

XKS UNLIMITED • 850 Fiero Lane, San Luis Obispo, California 93401 U.S.A.



2010 OJC Executive

President: Rob Dunlop 613-834-0588
president@ottawajaguarclub.com

Vice President:

Chuck Robinson 613-523-1799

Secretary:

Paddy Robertson 613-729-8859

Membership:

Lee Harrington 613-774-4532

Treasurer: Stewart Robertson 613-729-8859

Activities Team Leaders:

Coordinator: John Price 613-489-0086

Technical: Phil Karam 613-521-5100

Concours Chair: Mike O'Brien 613-258-9136

Chief Judge: Mark Roberts 613-591-1659

Webmaster: Mike O'Brien

webmaster@ottawajaguarclub.com

Jottings Editor: Frank Basten 613-342-0467

fbasten@ripnet.com

Librarian: Merv Clarke 613-723-5125

Club information:

Lee Harrington

1372 Old Carriage Lane, Box 2016

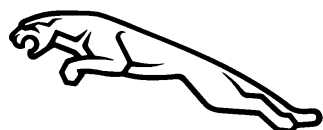
RR#1, Winchester ON K0C 2K0

613-744-4532

leeharrington@xplornet.com



www.ottawajaguarclub.com



Something to hold this Christmas

C28590	E-Type Series 1 & 2 Original Style	16 inch	£273	\$430	€272
C28590MED	E-Type Series 1 & 2 Original Style	15 Inch	£231	\$363	€229
C28590SM	E-Type Series 1 & 2 Original Style	14 Inch	£273	\$430	€272
C33104	Steering Wheel and Boss	E Type Series 3	£281	\$441	€279
C44645	Steering Wheel	XJS (Early Type)	£96	\$150	€95
C7842	Steering Wheel	XK140/150	£311	\$489	€309
MLW1112-15	Moto Lita Steering Wheel	Flat Leather Black 15 inch	£141	\$222	€140
MLW1115-14	Moto Lita Classic 3 Spoke Wheel	Woodrim 14 inch	£141	\$222	€140
MLW1115-15	Moto Lita Classic 3 Spoke Wheel	Woodrim 15 inch	£141	\$222	€140
MLW1115-15	Moto Lita Classic 3 Spoke Wheel	Woodrim 15 inch	£141	\$222	€140
MLW4115-15	Moto Lita Classic 4 Spoke Wheel	Woodrim 15 inch	£170	\$266	€168
MLW4115-16	Moto Lita Classic 4 Spoke Wheel	Woodrim 16 inch	£229	\$360	€228
SBS6604	Polished Alloy Hornpush	Moto lita Wheels	£58	\$91	€57
B32H	Boss and Hornpush for Moto Lita	Xk140/Xk150 and MK1	£50	\$79	€50
B33H	Boss and Hornpush for Moto Lita	E-Type/MK2/S-Type etc	£50	\$79	€50
B54A	BOSS MOTO-LITA	XJ models up to 1987	£74	\$116	€73
B54B	BOSS MOTO-LITA	XJ40	£74	\$116	€73
B54C	BOSS MOTA-LITA	XJS from 1990	£74	\$116	€73
B54H	BOSS MOTO-LITA +HORN	XJS up to 1989	£46	\$71	€45
C16070	Original Style Hornpush	E Type Series 1 & 2	£61	\$95	€60
C22272	Hornpush Badge	MK2	£30	\$47	€29
C28590BS	Original Style Steering Wheel Boss	E Type Series 1 & 2	£88	\$138	€88
JHM1194	Green & Gold Jaguar Mug		£4	\$6	€3
JHM1233	Daimler Mug		£4	\$6	€3



For friendly expert parts advice call us NOW or visit www.sngbarratt.com

ENGLAND

+44 (0) 1746 765 432

USA

+1 800 452 4787 (toll free)

FRANCE

+33 (0) 3 85 20 14 20

HOLLAND

+31 (0) 13 52 11 552

All prices exclude shipping and are correct at time of going to press. GBP includes V.A.T. € excludes tax. \$ No sales tax to pay in NH. E & OE.



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