

Jaguar Jottings

DECEMBER 2012

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Ottawa
1986  Club

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Events This Month

8th Dec - Club Christmas Dinner

15th Dec - MK2 Restoration Tech Session

25th Dec - Santa Claus makes an appearance

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Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$55.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

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Jaguar Jottings

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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.

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



President's Musings

As 2012 edges towards closure, November proved to be a sad month for the club, with the passing of founding member, arch Jag enthusiast and gentleman, **Ron Sierolawski**. I first met Ron when I joined OJC in 1990 and had the pleasure of judging his magnificent XK140 on several occasions. Highly knowledgeable and generous with his time, I learned a great deal about the inner workings of Jaguars from him. While sharing with his family in the sadness of his passing, we can but admire Ron's long, full and eventful life. We'll miss you Ron but are most appreciative of the part you played in our lives. His legacy may continue as his son Alan is currently considering an XF.

AGM – lesson learned

Sometimes it works, sometimes, not". In recent past years we combined the AGM with a club mixed dinner and enjoyed 30 plus members and partners in attendance. This year, we thought we'd revert to a business meeting AGM format and had less than a dozen appear. Clearly, the membership gets enough meetings in their lives without adding OJC. Next year, we'll consider returning to the more relaxed, social approach...the key being to get your support and input, whatever it takes...

In any event, several significant decisions resulted from the AGM. In summary:

1) Membership dues are now \$55 per year, effective 2013. **Renewals by mid January please in order to meet the JCNA membership deadline of 31 January;**

2) Jaguar Jottings will be published 12 vice the current 11 times per year, effective January;

3) Club activities coordination responsibilities will fall under the Vice

President, eliminating the Activities Director position. The system will rely on individual members volunteering to organize and conduct individual drives and activities;

4) Member Merit System will be introduced this year as a way to recognize our most active members. Details elsewhere in the Jottings.

Coming Events

15 Dec - Tech Session - MK 2 Restoration. Mike and Lee's 1965 Mark 2 saloon restoration project gets underway in earnest **Saturday, 15 December, 9 to noon** at Lee's garage north of Winchester with an overall evaluation of the state of the car and the work required. All members are welcome to come and observe but strongly encouraged to come out and help with the project. Teams will be set up and work assigned for those wanting to help out.

This is an excellent opportunity to understand how to evaluate a car and gain an appreciation of the work involved. Further, as the project progresses, a rare opportunity to learn restoration skills and basic mechanics with experienced members. Replies to Mike O'Brien: webmaster@ottawajaguarclub.com

14 Jan – Monthly Meeting. For our first regular second Monday of the month gathering of 2013, we had planned a presentation on tires by a Frisby Tire representative. Unfortunately, this has just been postponed. We're looking for an alternative or we may revert to a Club Pub Night with members and partners. More to come shortly.

Club executive

December marks the end of the current executive mandate and on your behalf, I wish to extend my

sincerest appreciation to the volunteers for their time and effort with which this club could not continue to exist. They are listed by name elsewhere in the Jottings. Many/most of them agreed to continue for 2013 partially because no one stepped up to replace them but also because of a selfless desire to continue contributing. I'm honoured to work with you in the New Year.

Christmas Party

Finally, our traditional end of season event occurs this weekend and I look forward to seeing many members there and personally extend Season's Greetings. To those unable to attend, I wish you all a Merry Christmas, Joyeux Noel, Happy Holidays and continued success, health and happiness for 2013.

Cheers and happy, safe motoring,

Rob Dunlop

Board of Directors—2013

OFFICERS & DIRECTORS	2012	2013
President	Rob Dunlop	Rob Dunlop
Vice President	Dave Kenny	Ed Theoret
Secretary	Lee Harrington	Dave Kenny
Treasurer	Steve Fox	Steve Fox
Advisor	Mike O'Brien	Mike O'Brien
DIRECTORS		
Activities Director	Al Graves	Duties assumed by Vice President
Interclub Activities Coordinator	Al Graves	Al Graves
Technical Director	Phil Karam	Phil Karam
Membership Director	Karen Wilson	Karen Wilson
Concours Chairman	Mike O'Brien	Mike O'Brien
Concours Chief Judge	Mark Roberts	Mark Roberts
Jottings Editor Jottings Publisher	Vacant Vikram Ambrose	Vacant Vikram Ambrose
Webmaster	Mike O'Brien	Mike O'Brien
Librarian	Merv Clarke	Merv Clarke
Facilities & Equipment Manager	Lee Harrington	Lee Harrington



My First Jaguar

Today parked in my garage here in Ottawa is a 1958 Jaguar XK150 FHC - a classic and beautiful example of the XK series of the marque which in total only some 32,000 were manufactured from their introduction of the XK120 in 1949 to the final "150" to come off the Brown's Lane production line in 1960.

When the XK120 made its sensational 1949 debut by setting both a styling and a production car speed record it was then to a Toronto youth like myself to be a beautiful but unobtainable treasure.

In that era I was an early stock car racer competing in a 1930s v8 powered Ford coupe on Saturday afternoons on Pinecrest Speedway - a half mile dirt oval located on No.7 highway on the then outskirts of the Queen city - and then could only fantasize about owning a fabulous 120mph Jaguar sports car.

Moving forward to the early 1960s - I was married - living in Ottawa - managing an automotive machine shop and driving a finned Dodge and still lusing for a Jag, when one day in early 1963 while driving by a local GM dealer's used car lot my eye caught by a large magnificent and obviously British two toned grey vehicle.

I stopped and found out that it was a 1958 Mark 8 Jaguar Saloon fitted with

bucket front seats and powered by the marques' durable 3.4V OHV engine. The engine in turn was uniquely mated to a four speed manual transmission fitted with a Laycock De Normanville OD, rather than a Borg Warner auto which was seemingly the norm then for the big Jag saloons.

I contacted an acquaintance of mine who was a Jag expert and who fortunately was not only well acquainted with the car and could vouch for it, but who also knew it's original owner - a Colonel Cherier who was an aide-de-campe of Governor General Vanier.

While I would have preferred a more "sporting" model of the marque, my wife and I needed a more "practical" car and a four door sedan matched our lifestyle and need, so a deal was quickly made whereby the Dodge was swapped for the Mark 8.

For the next few years we enjoyed the car's comfort and speed, although a magnet for cops looking to give out speeding tickets.

As per most Brit cars of the era it's prime drawback was the cold of the Ottawa winters. On that season's coldest day the inadequate heater could barely keep the windshield clear - leave my wife Frances and I having to wear "flight boots" and to have a

blanket draped over our lower limbs.

Also to ensure that the engine would start over those frigid moths of January and February required the installation of a block heater, a battery warmer and an engine oil dipstick heater.

Eventually while the car had passed the point off usefulness to us and was replaced by a North American product, I couldn't dispose of it, so a place was found for it to be stored in the barn at my summer cottage for it to await a future restoration - for which - sadly time never seemed to be found.

So it sat there undercover until given to fellow Jaguar enthusiast Ernie Bayliss some 15 or so years ago for use in his restoring a saloon of the era. Ernie has since relocated to the west coast and the restoration is currently in limbo.

In closing, most vintage car enthusiasts - myself included - often bemoan the loss of the car that they should have kept - however I did keep / reserve "our" Mark 8 for some thirty years and still have the satisfaction and connection to the car as it's Laycock De Normandville OD tranny was long ago installed in my XK150 behind a 3.8 engine.

Dave Boon



Taken in 1963 by my cottage at Robertson Lake when I was about 50 years younger, doesn't do justice to the sweeping chrome divider that separates the two shades of grey.

Ron Sierolawski

4th August 1923—15th November 2012

Former RCAF pilot and Squadron Leader Ron Sierolawski passed away in hospital on November 15, 2012, at the age of 89. He leaves behind his wife Sheenagh and her daughter Fiona, sons Alan (Grant) and Bill (Kate), daughter Lorna, grandsons Fred, Trent, Andrew, brother Wally and sisters Kay and Bette. Predeceased by his beloved wife Janet, his brother Henry, sisters Mildred and Joan, and son-in-law Danny.

Ron was barely in his twenties when he went overseas and completed a tour of operations with Bomber Command during World War II. For service to his country, he was decorated with several medals. The nose-panel from one of the Halifax bombers he piloted, 'Willie the Wolf', is on display at the Canadian War Museum.

After the war, he returned to Canada to start a new life with his Scottish war bride Janet. He continued his passion for flying by serving in Transport Command and giving flying lessons. Upon retirement from the forces, he became a civil aviation inspector with Transport Canada.

Restoring and showing cars was another passion of Ron's and he made many friends as a founding member of the Ottawa Jaguar Club. In the last few years, health issues intervened but Ron always bounced back and never lost his spirit, determination and desire to be of service. He will be greatly missed.

Sierolawski



I first met Ron over twenty years ago when he offered up his primrose XJ6 for sale. The car had great curb appeal and my confidence in the purchase was greatly enhanced by Ron's on-going involvement in the club; he was secretary at the time. Whenever we found ourselves together at an OJC event, he would always take a proprietary interest in the car and offer me mechanical advice. It's been a long time since I last saw Ron, but I shall always remember him as a dependable and committed Jaguar enthusiast. May he continue on his heavenly drive with grace, pace and space.

Anthony Pearson



Club Merit Scoring System

In conjunction with the 2013 Events Schedule I propose that the Club implement a point system for the Club activities and events.

The proposed system is as follows: Points will be awarded for participation in a Club sanctioned activity or event. The organizer of a function would be requested to have the participating members sign a function related sheet as to their attendance. The list would then be passed to the Activities Coordinator for point compilation.

It is proposed that the points be awarded as follows; **Three** points to a member who organizes a club activity; **One** point for a member that assists the organizer; **One** point for a member that attends the event; **One** point for attending the event with a Jaguar car; **Two** points for attending an official member meeting;

Please note that the attendance at the weekly breakfast during the year

is limited to a maximum of four points.

The most points any member can be awarded for an organized event is five; three for organizing, one for attending and one for having driven a Jaguar to the event.

The definition for a club sanctioned event is as follows; Event organized for OJC participation and is listed in the Club Activities for that particular year.

The Vice President of the Club is responsible for the coordination of the Activities List and compilation of the scores based on the function related sheets as submitted by the function organizer or any signing sheet as displayed at an activity or event such as the Concours or ABCD. The onus is on the individual attending.

It is proposed that there be two awards, one for the voting club

member the other for the participant (spouse/partner or friend) attending with a voting member at a sanctioned event.

The first award would be to the club voting member with the highest point score and could be recognized as "The Most Valuable Club Member", awarded a plaque and \$100. The second award would be the recognition of a participant with the highest score attending sanctioned club events. This would be based on the same scoring system. The participant could be awarded \$50 and a plaque.

Tally sheets for point inclusion should be forwarded to the Event Coordinator within 15 days of the activity having taken place.

The final scoring for these two awards plus the remainder of the final scores should be published in the February Jag Jottings.

Edgar Theoret / Vice President

Visit www.sngbarratt.com for more information.

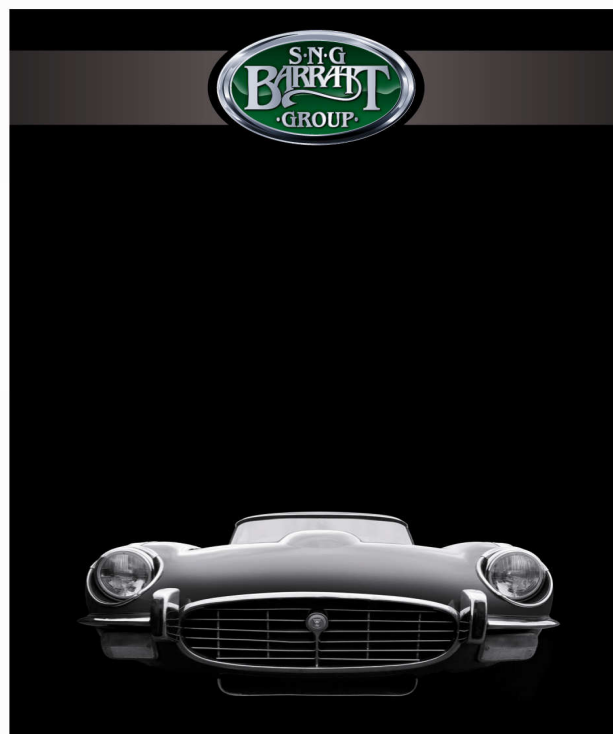
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Keeping the spirit of Jaguar alive...



Ethanol Gasoline : Part II

In the March 2012 Jag Jottings, I had written about my experience with ethanol gasoline and its detrimental effects on older cars and the degradation of the octane level of gasoline over time. Since then, I have purchased a 2003 Searay 18' boat with a Mercury 3.0L inboard motor. Wishing to do the annual maintenance on it myself, I 'googled' the 'Mercruiser' website and found the following excerpts in their manual.

Boat / Motor Storage

When operating a MerCruiser engine on gasoline containing alcohol, storage of gasoline in the fuel tank for long periods of time should be avoided.

Long periods of storage, common to boats, create unique problems. In cars, gasoline/alcohol blend fuels normally are consumed before they can absorb enough moisture to cause trouble, but boats often sit idle long enough for phase separation to take place. In addition, internal corrosion may take place during storage if alcohol has washed protective oil films from internal components.

Winter Storage

If boat is to be placed in winter storage, carburetors must be run dry at idle rpm. Permanent fuel tanks should be drained completely and Quicksilver Gasoline Stabilizer and Conditioner added to any fuel remaining in the tank. Portable fuel tanks should be emptied completely.

Warranty

Performance problems and fuel system or other damage resulting from the use of gasoline-alcohol blended fuels are not the responsibility of MerCruiser and will not be covered under our warranty.

Continuing Evaluations

The effects of gasoline with ETHANOL and METHANOL are still being evaluated by the United States Coast Guard, the National Marine Manufacturers Association (NMMA), Mercury Marine and other engine and boat manufacturers.

We have recommended pump posting of alcohol content of gasoline. Further we recommend using gasoline known not to contain any METHANOL or ETHANOL when possible.

Test For Alcohol Content In Gasoline

The following is an acceptable and widely used field procedure for the detection of alcohol in gasoline. Use any small transparent bottle or tube that can be capped and is, or can be, provided with graduations or a mark at about 1/3 full. A pencil mark on a piece of adhesive tape may be used.

PROCEDURE

1. Fill the container with water to the mark.
2. Add fuel almost to fill the container, leaving some air space, then cap the container. The proportions of fuel to water are not critical, but there should be 2 to 3 times as much fuel as water.
3. Shake container vigorously and allow it to sit **upright for 3 to 5 minutes**. If the volume of water appears to have increased, alcohol is present. If you are not sure, there is no need for concern. If the dividing line between water and fuel becomes cloudy, use the middle of the cloudy band.

So there you have it! Jaguars that sit in storage for 6 months are no different than Mercury Marine motors that sit in storage for 6 months. Do your Jaguar a favor and use NON ethanol fuel, preferably Hi-Test 91, (not 94 Sunoco/Petro)

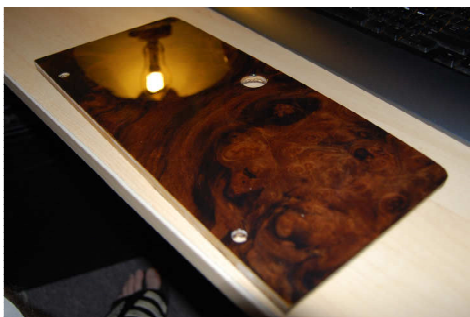
Technically yours;

Phillip

Bits & Bobs

C&G Woodcraft

I recently purchased a new fascia for my XJ12 through Ebay from a company called C&G Woodcraft in Connecticut. I'm happy to report that the quality is simply amazing! It looks like glass. Very well packed and shipped. Completely new, fresh new plywood and new book matched burl walnut veneer. All in all it was about \$400 including shipping, taxes and devil fees. I highly recommend them.



Here is a link to their Ebay store;
<http://stores.ebay.com/cgwoodcraft>

Vikram Ambrose

Pocket Classics

Check out these half scale replicas of an E-Type Jaguar and Porsche Speedster powered by 110cc gas engines. They take the company Pocket Classics 450 man hours to build and cost £10,000. Pocket Classics also builds tribute versions of the Mercedes 300SL, Willys Jeep and Bugatti Type-35. <http://www.pocketclassics.co.uk>



Vikram Ambrose

XFR-S

For the discerning gentlemen who finds the XFR just not fast enough for his speedy escapades. Power and torque of the 5.0-litre supercharged V8 have been increased to 550PS and 680Nm - up 40PS and 55Nm over the XFR, and with no impact on fuel consumption or emissions thanks to an all new 8-speed automagic box. The XFR-S will do the zero to 60mph dash in 4.4 seconds and on to an electronically limited top speed of 186mph (300km/h).

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