

Jaguar Jottings

NOVEMBER 2013

ottawajaguarclub.com



Ottawa



Club

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Events This Month

4th Nov - Annual General Meeting

13th Nov - Christmas Dinner

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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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President's Musings

With 2013 winding down, we have two events remaining; the **4 Nov AGM & Dinner** featuring a guest speaker and our **Christmas Dinner on 13 Dec.** On or about the time you are reading this, the AGM should be upon us or just past. Hopefully you've taken the opportunity to participate and we have a full slate of executives for 2014.

Our Christmas Dinner this year will take place for the first time in the Salon Room at the splendid National Arts Centre. Final details are pending the contract with the NAC staff after which I'll ask you to confirm attendance. Be sure to mark the date on your calendar in the meantime.

Membership

Hopefully we've been successful in providing you with a worthwhile car club experience and you're anxious to renew your membership for 2014. If so, vice mailing in a cheque, the AGM and Christmas Dinner provide an excellent opportunity to hand your dues directly to an executive member. The amount remains \$55.00 and cheques should be made out to "Ottawa Jaguar Club".

Winter Car Storage

Alas it's time for most of us to put our cats to bed for the winter. Elsewhere in this issue there are a couple of articles on storage routines which much like pumpkin pie recipes, vary widely. Most members have found their own technique and as long as it works for you and your car, that's what's important if you want relatively worry-free motoring next year.

Cheers and Happy Motoring,

Rob Dunlop

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To fill, or not to fill, that is the question

Preparing your car for winter storage, I am often asked...."should I have a full tank of gasoline, or an empty tank? "

One school of thought is that a full tank helps prevent condensation from occurring in the tank and rusting out the inner tank.

The other school of thought is an empty tank with the lid open prevents condensation from forming.

I will tell you what I do, and why I do it.

Prior to putting the cars away for the winter months, I try and keep the tank on the low side....less than a quarter full. By doing this, I do not have to add much 'fuel stabilizer' to the remaining gasoline in order to keep it 'sparky'. In the spring I will then add 25 liters of fresh new 91 high octane gas to the tank, prior to starting. Most 91 high test sold in the Ottawa area does not contain ethanol.

For those using low test 87 or mid test 89 with ethanol, over time the 10% alcohol will evaporate and leave you with 79 / 80 octane. Worse than that, you will have a full tank of sub-standard gas to drive on until it is depleted. This is of course if you can start the car in the spring.

Technically Yours

Phil Karam





ANNUAL GENERAL MEETING & DINNER

Featuring Guest Speaker, Peter Lawton

MONDAY, 4 NOV 2013, 6:00 PM

ST ANTHONY COMMUNITY CENTRE

523 St Anthony St (off Preston St)

Italian buffet dinner (pasta, chicken scallopini, roasted potatoes and vegetables, salad, dessert, tea/coffee) - \$22 per person (tip and tax incl)



Cash bar for beer, wine and beverages
Cash/cheque dinner payment collected at the door.

Mr. Lawton is a native son of Coventry and will speak on:
"From Bicycles to Automobiles – Coventry and Jaguar Cars"

RSVP REQUIRED NO LATER THAN THURS, 31 OCT

president@ottawajaguarclub.com

Fall Drive

The day started out full of promise, sunny forecast, cool but bright. The E with top down fired up quickly in the early morning quiet and huddled low against the chill, I purposely kept the RPM/noise low as I vacated my sleepy neighbourhood. Picking up Ed and Ada Theoret in their XJ40 enroute, we motored via empty backroads, heading for the Kemptville meeting point for the final club driving event of 2013. Just past the Swan Pub on Rideau River Road, we suddenly descended into a vast fog bank with near white-out conditions. The E-type's three teeny wipers frantically but feebly swept the heavy moisture off the windscreen as I peered out looking for the road and blessedly few cars. At last turning safely into the parking lot in the ghost-like mist we spied several other Jags. Mike O'Brien soon had the 12 teams organized and sent off at intervals to vanish into the gloom. Thankfully, the fog lifted shortly after and we enjoyed a near perfect day with bright sunshine, glorious fall colours and lightly-travelled roads. The outdoor lunch in bustling Westport was equally enjoyable. All in all, a truly superb way to end a great driving season...and I now know that my wipers still work (of a fashion). Many thanks Mike for putting the drive together...and we only lost one car!

Rob Dunlop



Winterizing Modern Jags

Most of the club members with older Jags ('50s to '80s) already have a routine for putting their cars in winter storage. Phil Karam, our tech rep, has detailed this several times in the Jottings. While the procedures are for the most part relevant to all cars, for modern Jags (i.e. those equipped with central computers/ECUs) emphasis needs to be placed in certain areas: fuel, tires and battery.

Fuel

Modern unleaded gasoline, often with ethanol, goes off quickly if stored over longer periods such as a Canadian winter (see Dave Kenny's fuel article in the Jottings). To avoid start up and running problems next spring, add fuel stabilizer (Stabil etc) and top up the gas tank. Run the engine to ensure the stabilizer gets all through the system (I add the stabilizer before going to the gas station to top up... the run home mixes the stabilizer). Correcting a fuel problem on a modern Jag is not a DIY exercise (as for older Jags) and normally requires dealer attention. (NOTE: Our Tech Coord, Phil Karam has a different perspective on fuel storage- see his article elsewhere in the Jottings)

Tires

Modern tires with wider profiles are manufactured differently and have a greater tendency to develop (and retain) flat spots when parked for a period of time, particularly on a cold, concrete floor. For storage, overinflate the tires to 45 – 50 PSI and park on pieces of old carpeting. (I also cover the whole floor with an old tarpaulin under the carpeting to minimize condensation on the cars when the temperature changes getting into spring)

Battery

The high tech modern car is heavily reliant on a battery in peak condition.



A fluctuation of .1 volt on a later Jag can result in spurious error messages (see Lyndon Mitchell's article, Sep 09 Jottings. His '97 XK8 was diagnosed with a \$6000 repair job after error messages appeared. Lyndon changed the battery for \$150 and the problems disappeared). Ergo, the battery needs to be tip top all the time. Personally, if my '07 XK sits for more than two weeks (including over the winter) I attach a smart battery charger over the time period. I can recommend the Swedish CTEK Multi US 3300 battery conditioner, available in Canadian Tire several years ago for \$49.99. Unlike a basic trickle charger, it samples and adjusts voltage and amperage according to the battery condition and is intended to remain attached over long periods of time.

Always lock your modern Jag when parked, even in your garage. If left unlocked, the car assumes a standby mode and the systems can take up to 20 minutes on battery power before shutting down. Locking the car shuts the power down more quickly.

A little prevention before putting your

modern cat away for the winter will greatly reduce the risk of problems on start up in the spring.

Rob Dunlop

By the Numbers

Over the past couple of years, we've seen club membership numbers continue to rise to a current 81 regular plus five honorary members*. Being a generally curious individual with clearly too much free time on my hands (...a choice not necessarily a reality....) and, thanks to Karen Wilson's impeccable book keeping, I decided to take a closer look at the car population of the club.

By Era

To begin, I arbitrarily selected various eras that could be argued broadly represent the development and milestones of Jaguar as a car company.

1950s+before	1960s/1970s	1980s/1990s	2000s	Non-Jags	Total
12	46	41	15	2	116

First off, thanks to the marvel of statistics, you may (or may not) be pleased to learn that as an OJC member, each of us has 1.407 Jaguars, including Bentley-owning Chuck Robinson and John Blais. Other way round, we each "own" 0.0246913 of Chuck's and John's Bentleys.

Second, the bulk of our cars (87 of 116) fit into the 1960s to 1990s, which reflects where the most popular models came in.....this is more evident with the next chart by car type. Interestingly, this period also encompasses the generally-accepted "DIY-friendly" Jags before the more complex modern cars emerged in the mid to late '90s. It's also the time-frame where the bargain purchase price used cars appear, which frankly for many is the most attractive feature of second hand Jag ownership (...until the repair bills start coming in...)

Finally, at either end of the spectrum, based on the club's historical numbers, the 1930s to 1950s models are static or dwindling while the later/latest 2000s are increasing.

By Type

Early XK	Early sedan	E-type	XJ sedan	XJS	XK8/XK	Other
8	16	29	22	22	17	2

Reflecting the era stats above, the '60s E type is the most numerous club model followed by the XJS and XJ sedans. The latter category is somewhat misleading in that it includes all XJs from 1968 to present day; however, it does highlight the popularity of the model type over the years.

Based on new memberships over the past couple of years, we've seen resurgence in E-types and significant increases in XJS, XK8 and latest XKs.

2) The growing number of newer Jags requiring professional servicing encourages maintaining a strong relationship with Jaguar Ottawa and other services suppliers to the benefit of our members;

3) The broad spread of Jaguar types in the club (as indeed in our membership) suggests that the club should continue to focus on a variety of activities to appeal to the largest cross section of the membership. The specialty groups (e.g. restorers) know

Of the latest models, we have numerous versions of the current XK sports car, up to and including the rare XKR-S, while curiously the club at present has no XF sedans, the most popular Jaguar globally, or the new XJ. The arrival of the F Type opens an exciting new chapter to Jaguar ownership with a genuine promise of greater involvement of the younger generation in our club.

The "so what?" factor

The number crunching was intriguing but I should probably try to draw some conclusions from the exercise. Some possibilities:

1) The overwhelming majority of our cars are "DIY friendly" so we should continue (or strive to improve) our ability to help members keep their cars running. Either through hands on assistance, advice and/or referrals based on the significant collective experience and knowledge in the club. (Note: this only works if members ask for the help);

who they are and take care of their narrower interests amongst themselves; and

4) Membership in OJC provides an opportunity for an individual to aspire to Bentley ownership; if only in part.

Rob Dunlop

*(Note: as of Sep 2013, the club has 85 + 5 members. The stats used in this article represent the earlier numbers).

Marketplace

XK Parts Galore! I have a large supply of chassis and engine parts from XK Jags. The short list includes; two complete 3.4L engines, one disassembled 3.8 block with rods, pistons and crankshaft. Many front end suspension parts; torsion bar and upper/lower control arms plus stub axles, two new rear springs, intake and exhaust manifolds, two cylinder heads and valve covers, complete rear axle housing, drive shafts, steering column and housing, engine oil cooler adapter plus hoses and radiator. Many other odds & ends. Contact: David Boon, 613-731-4166, davidboon@rogers.com [SON]



1984 Jaguar XJS HE V12 parts.

Steering Wheel \$60,. Drivers side wing mirror \$40, Sun Visors \$35, Rear Lens assemblies L/R \$125. Rear View mirror \$35, Spare tire cover and tie down \$25, ECU \$200, RH Headlight \$125. Contact: David (613) 822-3669.

1986 Jaguar XJS V12. Good condition. 143,000km. Price include 87 XJS for parts with good engine and trans. Price \$ 10,000. Contact: lukyluke@bell.net, 819-243-2113. [ASO]



1974 Jaguar XJ12L. Comes with Safety certificate. Lots of new parts. More details on the OJC website. Price \$3,000.00. Contact Vikram Ambrose: noel.ambrose@gmail.com



1972 Jaguar XJ6. 4.2L engine, in working order. Exterior is in fair condition, with some minor rust, paint in good overall condition, with a few minor flaws. Interior is in pretty good condition, wood trim has some minor cracking in the varnish. Running and drivable but will need some brake work, suspension bushings and some metal work. New floor pans are included with the car to replace the two front floor pans on the car. Body panels and doors are all straight and gaps are parallel. Chrome is in good condition on the bumpers, mirror, etc. Rims show some rust and pitting. Has re-built fuel pumps, the Stromberg carbs have been switched to SU's from a 420. Price \$3,500.00. Contact: David (613) 822-3669. [JAS]



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