



Jaguar Jottings

FEBRUARY 2015

ottawajaguarclub.com



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Club Events This Month

(see details inside)

16 Feb Darts N Pizza

21 Feb UK Interclub Dart Tourney

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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



After a month in the position of president I am very gratified to realize a key strength of this club. Several issues have arisen in this month related to organising the concours as well as the dart tournaments for Feb. and other activities through the year. As quickly as an issue arose an internet discussion immediately arose and led to someone taking a lead to handle the activity in question or offer

very sage advice and experience. I had a concern on agreeing to volunteer for the position that I would end up chasing and trying to convince capable individuals to agree to carry out such organisation. I jokingly referred to delegation in my acceptance talk, but had no idea of the great reserve of good will and cooperation which exists in this club. I must say it is a true pleasure being involved with such cooperation and working with such generous people. Truly we are very fortunate to have attracted such enthusiasm and cooperation and particularly the continuing involvement of several founding members and past executives.

It has seemingly been a long, cold winter without end in sight, but I have actually bestirred myself to consider removing the glass covers on my E Type headlights and actually clean out the dirt and water stains on

The inside of the glass. I have devised another brilliant scheme to permanently seal the housings probably for the fifth time. At some point I may find a real solution. And while I'm at it maybe I will change the oil. Another month and it will be March and then April thaw and driving.

While Spring may yet seem a ways off, keep up your club spirit by coming out to our upcoming events; **the Darts N Pizza Monday, 16 Feb, the Interclub Dart Tourney, Saturday 21 Feb. In March we have a super visit with the dent experts, Auto Dentist, then our annual welcome to the end of Winter, the Spring Dinner 18 April at the Algonquin International Restaurant.** Details for Feb and March events are elsewhere in the Jottings...menu and details for the April dinner will be out shortly

Dave Kenny



Members' Corner

We are pleased to welcome the following new member to the OJC:

Nghiep Giang Duong

Anjou QC – 2015 F Type R coupe
2012 XKR

Welcome/Bienvenue and we look forward to seeing you all out at club events.

Contact details for new (and old) members are provided through the membership list emailed periodically by membership director, Karen Wilson.

MODERN HEADLIGHTS 101

On my E-type, night driving basically involves flipping the headlight switch from the "off" position to the "on" position to provide a modicum of adequate lighting by which you could see your way ahead. Should the light fail to appear, it is a matter of replacing the light bulb, a simple exercise not unlike in a flashlight. Since then, boy, times have changed. Now there seems to be mind-boggling lighting choices with multiple options, most of which almost require an engineering degree to understand, let alone, heaven forbid, you should have to change one. Assuming some of you are in the same boat as me, here is a handy primer on the different types of automotive lighting, courtesy of the Aussie website *Auto Advice*, slightly modified to apply to Canada and Jaguars.

Editor



HEADLIGHTS EXPLAINED

It wasn't that long ago that headlights were a no-thought-required feature. All cars had them and no one really paid much heed unless they failed or were shaped in a particularly ugly manner.

Halogen

Reliably generating light with the limited resources at a car's disposal was a problem for early automotive engineers.

Tungsten filaments, similar to the kind found in household incandescent light bulbs, were finally settled on as the solution. From the mid-1960s until now these tungsten filaments have been encased in a bubble of halogen gas in order to improve performance and longevity.

For much of their history, tungsten and halogen lamps focused light on the road via a lens that doubled as the headlight's protective housing; now the two jobs are separate. Since the 1990s the exterior casings of headlights have been made from polycarbonate instead glass, as it's both lighter and stronger, while light from the headlamp bulb is aimed via a series of computer designed complex reflectors. Alternatively the light beam can be directed by a projector lens within the headlight housing.



S-Type—halogen

Combining low cost and a working life of between 500 and 1000 hours, halogen bulbs are the most common headlamp type in use today, although that is rapidly changing. Spurring things along is the desire of car makers to improve efficiency. Halogen bulbs draw around 55 watts of power, and much of that is wasted as it's converted into heat rather than light.

HID / Xenon

In high intensity discharge (HID) headlights (also known as Xenon headlights) such as those used across the modern Jaguar range, a mixture

of rare metals and gases are heated to produce a bright white glow. HID's are around two to three times brighter than halogen lamps and their glare can be particularly annoying for other road users. As such, cars equipped with HID's also have a self-leveling mechanism and a headlight washer. The former ensures that the headlights are always aimed towards the ground. The latter minimizes the buildup of dirt and grime, both of which can divert more light into the eyes of on-coming drivers.

Despite their brighter output, HID lamps require less power to operate. They generally draw about 35 watts and are said to be good for around 2000 hours of use.

In cars HID lights contain a trace amount of the inert noble gas xenon, hence their common name: Xenon headlights. Xenon gas prevents automotive HID lights from flickering when they're switched on and ensure that an adequate amount of illumination is provided before the headlights reach maximum brightness, usually within a few minutes.

Automotive HID lamps are easy to distinguish as their cool white glow is accompanied by a distinctive blue tinge around the edges. Some cars feature only HID lighting for their low beam, with high beam provided by a separate set of halogen lamps (e.g. X-Type, XK8, X350).



X-Type—HID + halogen

Bi-xenon setups, however, are able to provide both high and low beam from the same set of HID lights. (current XJ range, XK, XF, F-Type)



F-Type Bi-Xenon

HID headlights first became available in the mid-1990s, but are now optional on most mainstream models. The rare elements employed by an HID bulb have kept prices high, giving room for newer technologies to storm the fort.

LED

Light emitting diodes (LEDs) have come a long way from the simple flashing lights on beige computer cases to being key components in modern cars, phones and televisions.

Whether you realize it or not, they provide most of the lighting used in today's instrument panels, entertainment head units and car interiors. As well, arrays of these diodes are employed in fog lamps, indicators and brake lights. Car designers love LEDs because their small size allows them to be fashioned into ever thinner and more distinctive shapes.

Although LED headlights currently fall a little short of the brightness achieved by HIDs, they hit maximum brightness within a millionth of a second compared with the half second required by incandescent and halogen lights. When LEDs are used in brake and indicator lights they're said to improve the reaction time of other road users by around 30 per cent. On top of this, some bulb makers are claiming a life of up to 15,000 hours for their LED headlamps.

Touch a halogen bulb or xenon globe when it's on and you'll likely recoil in pain from the intense heat, but with LED headlights you'll struggle to break a sweat. Therein lies their great advantage, they convert most of the energy directed to them into light not heat. In fact most of the heat generated by LEDs is at their electrical base, not on the bulb surface. (Note: for Canada, the lack of heat in existing LED technology is a particular disadvantage allowing headlights to freeze over in winter)

For the last few years LED headlights were only available on high end sedans like the Audi A8 and Lexus LS, and the hypermilers' best friend, the Toyota Prius. Recent advances, though, have licked earlier problems regarding brightness and rearward heat dissipation, and LED headlights are now heading toward the mainstream.

Laser

BMW will be the first to offer laser headlights as an option in its i8 plug-in hybrid supercar. So, yes, we'll get the joke out of the way now: this car has freakin' lasers in its eyes.

But before Dr Evil starts whipping up some convoluted scheme to extort a few hundred thousand dollars out of the poor citizens of planet Earth, he should realize that BMW isn't planning to shoot flesh cutting laser beams down the road.

Rather the laser beams are focused towards a cloud of yellow phosphorous gas. When excited by the laser the gas emits a powerful white glow, which is then reflected and diffused to light up the road ahead.

Initially this laser light system will only be used for the high beam. BMW claims that the new headlamps are smaller, more energy efficient and can illuminate the road up to 600 metres ahead of the i8. By comparison the i8's regular LED high beams can

only manage 300 metres.

Headlight conversion kits

If all this talk of more efficient, yet brighter, headlights has got you all excited and thinking of ways to upgrade your current steed, you should probably think again.

Although there's an aftermarket willing to cater to your desires, upgrading to a different type of headlight technology may put you in contravention of the MTO regulations. Indeed some online headlight stores warn buyers that their products are only legal for off-road use. (Note: brighter Halogen bulbs are generally OK in Canada but not non-standard HID/Xenon which must be installed as a system)

If that's not enough to dissuade you, think of your fellow road users. Headlight reflectors and lenses are designed for a bulb of a specific output, size and shape. Altering any one of those elements may result in a different beam pattern that could stun, blind and annoy other road users.

(source: <http://www.caradvice.com.au> with editing for Canada and Jaguars)



OJC DARTS 'N' PIZZA NIGHT



MONDAY, 16 FEB, 6:30 PM

ST ANTHONY'S CENTRE, 523 St Anthony St, off Preston, Ottawa
(SEE CLUB WEBSITE FOR MAP)

INFORMAL DARTS TOURNEY
MIXED GENTS/LADIES TEAMS
BEGINNERS AND SPECTATORS/KIBITZERS WELCOME!
BRING DARTS IF YOU HAVE THEM (NO SPEARS/ARROWS)
PIZZA AND GOODIES

To help with setting up teams and the pizza order
please reply if attending by Friday, 13 Feb :
(editor@ottawajaguarclub.com)

Events & Activities 2015

January	No events
February	16 6:30 PM Darts 'n' Pizza – Tifosi Club Room, St Anthony's 21 1-4 PM British Interclub Dart Tournament—Barrhaven Legion
March	16 6:00 PM Auto Dentist visit - 6 PM Bentley Ave 20-22 Ottawa Auto Show
April	18 5:30 PM Spring Dinner – Algonquin Int'l Restaurant
May	Byward Market Auto Classic Show, Ottawa All British Car Show, Beaconsfield PQ Concours judges' training – Tifosi Club Room, St Anthony's
June	14 OJC Concours & Family Day – Cumberland Village Museum Eurocar Clubs' Drive
July	All British Car Day, Ottawa 31 UK Car Display, Glen Garry Highland Games, Maxville, ON
August	Canadian Guide Dogs Charity Tea/Garden Party - Manotick Boot and Bonnet British Car Show – Kingston City Park Race the Runway – Smiths Falls Airport Club Drive to Rotary Club Day – Perth, ON
September	Technical event TBD Hazeldean Mall British Invasion - Kanata
October	Fall Colours Drive
November	Annual General Meeting and dinner
December	Christmas Dinner

NOTE: Details, dates and timings will be advised closer to the events. Additional events/activities will be added when/as known.

Any/all suggestions for activities greatly appreciated. **Volunteers to organize events needed and welcomed.** Please contact VP and Activities Coordinator Ed Theoret: ed.theoret@sympatico.ca



THE OTTAWA VALLEY TRIUMPH CLUB PRESENTS...

2015 INTERCLUB DART TOURNEY

ANNUAL DARTS SHOOTOUT AMONGST UK CAR CLUBS

SATURDAY, 21 FEB, 1 TO 4 PM
 BARRHAVEN LEGION, 3500 FALLOWFIELD ROAD, NEPEAN
 PIZZA PROVIDED, DRINKS AVAILABLE

TWO PERSON TEAMS NEEDED – RSVP TO
 VP ED THEORET (ed.theoret@sympatico.ca)
BY MONDAY, 16 FEB (Darts N Pizza night)

OTTAWA JAGUAR CLUB DEFENDING 2014 CHAMPS

MARCH TECH VISIT – AUTO DENTIST

Hello all Jaguar club members,

Please join us at **Auto Dentist** for a demonstration evening to learn about our unique automotive cosmetic repair services. We will have live demonstrations on our Micro-paint refinishing process and our Paintless Dent Repair (PDR) services. It will be a great way to get everyone excited about taking their baby out of storage and getting all those unsightly minor damages cleaned up for spring. We hope to see you there.

MONDAY, MARCH 16 2015, 6:00 PM

151 Bentley Ave #17, Nepean

(1 block south of Hunt Club, just off Merivale Rd.)

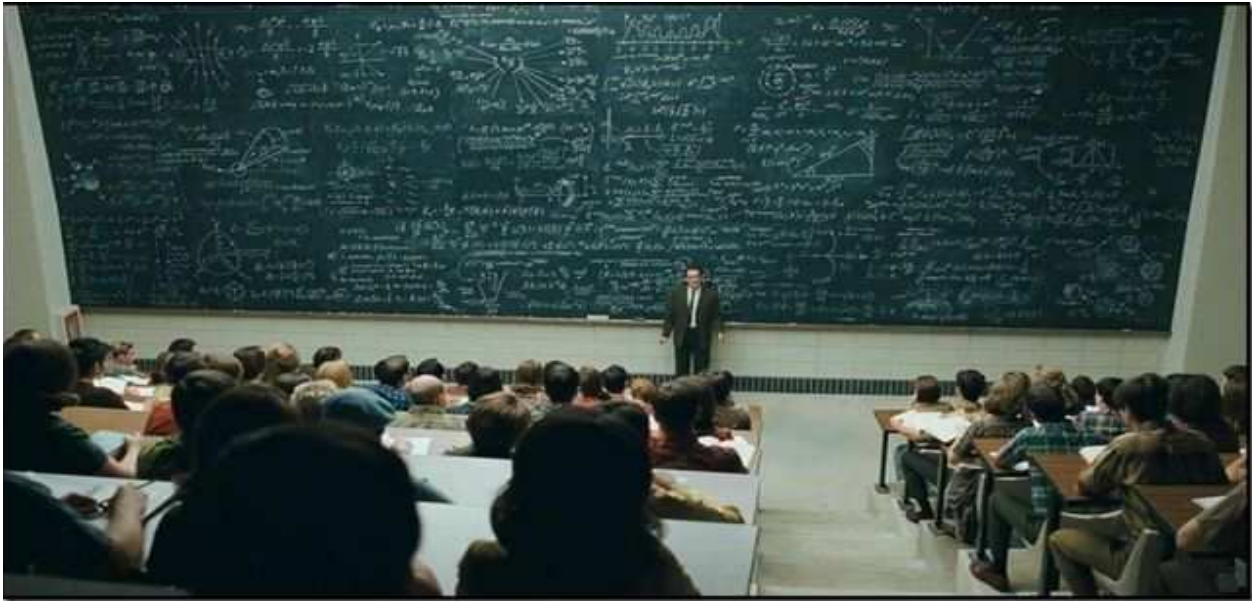
Doug Best - Vice President

Canadian Hail Repair Inc.

www.autodentist.ca

613-223-7077

Bits and Pieces



"..and that fellow Jag enthusiasts is how you change the oil..."

(Bob Hiland)



Jaguar XJ220 delivery vehicle for "Mooyah Burgers and Shakes" in Dubai UAE

Marketplace

1996 Jaguar XJ6 Vanden Plas. Tungsten grey, grey leather interior. 118,000 kms. Exceptional condition. One owner from new. Dealer maintained throughout. Always garaged with minimal winter usage over past two years (under 1000 kms). Immaculate interior - includes new, unused lambswool rugs still bagged. Reluctant sale by a retired, senior legal professional. \$7000. Consider offers. 613-733-7528



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