

Jaguar Gottings

September 2015

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Club Events This Month

1 SEP - British Invasion—Hazeldean Mall

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Karen Wilson
777 Otty Lake Side Road, RR3
Perth, Ontario
Canada. K7H 3C5

Jaguar Jottings

Editor & Publisher: Rob Dunlop
613-834-0588
editor@ottawajaguarclub.com

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President's Musings



We had two major club drives in August; one the overnighter to Picton County including the Boot n' Bonnet show in Kingston and the other to the first Perth Rib Fest and Car Show. While I was travelling and had to miss the first event, I understand it was enjoyed by the participants and showed the high level of effort by the organiser, Al Graves. Keitha and I did partake of the second drive to Perth where 11 members attended in a field of about

100 cars. Rob Dunlop organised a pleasant and scenic drive and got us there in good time. Our webmaster, membership chairman and Perth resident Karen Wilson was instrumental in organizing the highly successful car portion of the Rotarian fest. It takes a significant amount of time and ingenuity to organise these drives and activities and I am personally grateful for the volunteers who come forward regularly to put in the effort required. We are fortunate that this continues to happen in this club.

Talking about drives; after much discussion in a recent executive meeting about the concours publicity, we had follow on discussions and as a result will be submitting a survey form to each club member to ascertain their feelings about the current selection of club activities including the need for and frequency of general meetings. We would like to understand why members join and

what are their expectations from the club. One issue that dawned on us is the fact that in the past few years we have gravitated from regular monthly sit-down meetings to "on-site" visits; leaving only executive or as-required member meetings such as our AGM. Other car clubs have regular monthly meetings involving up to 70 members (for the local MG club). Are we going about this correctly? Be sure to complete the survey and let us know. In contrast, our weekly Wednesday morning breakfast at Dunn's attracts 10 to 20 members regularly now. This is something that was not happening a year ago and many of the increased number of participants are relatively new members. Interestingly, the discussion is often not just car/technical and ranges widely. Is this a form of regular meeting? It will be interesting to see the results of the survey.

Dave Kenny



Members' Corner

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

Geoff Leckey Ottawa 1985 XJ6

Guy Pensa Manotick 2007 XKR

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

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

Don and Alan's August Adventure

This road trip comprised three very different days. The first day, Friday, 14th August, starting at about 2 pm, was a country drive to Belleville via good, largely deserted back roads, for an evening's entertainment and overnight stay. The second day, Saturday, 15th August was a beautiful day and we spent it touring the delights of Prince Edward County and its produce, including several wineries, a major cheese outlet and the County Cider Co for their outside restaurant at lunchtime. After staying overnight in Belleville again on Sunday, August 16th we returned to Prince Edward County to take the Glenora Ferry to the Loyalist Parkway alongside the St. Lawrence river up to Kingston, where we joined the Boot n' Bonnet annual car show in Kingston City Park, arriving around 11:15 am. We left around 3:15 pm for a drive back to the Ottawa area and finished the weekend with supper at the Old Mill at Ashton. The highlight of the drive home was the Opinicon Road, a marvellously twisty, variable elevation road.

The route for each day or part-day is shown in the map. We had four cars on the drive; Barry Paulson and Barbara Kothe (E-type coupe), Mike and Natalie Dalton (XJ12 VDP), Don LeBlanc and Janet Dionne (XJ6 VDP) and myself Alan Graves with my wife Sue (XJR).

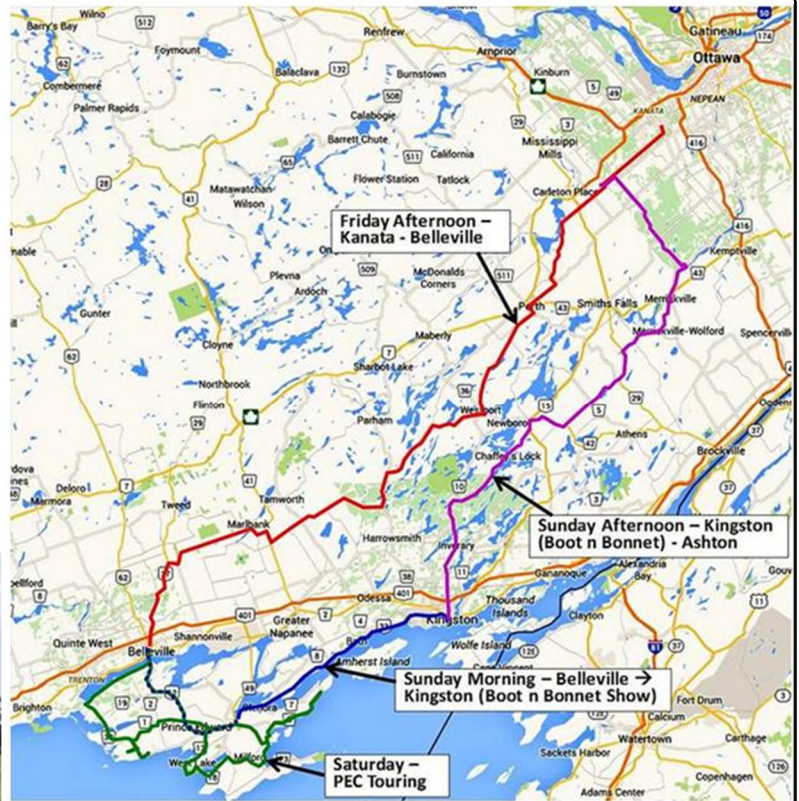
On the first day we stopped in Westport for a quick explore and ice-cream break. In the evening we went to the Beaufort pub restaurant in Belleville for an informal pub meal.

On Saturday after breakfast we headed into Prince Edward County, stopping in delightful Bloomfield to explore and grab some coffee before taking a drive through the Sandbanks Provincial Park area and stopping at a Maritime Museum that happened to be being visited by half a dozen Morgans from the Toronto area,



which were also touring PEC before going on to the Boot n' Bonnet show.

The next stop was for lunch at the County Cider Co. which has a delightful outside only restaurant, featuring charcoal barbecued food and a venue on top of a bluff, overlooking a vineyard and Lake Ontario. After lunch we headed over to the nearby Black River Cheese outlet, which features classic vintage cheddar cheeses and many other types as well as excellent ice cream. From there we headed through Picton to wineries, visiting The Grange, Huffs (where there was a jazz concert in progress), Sandbanks and Rosehall Run, before following the Loyalist Parkway up to Carrying Place, then heading back to Belleville via Rednersville, so as to see the north of the County. We dined at a restaurant near the hotel. Next morning, after breakfast we departed the hotel for a



...Don and Alan's August Adventure...

drive back across PEC for a stop at The Lake On A Mountain before taking the ferry from Glenora to Adolphustown, so as to drive the length on the mainland portion of the Loyalist parkway into Kingston, arriving somewhat before 11:30 at the Boot n' Bonnet show – several pictures are included in a photomontage at the end.

After about four hours we departed the show, heading north on Hwy 10 until we reached the Opinicon Road, where we let the E-Type take the lead. After the Opinicon Road it was north on Hwy 15 to 42, then into Forfar on the 42 for a stop for refreshments at the Forfar Dairy, then a drive via back roads (8, 29, 16) to Merrickville and up Dwyer Hill Road to the Ashton pub and supper.

By the time we arrived at the final supper everybody had got to know everybody and the consensus appeared to be that this was a very good way to spend a weekend. Hopefully more folks will join us next time!!!

Alan Graves



Boot n' Bonnet photo-montage



"E" FOR EFFORT..

Member Jeff Poston is undertaking an extensive body restoration of his 1969 E-type S2 OTS with Dez's Paint Shop in Greely doing the major work. Jeff invited members out to Dez's for a "show and tell" of the work required and an overview of the shop's capabilities.

An informative technical session was held at Dez's Paint Shop in Greely on August 10. 16 members attended, with 10 adjourning after the meeting to the Swan on the Rideau pub. The evening consisted of three main features: an inspection of a stripped 1969 E-type roadster, a demonstration of latest paint matching technology and a demonstration of pin-pulling technology for hard to get at dents on an E-type.

The E-type is undergoing an extensive restoration of the body and common areas for rust were clearly identified as well as previous, poorly done, attempts at repair. A selection of repair panels has been purchased from Monocoque-Metalworks and the fit and use of these panels was discussed.

Dez's Paint Shop has recently invested in a significant upgrade in the latest painting technology using equipment and materials from Axalta. A key feature is state of the art paint matching technology using an "Acquire-Plus efx" triple-eye camera. Paint is a new Axalta solvent-compliant base coat system. The familiar brand name from Axalta is Cromax. Paul Fitzgerald demonstrated the use of the paint-matching camera. The technology gives a measure of accuracy of the match.



While pin-pulling is not a new technology Paul gave an expert demonstration of how valuable the technique is to remove dents from parts on the E-type body that cannot be reached with direct hammer and dolly.

Thanks go to Dez and Paul Fitzgerald, Jeremy Lindsay and Jamie Ruhland for an informative evening.

Jeff Poston

THE WHOLE EARTH E-TYPE DVD

Jaguar Heritage has assembled every original factory parts manual, workshop manual, hand book and sales document as well as a good selection of photos plus other relevant material for the E-type on one DVD. Of particular note, it includes microfiche parts catalogues which were continually updated long after printed updates had ceased. The information is encrypted to prevent copying but access to subscribers is possible direct from a secure website or downloaded to computers, laptops, iPads etc. Considering the vast information available, a price of GBP 50 is quite reasonable.

A quick preview is available at jaguar.otpubs.com/JTP1004/. This DVD plus others for Jaguars are available at www.jaguarheritage.com/dvds



Events & Activities 2015

September	1 <i>Hazeldean Mall British Invasion - Kanata</i>
October	5 <i>Oktoberfest and Drive</i> 10 <i>Hugh Siddons' E-type 50th birthday party</i> TBD <i>Fall Colours Drive</i>
November	<i>Annual General Meeting and dinner</i>
December	<i>Christmas Dinner</i>

Club events in italics and bold type. 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



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TECH TALK - alternate power systems

As I noted last month I am periodically queried about my hybrid Toyota Prius regular driver. Here are some useful comments regarding hybrids and other alternate power systems for cars.

The gas/electric power concept dates back to the 1890's and is not a new idea. Porsche ran race vehicles based on a gas/electric layout with individual electric motors on each wheel decades ago. It wasn't until compact high energy storage batteries arrived in the 1990's that serious modern production hybrids were designed.

For general background there are 3 basic alternate power systems available in modern production vehicles comprising:

- Hybrid gas/electrics like the Honda and Toyota systems;
- Pure electrics like the Nissan Leaf and Tesla models with Plug-In charging; and
- Gas or Electric like the Chevrolet Volt with Plug-In charging.

Hybrid Gas/Electric. Since the Toyota system is the most comprehensive, I'll start with it. The Prius comprises a small gas engine of 1.5 (76 hp.)/1.7 litres displacement and an electric motor of 67 hp. and 239 ft.-lb. of stall torque (for comparison the equivalent mid speed peak torque of the XKE engine is 265 i.e. this 67 hp. electric motor has low speed torque equivalent to a gas engine in the 4 liter displacement range). A triple shaft planetary gear set for combining these two power systems with a separate generator each on its own dedicated shaft allows the car to operate as a pure gas, pure electric, gas/electric or absorb kinetic energy through the generator to provide braking and recharge the lithium ion battery set. A continuously variable transmission optimises fuel consumption with these power units. An important element is that the planetary gear set allows the gas engine to operate within its narrow minimum specific fuel consumption speed range.

The Prius system thus keeps the gas engine operating within the speed range around minimum specific fuel consumption. A master computer balances this requirement against the use of the electric motor and maintaining the battery charge. The car usually starts on the electric motor and engages the gas engine up to 40 mph. except for air conditioning and heater load requiring continuous engine operation. Sometimes it will function on the electric motor alone for the first 20 minutes, depending on the battery charge. For a full throttle acceleration from stopped, both motors are engaged providing the high acceleration from the high stall torque of the electric motor. The electric motor is called in for full throttle at highway cruise for passing. It's like an instant turbocharger without delay.

The average urban low speed fuel consumption is much improved by avoiding running the gas engine at low RPM with its reduced throttle setting and heightened fuel consumption. Typically I get 6.2 liters/100 km. urban and between 5.5 and 6 liters/100 kms. highway at 120 kph. This urban is about 1/2 the usual gas engine rate. The total range for a 44 liter tank is 460 miles. Recently, the new Prius ratings are 10% better than my 2008 and include a plug-in capability for battery charging.

Pure Electric. The purely electrics are just that, a high intensity large capacity lithium ion battery pack and an electric motor with a plug-in capability for 110 or 220 volts with about 8 or 4 hours charge time, respectively. Winter cabin heating and summer air conditioning are additional drag on the battery. The smaller lower price range cars have a range of 75 miles, while the Tesla has a significant range of about 300 miles.

Gas or Electric. For the Chevrolet Volt gas and electric there is also a high intensity and capacity battery pack driving an electric motor directly yielding a battery range of 39 miles adequate for most urban driving trips. The charge time is the same as for the pure electrics. For a range extension of 341 miles there is also an independent small gas engine which drives a generator to directly energise the electric motor once the battery reaches its depletion limit. Both of these electric vehicles have excellent standing stop acceleration, but deplete the range with repeated high accelerations.

Dave Kenny





1ST ANNUAL PERTH RIBFEST & CAR SHOW

Eight club cars headed out from Manotick on Sunday, 23 August for the picturesque town of Perth and their first annual combined Ribfest and Car Show. Held at the fairgrounds, our Jags joined an eclectic mix of classic and current cars, hot rods, muscle cars and antiques as well as three more club members. The three day charity event hosted by the Perth Rotary club featured four well known "ribbers" with huge displays and tempting BBQ, a variety of food and merchandise vendors, a local brewery beer garden and live entertainment throughout the day. The car display drew a large crowd of interested attendees and OJC'ers enjoyed speaking with the variety of owners and visitors. Phil Karam took advantage of the situation to conclude the sale of his XJ8. All in all, a super day and pleasant drive in great weather. We look forward to the second annual event next year, perhaps with more club cars.

Rob Dunlop



Brits & Pieces...at Perth Ribfest



John and Beverley Blais with grandson. John: "If he says "JAGUAR" one more time, he's walking home!"

GOOD OLD DAYS ???



OJC Fall Drive, 29 September 2012note the fuel price on the board behind the Kenny's E-type



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