



Jaguar Jottings

October 2015

ottawajaguarclub.com



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Club Events This Month

3 OCT - Oktoberfest Drive—German Club, Carlsbad Springs

10 OCT - Siddons' E-type birthday party (see p 9 for details)

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

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



President's Musings



At the Hazeldean Mall car show on Sept. 1 we had 10 cars from the club including several new Jags; an excellent showing. Much of the formal driving season is over although there is still Oktoberfest on 3 Oct and time for a fall colour drive, if an organizer comes forward.

We have started organising the AGM for November including proposals for the 2016 executive group and the Christmas Party for December. Anyone interested in an executive position is welcome to submit their names to Ed Theoret, our V-P. We are always interested in new blood and ideas.

I had an interesting experience with the cooling system on my E type recently. Having gone for a drive after 2 weeks in the garage I noted that after an hour the temperature needle was up to 90 deg. C and tending to pass that on an 85 deg. F day. Normally with the "Otter" switch (so called after the name of the manufacturer) energizing the electric fan at 86 deg. C for the coolant, the temperature would have peaked at 90 deg. C and

gradually cycled down to about 75 deg. C, where the Otter switch cuts the current and the temperature gradually cycles up to 90 deg. C again. Now it was not cycling down and, at stops, it was climbing over 90 deg. C.. I arrived home shortly and soon found that the fan was not operating. My first impulse was to start checking the otter switch and relay, but I restrained myself and decided to check the no. 6 fuse shared with the horn, washers and stop lights. None of the shared items were working. I removed the fuse and the filament was perfectly intact. Then, I checked the resistance and found it to be infinite meaning a severed connection somewhere in the fuse. I replaced the fuse with another 35 amp unit and everything was working again. The filament in the damaged fuse must have lost contact with one or both ends of the metal caps. Beware fuses with apparently intact filaments and always carry spares.

Dave Kenny

Your club and membership secretaries had a busy month issuing the survey of member interest and expectations for the club (Thanks Bob Hiland and Karen Wilson respectively). We were relatively satisfied by the response rate of 64% and are now busy analysing the results with the help of Al Graves. We will have the conclusions and recommendations for next month. This should yield the near term future direction of the club. We are also studying the models of other clubs. Meanwhile our membership continues to increase.

ANNUAL GENERAL MEETING MONDAY, 9 NOV, 6 PM

This year's AGM will once again incorporate the meeting as well as an a la carte dinner at Robbie's Italian Restaurant on St Laurent Blvd. **In preparation for the meeting, please forward any agenda items, suggestions, comments to the president Dave Kenny: (david.kenny@rogers.com).**

If you are interested in joining the club executive, please contact VP Ed Theoret (ed.theoret@sympatico.ca)

All members and partners are encourage to attend, socialize, contribute to the operation of your club as well as enjoy an excellent Italian dinner.

More details will follow later with a request for RSVP. **Be sure to mark the date on your calendar.**

Members' Corner

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

Chris Little Ottawa 1968 E-type

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.



HAZELDEAN BRITISH INVASION

The annual club pilgrimage to West Ottawa for the assemblage of "UK's Finest" occurred 1 Sep under clear skies and (for a change) balmy temps. Ten members joined an eclectic mix of 35 British and other collector cars for a "show and shine" event before proceeding to the nearby Cheshire Cat pub, recently resurrected from a disastrous fire a year ago. The overfull parking lot and packed pub indicated it has lost none of its popularity and charm, and from the upgraded upstairs club room and really excellent food, can expect regular returning car club customers. On this occasion, 34 made their way over from the car gathering. Many thanks to Al Graves for putting this together.



JAGUAR OTTAWA TECHNICAL VISIT

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A dozen members attended a technical session hosted by Jaguar Ottawa 28 Sep. Hosted by shop manager Carlo Spinello with the able assistance of general manager Mark Weisbrod, it was aimed at newer Jags equipped with ECUs. Carlo had hooked up Mark's high performance XFR-S to their diagnostic system to illustrate the perimeters and possibilities for improving performance through ECU remapping and other techniques as well as related limitations and trade offs ("...adding a bunch of fuel is of limited benefit unless there's a corresponding increase in air volume..."). Of particular interest to members was a lengthy Q and A session covering tips and tricks involved in running modern Jaguars including tire choices, winter operation and today's fuels ("...Jags don't like ethanol but most can tolerate it up to level 10...don't go beyond that." "All (current) Jags require premium fuel in accordance with manufacturer's direction...operating with regular is detrimental").

The group then retired to Liam Maguire's pub for a pint and a bite and to toast OJC's 30th anniversary of its first drive. All in all, a very informative and enjoyable evening. Many thanks to Mark and Carlo for their continuing enthusiastic support to the club and taking the time after work hours to host this very worthwhile gathering.



Carlo Spinello demonstrating the latest diagnostics



Carlo and Mark tackling the Q and A session



THE JAG WRANGLER

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TO 2015 JAGUAR XK, XK8 AND XJ

This is an interesting US website featuring some well thought out modifications for the subject models. Included are a remote control module for XK8 and later XK convertible tops, gauge installations and a cable harness for XK8/XKR to add video from sources such as a backup camera, GPS or DVD player to display on standard navigation screens (where fitted). They are also interested in receiving ideas for other upgrades and modifications.

www.the.jaguarwrangler.com

HOW CLEAN IS MY ENGINE? TOP TIER DETERGENT GASOLINE

Club Technical Director Phil Karam came across some worthwhile information about the additives in modern gasoline. Apparently over the past several years, the minimum level of detergent required by the EPA has declined by an estimated 50%. In response, seven of the world's top automakers (BMW, GM, Honda, Toyota, VW, Mercedes Benz and Audi) recognized that these reduced detergent standards don't go far enough to ensure optimal engine performance. The reduction hampers the ability to meet emission standards, leading to engine deposits on fuel injectors, intake valves and combustion chambers resulting in a big impact on emission and driver satisfaction. Top Tier detergent gasoline has been produced to allow owners to avoid this lower quality gasoline. **Current retailers in Canada include Chevron Canada, CO-OP, Costco Wholesale, Esso, Petro-Canada, Shell Canada and Tempo.**

Check out their website for a detailed technical explanation:
www.toptiergas.com

(Note, this is not referring to ethanol content or octane...editor)



NORWEGIAN MORGAN CLUB DRIVE

No, this is not a misplaced article....there really is an OJC connection. Club members Chuck and Pam Robinson became acquainted with the Norwegian ambassador to Canada and her husband, Asmund Baklien, who brought his modern Morgan three wheeler on posting to Canada. On learning that 20+ fellow Norwegian Morgan enthusiasts were to visit Ottawa this fall but without their cars, the Robinsons volunteered to organize a drive. Calling on OJC and Jaguar Ottawa resources involving cars to carry three passengers each, on 25 Sep, the group of nine cars left under sunny skies for a country drive to Merrickville, a stroll around town and return to the embassy residence for refreshments. A "Well done" to Chuck for organizing his first ever group drive... without losing anyone... and a special thanks to Mike O'Brien, Phil Karam, Mark Weisbrod and Don Morrison in addition to Pam Robinson for providing chauffeuring services accompanied by member Peter Whitworth in his Morgan +4. Word has it that Pam enjoyed driving the loaner 2015 XJL from Jaguar Ottawa so much, Chuck may be soon pressed to find room next to the Bentley in the garage.



How a Rust Bucket of a Car Changed My Views

By Helen Harwood

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I will not be describing how to restore a car. There are massive amounts of reference books, websites and videos to do that. I will describe memorable events that occurred while making an abandoned wreck into a beauty.

Dave's project, which quickly became OUR project, began a few years ago, when his dream car was still barely a thought in his head. The year was 1996. Dave and his brother were going to a Jaguar Concours in Oakville, Ontario. Their wives were invited too. What would I see and do at a Concours, I did not know. I did not even know what one was.

Row upon row of beautiful cars lined up in a lovely parkland setting. Most of the cars looked like they had just been driven off a new car lot. Something wasn't quite right with this picture. Several of them were half a century old, not new at all. 'Restored' and 'Classic' were the descriptive words used. Many owners looked keen to talk about their cars, others reminded me of guard dogs. You DON'T touch a show car. Some cars even had signs saying so.

A competition of elegance is where we were. We weren't at a car show. It was like a beauty pageant. The cars were going to be JUDGED. How would they be judged? Weren't they all elegant and almost the same? By the end of the day, I had learned an E-Type Jaguar was Dave's favourite car. It was his dream car. As he says, "That was the one I lusted after."

Little did I know that in a few short years Dave and I would be under the same scrutiny from earnest looking judges, carrying their clip boards. I would be one of those people asked, "Is this your car? What year is it? Is it a 12 cylinder? Did he do all the work himself?



Helen Harwood and Dave Clyne with their 1970 E-type

Where does he find parts for it? Every MINUTE detail would be examined.

Dave did get his E Type. He bought it, sight unseen on E-Bay in 2001. The two of us had the somewhat harrowing experience of driving to the outskirts of New York City to trailer it home. My job was that of navigator. This was pre-GPS days. I had to watch for road signs, read the map or sometimes just watch the traffic lights while Dave read the map! He didn't always trust my skills.

The first glimpse of OUR car did NOT leave me with a feeling of excitement. It sure didn't look special to me. Of course I didn't say that. Sharing excitement was the best response.

As we returned with the Jaguar in tow, I learned we had something special. Transport drivers would pull up beside us, then slow down so they could take a better look. They would give a nod of approval or a thumbs-up salute.

The tollbooth attendant enthusiastically enquired, "Where did you get

that?" and "Where are you going to drive it?" and "It goes 150 mph, you know." Followed by, "I know, what you are going to be doing this winter."

In the middle of the night patrons at the gas station were moving around the car. They wished for a longer inspection time.

Royal Canadian Mounted Police at the border wondered if there might be mice in the car. There were bits of straw wedged in it from the 20 years of being stored in a barn. My thought was, "Is there is some law that doesn't allow U.S. born rodents to be imported into Canada?

The border guard inside the customs office was much less enthusiastic. After delaying us for quite some time because the paper work was not done quite to his satisfaction, he assured us our troubles WEREN'T over. He gloated at us, "Just wait 'til you try to register that thing."

We finally got the car home. It reminded me of a kid's pedal car. It had no floor. Moving it from one place to another took two or three

How a Rust Bucket of a Car Changed My Views /2

men to push it around the driveway and in and out of the garage. I think Dave and the neighbours liked doing that. The car had a rather sad and forlorn disposition. It certainly did not look like the beauties at car shows. Cousin Jim said when he first saw the car he was reminded of a rusted tomato juice can.

Sharing and supporting my husband's interest was always a given. I did not know that would mean, almost every day there was something to do, where my help was needed. Secretly, most of the time, but not always, I felt honoured to be asked. I did not know my job would include lying on the ground under the car, trying to get my hand twisted in some tight spot to tighten or loosen a bolt. It was an almost prestigious job I had, or so I thought. There is no picture to prove this. Dave was in no mood for photography, at this point. Not at all prestigious though, was the time-consuming job of cleaning, cleaning and more cleaning of the rusty bits.

I learned it takes a long time to take a car apart. It takes a long time to restore a car part and it takes a long time to put a car back together. Unlike Humpty Dumpty it COULD be put together again. Piece by piece the car was taken apart. Actually, once half the car disappeared before it could be put back again.

There were times, when I would sit on a bar stool in the garage, knitting. Dave liked to have someone to talk to, as he worked. He wasn't always talking to me though. Sometimes, it would have been a good idea to have my ears blocked. I hope the neighbours did not hear him. His language left a bit to be desired.

Awful sounds and smells came from the garage. Metal being torn apart with a grinder was ear piercing. The stench, when the forty-year-old

original gas tank was opened, was that of rotten eggs or a dead animal. Talk about a 'hold your nose and stomach' pungent smell. Funnily, the neighbours never complained. They even took a keen interest in what was happening. They came running over, the day that the engine first roared. A celebration occurred. Really, I wondered why, there was so much excitement over what was a very, very, frightening loud noise.

All the rusty bits, which were my description of most parts that came off the car, were packed in boxes or tiny plastic bags. Each one labeled and shelved, waiting to be restored. Big parts, like the bonnet was

stood on its end in the garage. My car vocabulary was expanding! Until then a bonnet was a hat for a baby. Dave wondered aloud how long it would be before the engine would go back in the car. I wondered when it would have wheels again.

The car was upside down for a few weeks. Why it needed to be upside down was a question. A home-built rotisserie did the job. I thought a rotisserie was for barbecuing chickens. A cow could have been cooked on the one made the car.

We spend winters in Florida. The car came with us a few times. Dave wanted his project with him. Again the car attracted attention while in transport. It had a custom-made cover, made by me. Some homemaking skills such as sewing and design are easily transferred. Service Centres and hotel parking lots became one-man car shows. Questions were, "What are you haulin'? What's under there?" When answered, the response would be, "I thought so. I could tell by the shape." For goodness sakes, it was all covered up! Times had changed. Years earlier, young men chatting would ask, "What are you drivin' now?" Older men now ask, "What are you haulin'?"

Ten years later, the car was all back together. It was a beauty. 'Fully restored'



How a Rust Bucket of a Car Changed My Views /3

is the term. Dave restored most of the original parts, made a few that could not be restored and reluctantly bought a couple that he couldn't make. The completion year was 2011.

"Were all those years of work worth it?" It took TEN years! "Sure, they were worth it." No longer was there a rusted piece of metal to be seen. Instead we had a beautiful shiny silver gray E-Type Jaguar.

We go for drives, sometimes by ourselves, sometimes with the Jaguar Club. It is fun and exciting to be in a long line with other special cars, driving on off-the-beaten-path roads. Drivers love all the curves and gentle hills. Drivers we meet, wave, smile and give a thumbs up, as the engines roar or sometimes sputter.

Concours, car shows and cruise nights are different for us now. Restorers love these events. I'm kind of fond of them myself. When we show our car, the day may start by 5am. At the show site we are shown where to park, ideally in the shade, in a long line of beautiful cars. We quickly set up directors' chairs and a cooler full of drinks and snacks for sharing with friends and strangers. A tired or bored look on the face of a passerby warrants an invitation to sit down and rest awhile.

New friends have entered our life because of the Jaguar restoration project. I met one of my now very good friends, when she and her husband arrived at our place one day. They had been referred to Dave as a resource person. They were starting their project car. Dave had invited them for lunch. A fast friendship resulted. Dave has often invited people to come to see what was happening in 'his' garage. When a couple arrive, I ask the wife if she prefers to sit on the deck and have a cup of tea or a glass of wine with me. Most are

delighted with the offer. One time Dave invited the whole Ottawa Jaguar Club. Now that was a party!

At shows, Dave is always busy answering all sorts of questions and sharing the impressive story about his restored his E-Type. People remember the story and they remember him. One man was so impressed with what Dave had done, that after several months he recognized Dave. Dave AND the car he was then driving, his daily driver, a VDP Jaguar, were given the V.I.P. treatment at the man's restaurant. The car got

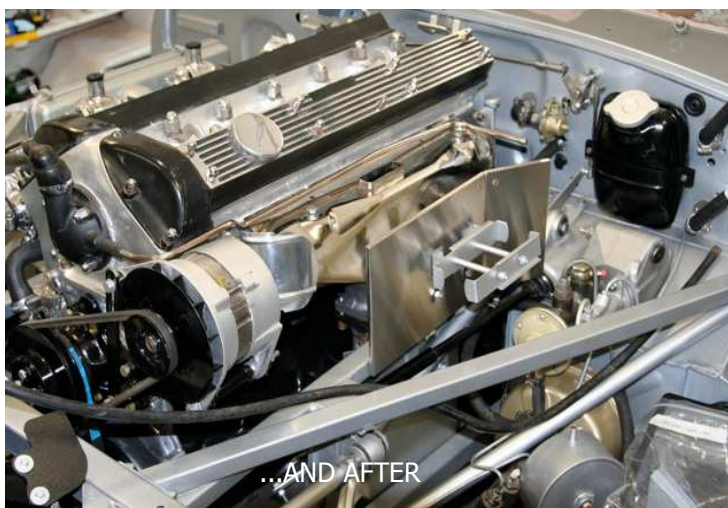
the VIP parking spot. The whole evening Dave and I were given the royal service.

At a recent Concours, a viewer mentioned how brilliant the wheel spokes were on our car in comparison to the car beside us. I casually informed him that I was up at 5 am that morning with a toothbrush and scouring pads in my hand. I knew Dave had gone to bed the night before, disappointed that he had run out of time and energy before he had the desired look on the car. A show car should have every square centimetre, inside and out, underside and upside and downside cleaned to a spit and polish standard.

I'm definitely involved more than I planned. Heart and soul? Well, not quite that much. I know our car well enough to answer questions about it. Sometimes I give a wrong answer but it isn't noticed. What is noticed is my passion. Memorable moments must be shared. I'm so glad to be enjoying the rewards of this labour of love. I love hearing all the nice comments people make.

Does that mean that my label, 'Restorer's Wife' is redundant? Not in your life. There now are FOUR BOATS in various stages of restoration, all sitting at our place waiting for my attention.

(This is Helen's first article ..ever! Super job Helen!...Editor)



Events & Activities 2015

October	<i>3</i> <i>Oktoberfest , German Club, Carlsbad Springs</i> <i>10</i> <i>Hugh Siddons' E-type 50th birthday party</i> <i>TBD</i> <i>Fall Colours Drive</i>
November	<i>9</i> <i>Annual General Meeting & dinner, Robbie's Italian Restaurant</i>
December	<i><u>Christmas Dinner , 5 DEC , 5:30PM</u></i> <i>Algonquin International Restaurant</i> <i>Reservations required - details shortly</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

“HAPPY BIRTHDAY, 1E31971”



Hugh Siddon's 1966 E-type (built in 1965) celebrates her 50th birthday on 10 October 2015

To commemorate the event, Hugh and Hally have invited OJC members and wives/partners for a garden reception (or indoors if necessary) at their residence.

E-type owners are particularly encouraged to bring along 1E31971 siblings of all vintages for a family portrait.

Saturday, 10 October, 4:30 to 6:30 PM

Hugh and Hally Siddons, 52 Forest Hill Ave, Ottawa (tel: 613-727-5777)

RSVP by end of Friday, 9 Oct to editor@ottawajaguarclub.com

Brits & Pieces...

A WHEEL OF A TALE...

(Referring to a photo of an E-type ..)

"This is the exact twin of the E-Type I spent many memorable hours in; bought by a friend with the money he saved while in the Marines in Viet Nam. Rather than go down memory lane with a late night banzai tale, the picture of the steering wheel reminded me of the ultimate stupid-story. Well, maybe not the ultimate as in Darwin award level, but a top ten stupid-story.

When sitting at traffic lights he would mindlessly stick the tips of his thumbs in the holes in the steering wheel spokes, moving up and down the holes, both hands in unison. I saw him do it all the time. Then one day when driving by himself he stuck the right thumb in too far and the knuckle joint popped through the middle hole on the spoke . . . and wouldn't come out. He drove home with his thumb stuck in the steering wheel, shifting with his left hand. He was staying at his parent's house until he found his own place and according to him the worst part was sitting in the driveway building up the courage to honk the horn until his father came out. After two Purple Hearts and a friendly-fire injury he was scared of the rash of crap the old man would give him. And withering it was. A week later I witnessed his father still harassing him, including Polish epitaphs that even this Mick knew weren't complimentary. On the day of the event his father was going to hacksaw the spoke just to teach him a lesson, and a giant argument ensued. That would have been the world's only documented incident of "fistfight with your father inside an E-Type coupe with one hand tied to the steering wheel". His father finally relented, got some oil to put on his thumb, and tied a tourniquet on his wrist to get the swelling to go down on the thumb. After the story got around it was standing orders to give Jack a thumbs-up when you saw him in his Jag.

Randy McC, S&M Minis" (extract from comments thread on '64 E-type coupe ad, 11 Sep 2015, www.bringatrailer.com)



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