



Jaguar Gettings

November 2015

ottawajaguarclub.com



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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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President's Musings



Many members are busy preparing their cars for winter storage although the current mild weather belies the approach of winter. Mine is still in operation. However, remember to add fuel preservative to your gas tank to maintain the volatility of the gas (*See this month's article for other winter preparation recommendations*)

With regard to the recent **membership survey**, the editor has

prepared a summary of the findings, while the statistical data will be made available on our website. In general, we have a disparate membership of younger working and older retired folks. Some are primarily interested in the technical side of restoration and maintenance, while others driving new and newer cars, are interested in short drives of interest and social events. Some older members prefer longer drives and visits. Wednesday morning breakfast is primarily of interest to retired members and has limited appeal because of its location, although it is almost impossible to find an ideal place given the wide geographic spread of our members. A few hold their membership mostly to avail themselves of the dealer rebates on parts and labour. There is no widespread interest in monthly meetings and one member said that the executive is doing a good job. For the executive, this survey was very valuable giving us insights and planning data we were lacking and in

some cases our intuition was proved right. For a more comprehensive review see the editor's article.

I also want to thank **Bob Hiland, Karen Wilson and Alan Graves** for their great work preparing the survey and providing the analysis.

You will have seen the notification for **the AGM (Monday, 9 Nov) and the Christmas Party (Saturday, 5 Dec)**. Please let us know early for attendance planning. The AGM is the most important club meeting of the year and is a chance to show your interest and to meet the executive and other members. The Christmas party is a key social event and the Algonquin International Restaurant serves excellent food with corresponding service. Please make an effort to join us at the AGM and the Christmas Party to close out the club's 2015 season.

Dave Kenny



Events & Activities 2015

November 9	<i>AGM & dinner, 6 pm, Robbie's Italian Restaurant RSVP BY FRIDAY, 6 NOV (details, page 8)</i>
December 5	<i>Christmas Dinner, 5:30 pm, Algonquin Restaurant International, RSVP REQUIRED (details, page 8)</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

Members' Corner

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

Robert Frederick (Marcia Mitchell) - Carrying Place, ON-2004 XJ8

Eric Johnson- Whitehorse, Yukon - 1987 XJ-SC

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.



OKTOBERFEST DRIVE



At the invitation of the local Mercedes Benz club, a Euro-cars fall drive of German car clubs plus OJC took place on 3 October. With crisp temps under sunny skies, 40 cars including Mercedes, Porsches, BMWs and Jags (eight plus a Bentley) made their way collectively from Lincoln Fields or individually to gather at the Maple Leaf/Almrausch German Club in rural Carlsbad Springs for an Oktoberfest lunch. The 75 attendees strolled around the parking lot checking out the wide variety of "Europe's (and UK's) Finest" before proceeding indoors to the gasthof-atmosphere of the superb restaurant for bratwurst, weiner schnitzel and suitable beverages. This was a highly-successful outing, hopefully to be an annual event. Many thanks to Larry Lomas of the MB club for the invitation and Mike O'Brien, our Euro-cars coordinator, for making it happen.



MEMBERSHIP SURVEY RESULTS

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The purpose of our membership survey was chiefly to determine what the club was doing right and/or wrong as far as meeting your expectations for the Ottawa Jaguar Club and help guide future planning and activities. The detailed statistical data and analysis by Alan Graves is very insightful and will be useful to future planning. It's definitely worth checking out but due to the length, it will be posted on the club website. This article attempts to summarize the major findings.

Survey respondents. First off, many thanks to those members who took the time to complete our survey. Of the 99 members in September, 59 replied for an excellent 60%, almost equally divided amongst the three membership duration groups of 1 to 3 years, 3 to 10 years and 10 plus years.

Club Activities. 74% of respondents were satisfied with the current level of club activities while 18% would like more. No one wanted less. Response to the various activities is below:

ACTIVITY	VERY INTERESTED %	MILDLY INTERESTED %	NOT INTERESTED %
Short drives/outings	69	27	4
Overnight tours	14	41	46
Social gatherings	57	33	10
Technical visits	70	26	4
Concours/family day	58	32	10
Weekly breakfast	35	29	35

The overwhelming highest interest is in short drives and technical events, closely followed by social activities and the concours/family day. Overnight tours don't appeal to nearly 50% of the respondents, while the weekly breakfast has evenly split interest/non-interest, possibly due to the weekday morning timing being more suitable to the retirees in the club.

Willingness to organize activities

Respondents were asked if they were willing to organize a club activity:

ACTIVITY	VERY INTERESTED %	MILDLY INTERESTED %	NOT INTERESTED %
Short drives/outings	22	31	47
Overnight tours	12	12	77
Social gatherings	10	31	60
Technical visits	19	17	64
Concours/family day	8	17	63

Clearly, while many members are keen to participate in our various activities, a good majority appear unwilling to help make these activities happen. Possibly the question was poorly worded, implying sole responsibility for an activity's organization (not the intent) but rather a willingness to pitch in. If not the case, it raises the question as to how the club will function once the current organization runs out of gas.

Monthly club meetings. In recent years the club has suspended monthly club meetings, with other monthly activities taking place at various venues instead. The survey asked if monthly gatherings should be re-introduced. Pro and con votes were equally split at 30% while 40% had no opinion. A key factor in taking this on again would be the need for a full time organizer, which based on the chart above, could prove a challenge.

Mentorship program. The survey asked if providing a club mentor for each Jaguar type/model could prove useful to members to help with technical issues, valuation, parts sources, general advice etc. 78% of respondents strongly or generally recommended that the club take this on.

Club ladies group. Respondents were asked if they were interested in setting up or helping to set up a ladies' network within the club. Over 75% were not interested, 13% were willing to assist, 12% no opinion.

New members. While not related to a specific survey question, several respondents provided comments which suggest we are not doing our best to welcome new members to the club. This is definitely an area where we can all make a better effort to bring fellow enthusiasts and partners into the OJC fold.

Thanks again to those who offered their views and input. It will certainly assist with organizing the activities that you want and hopefully help make for a better club in the future.

Rob Dunlop



...AN E-TYPE'S 50th...



On 10 October, Hugh and Hally Siddons invited club members to join them to celebrate the date of manufacture and 50th birthday of Hugh's beloved 1967 (built in 1966) E-type coupe, 1E31971. 35 guests, members and partners enjoyed the garden reception under chilly but bright sunshine with tasty treats prepared by Hally. Six E-type siblings plus an XK120 and an XK140 joined in for family portraits. Hugh's photographer neighbour Glen Orsak took lots of super pictures including overhead with his camera-mounted drone. *(see photos and details next page if you wish to get copies from Glen – ed).* The successful day evidently planted a seed as several attendees were overheard considering car birthdays of their own... Many thanks to Hugh and Hally for the generous hospitality and to Glen and daughter Sydney for the superb recording of the event.



...AN E-TYPE'S 50th... PHOTOS BY GLEN ORSAK



These are a few samples of the excellent photographs taken by Glen Orsak at the Siddons' event. Glen has generously made all of his photos of the day available to members on the Flickr site under <https://flic.kr/s/aHskmvhokQ>. His work is copyrighted for commercial purposes. Hard copies framed or unframed can be purchased by contacting him at glen.orsak@gmail.com / 613-882-7537.



ANNUAL GENERAL MEETING & DINNER

MONDAY, 9 NOV 2015, 6:00 PM

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•
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CHRISTMAS DINNER 2015

SATURDAY, 5 DECEMBER
DRINKS 5:30PM, SIT DOWN 6:30PM

•
ALGONQUIN RESTAURANT INTERNATIONAL
1385 WOODROFFE AVE, OTTAWA K2G 1V8

•
\$38.92 PER PERSON (INC TAX, TIP)
MENU DETAILS AVAILABLE MID NOVEMBER
CASH BAR – WINE AND BEVERAGES

•
RESERVATIONS REQUIRED - 6 SPACES AVAILABLE
(44 ATTENDEES CONFIRMED)

BOB HILAND OJC SECRETARY, HILAND@ROGERS.COM

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 club technical coordinator, 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, moisture and battery.

FUEL – modern unleaded gasoline, most with ethanol, goes “stale” 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: Phil Karam has a different perspective on fuel storage, preferring to run the tank low and topping up with fresh fuel in the spring. Our local Jag guru Rob Staruch agrees with the low level fuel tank but considers adding fuel stabilizer as essential, regardless of the fuel level. The difference between full and empty has to do with minimizing condensation with a full tank versus having a full tank to drain in the spring if the car won’t start...different strokes...)

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.

MOISTURE - I cover my whole concrete garage floor with an old tarpaulin under the carpeting to minimize condensation on the cars when the temperature changes getting into spring. Also to keep moisture at bay on concrete, Mete, the Bearr’s Motorsports chief mechanic suggests putting flattened cardboard boxes under the car to absorb the moisture, adding to the pile as boxes become available.

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. 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. (NOTE: Princess Auto has a highly-recommended CTEK smart battery charger on sale 3-15 Nov for \$74.99 regular price \$109.99)

ADDED BATTERY TIP: Always lock your modern Jag when parked, even at home 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 care and prevention before putting your cat away for the winter will greatly reduce the risk of problems on start up and running come the spring.

Rob Dunlop

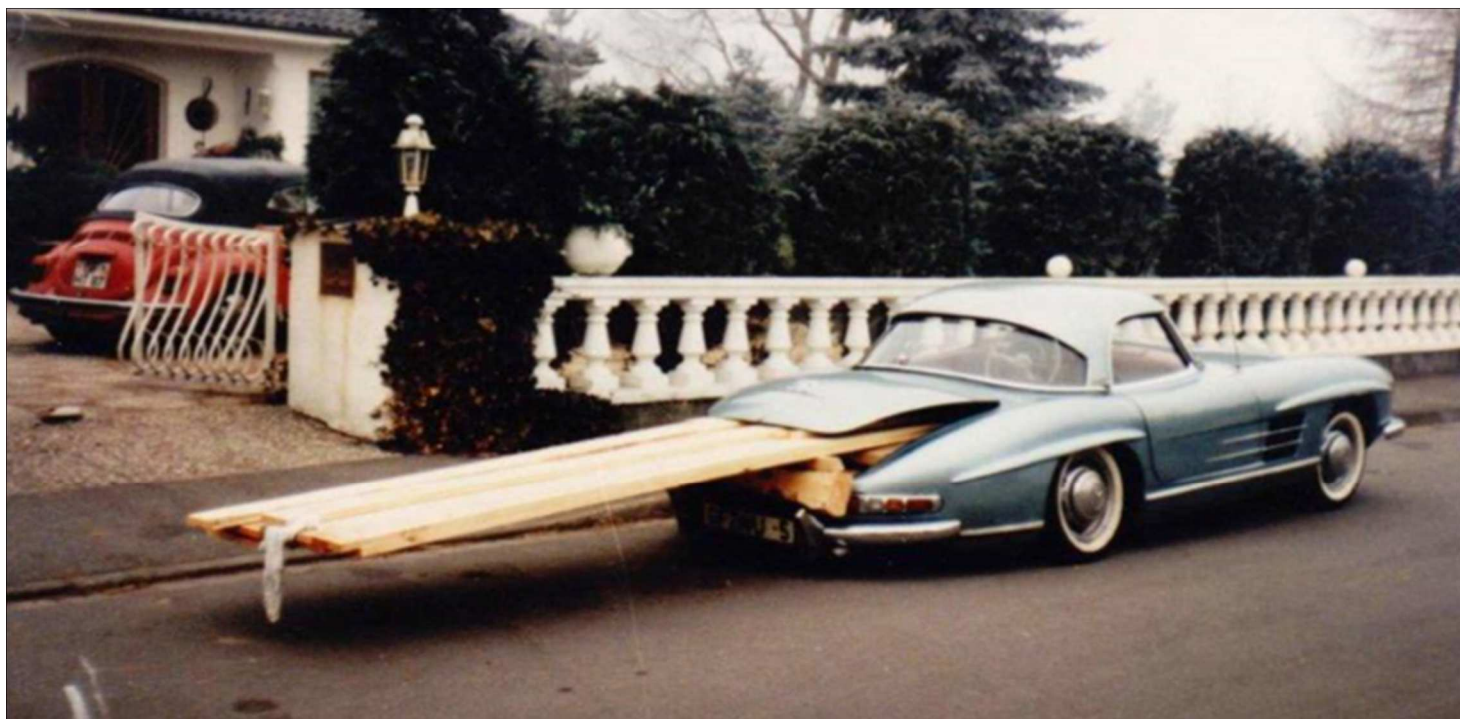
TEMPERATURE RISING ? There is often a sense that as XK six cylinder engines run hot, then cooler must be better. This short technical note addresses the E-type cooling system operating temperature and provides some physical facts to an issue that is very common (all temperatures in degrees Centigrade).

The actual design operating temperature range is 86 to 73.9 degrees based on the thermostatic fluid regulator. For 4.2 liter engines, the automatic thermostatic (“otter”) switch immersed in the radiator top is set to engage the electric cooling fan(s) at 86 degrees and shut off at 74 degrees. Operating the engine at 70 degrees is not necessarily an advantage as the reduced temperature causes the aluminum pistons to contract twice as much as the cast iron block and steel rings, opening up the cylinder wall and ring clearances leading to cylinder pressure leakage and increased oil flow past the rings. (*Note: the thermal expansion/contraction coefficient of aluminum is almost twice that of steel and cast iron*). Ergo, if the standard system is operating properly, efforts to drive down the operating temperature such as supplemental fans are not necessarily a good option.

Dave Kenny



Brits & Pieces...



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