



Jaguar Jottings

September 2016

ottawajaguarclub.com



LEMANS CLASSIC JULY 2016 - JAGUAR PARADE

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Jaguar Jottings

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President's Musings



Another few weeks and autumn will be upon us with hopefully cooler weather conditions. In spite of the Florida style weather through the summer there have been a number of successful drive outings and the participants in the Calabogie track exercise particularly enjoyed themselves.

We have been replete with activities largely due to Al Graves and Don Leblanc as well as other club invitations like Calabogie. It is interesting to see the club grow through the year. We just welcomed 4 new members in August. After all our surveys and soul searching last year I notice that long term members are quick to welcome new entries particularly at the Wednesday morning breakfast. In this modern impersonal world it is comforting to see such displays of friendliness.

It's curious how coincidences occur. At breakfast this week I introduced myself to a visitor, who, it turned out, is restoring a Jag Mk VII, an unusual car for our club. Then, later that morning, I discovered that Phil Karam has started on a Mk VII restoration. All of a sudden there are 2 Mk VII's possibly associated with our club.

Ethanol. A recent reader of our Jottings inquired as to the sources for my comment last month regarding the availability of ethanol-free gasoline. I had noted that Petro

Canada octane 91 is ethanol-free, if 94 octane is NOT available at those pumps. This information came via an official email from a Petro Canada customer service agent. Similarly I now have received emails from Shell and Ultramar customer service agents stating that their 91 octane fuels are also ethanol-free. Regarding Esso, so far I have a statement by a telecon with a customer service agent that their 91 octane is also ethanol-free. In a parallel vein our club technical director Phil Karam has an article in this issue discussing measuring the ethanol content yourself. I too had discovered several internet sites describing the process although accuracy is a key issue. Since the oil majors have all of the lab equipment and trained technicians to control the content, I felt that official statements would provide the best assurance.

AC/DC. On another line I have been asked about the difference between automotive DC generators and modern alternators. The key difference is that the older generators produced voltage in proportion to the operating speed and at low speeds off idle the voltage was just sufficient to provide ignition, but insufficient to adequately recharge the battery from the starter loss and at night the use of headlights. The advantage of alternators is that they are basically AC generators with the field coil generating the magnetic field being fed internally by a voltage which can be regulated automatically to provide battery level output voltage at low speeds. The alternators are also simpler; not requiring a commutator with the high wear carbon brushes of a DC generator. It was the advent of solid state rectifiers in the mid 1960's that allowed the alternators to be applied to convert their base AC output to the DC of the automotive circuits.

Blowing in the Wind. A short comment on electric cooling fans for

our cars is that the higher the current or amperage draw the higher the airflow through the fan as these two variables are directly proportional barring some inefficiency element like a poor blade profile or insufficient blades. Also, shrouding of the fan is significant for best efficiency and highest airflow particularly when the fan is pushing air through the radiator. Otherwise the rotation of the blades also rotates the airflow, where the centrifugal force pumps a proportion of the air radially out through the blade tips rather than passing out the fan exit. For suction from the radiator unshrouding will also limit airflow to some degree due to the inefficiency related to the radial motion of the air passing through the fan.

Prosit! I see that the Mercedes Benz Club has again generously invited the other car clubs to their Oktoberfest drive and lunch at the German Almrausch Club on Saturday Oct. 1 as noted on the website and Karen Wilson's email note. (*See also ad on page 10 inside - ed*) Last year this was a delightful event and I heartily recommend attending.

Dave Kenny

SEPTEMBER Club Events

8 GROWLER CUP GOLF TOURNEY

TBA

CLUB DRIVE



MAXVILLE HIGHLAND GAMES

The annual celebration of our Celtic heritage took place the last weekend of July and OJC participated in the display of British cars with six vehicles. Enjoying the sunshine and at times too much heat, the pipe bands, highland dancers and games participants kept the large crowds entertained. The vast selection of merchandise and food options added a fun fare atmosphere to the proceedings. Our cars enjoyed a pleasant and leisurely country drive to and from Maxville (weekday traffic).



CALABOGIE DAY AT THE RACES

"I love the smell of tire smoke in the morning"



Through a kind invitation from the MG Club, six Jags joined 20+ assorted MGs and Triumphs for a run to the Calabogie Motor Sport Park on 20 August. The occasion was the Ted Powell Memorial Race Weekend (the late Ted a well-known local racer and former member of OJC). Following a super drive along lightly travelled roads, we arrived in Calabogie under sunny skies and hot temps to assigned parking in the lower paddock. Shortly afterwards, we formed up behind a pace car for a couple of laps around the billiard table smooth and twisty track. While the intended speed was 50 to 60 kmh, the perception was certainly much faster, attempting to match the pace car's correct line through the 20 corners. (..any suggestions on how to get finger dents out of the passenger side grab handle?..). All too soon it was back to parking, then lunch, a stroll around the very busy racing paddock and some spectating of the races. My personal favourites were the open-wheeled Formula 1600 (the drivers clambering into the cars looked about 15) and the one make Radical sports racers series. A perfect day concluded with a great run home through the Lanark Highlands on the curves and hills of the marvelous 511. Many thanks to Mike Price and the MG Club...we owe you one!

Rob Dunlop



2016 OJC WEEKEND TRIP

A small group of intrepid adventurers set off in the afternoon of Friday August 5 for the 2016 OJC weekend trip. Our plan was to attend the Brits on the Lake car show in Port Perry that Sunday, but taking the long route there and enjoying various non-automotive activities along the way. Our objective for Friday was Barry's Bay. Taking the standard route up highways 417 and 60 would take about 2 hours and is about 170 km from our departure point in Carleton Place. However, we had mapped out a considerably more interesting route entirely along paved back country roads, and although the travel distance was only about 25 km longer, it was probably about an hour or more longer in terms of driving time. However the roads we were on and the scenery we passed along this route were well worth it.

We did have a slight challenge a little more than halfway there when we encountered really heavy rain. This was a serious downpour, and we had to slow down quite a bit for safety, but we were able to keep moving and after about 15 minutes or so the storm abated. We arrived in Barry's Bay in the late afternoon, and it was bright and sunny. They had experienced only a mild shower earlier in the day, so I guess the rain we encountered enroute was just a localized storm. After checking in to the Pinewood Inn Motel, we all had time to sit outside for a while and relax – there was a beautiful view from the back door of our rooms with chairs and tables set up on their lawn that extended down towards the river. There was an easily accessible path running down to and along the waterfront where the town has clearly spent some money sprucing things up for locals and tourists alike.

Friday supper was at an interesting restaurant called the Bent Anchor

situated right on the river a few km south of Barry's Bay. It has an open air patio (regrettably it was covered by a tarp the night we were there because of the rain earlier in the day and a threat of more on the way, but one could imagine how it would

be on most evenings, sitting out there beside the river under the stars). It had been recommended by the owner of the motel, and was a great choice. Their menu was limited on Friday night to fish and chips, but they prepared a really good fish dinner. We stayed for quite a while, enjoying the location and the conversation, but left when the band arrived and started to set up, signaling the time when a different sort of crowd takes over this little out of the way country restaurant.

We were off early on Saturday morning towards Algonquin Park, with our final destination for the day being Lindsay, so we'd be close to Port Perry for Sunday. Saturday was a bit over programmed because we had planned several activities, making it kind of a long day, but manageable. Our first stop was the Algonquin Park Visitor Centre where we ate breakfast. The breakfast they served was decent, and our group managed to get a table beside the window so the scenery was truly amazing, but service was rather slow. After breakfast we went outside on the observation deck to really appreciate the scen-



ery behind the visitor centre, and then wandered about their exhibition area which has a lot of information about the history and ecology of the park. I think one could easily spend much more time in this visitor centre, but we were on our way for a walk around Peck Lake.

After a short drive west along Highway 60 deeper into the park, we came upon Peck Lake. Although the description of this trail calls it a beginner level trail, one should be warned that it's not like the trails in



the conservation areas around Ottawa which are mostly flat and

groomed or with a boardwalk of some kind. Here in Algonquin, we were hiking through the tree roots, and up and down changes in elevation around the lake. It is a challenge for anyone with mobility issues of any kind, so be careful. On the positive side, this trail was never more than a few metres from the water, and regularly opened up into a lookout where you could stop for a moment, look across the lake, and appreciate the beauty of the nature around you. It is marked by several posts corresponding to information contained in the free guidebook. It is worthwhile to take a moment and read some of that information as you're walking around. It is a very beautiful trail that goes completely around a nice small lake. A couple of people in our group enjoyed the trail so much, they did it twice – you know who you are! The rest of us went around once.

We then were back into our cars, and off to our lunch stop in Dorset at the Trading Bay Dining Company. Again we had managed to find a restaurant with an open patio right on the water. They had a wide selection of food that was well prepared and presented. Their beer selection was pretty good also. Part way through lunch, their live musical entertainment began right there on the patio. The music was at the right volume to be heard, but not drown out conversation. My daughter and her boyfriend were starting a week of holiday at a cottage nearby in Haliburton, so they were able to join us at the restaurant for lunch since they were in the area. For Janet and I, being able to coordinate our trip with theirs was a real bonus. After lunch, we then back into our cars, and off to the next stop on our tour.

We drove straight through from lunch to the village of Leaskdale. This was about 2.5 hours, and the

break through the weekend. We had tried hard to ensure there were regular rest stops along the route otherwise, but we were on a mission to see the house of Lucy Maud Montgomery. There was no way for us to get there during their regular hours, so we had arranged a private after hours tour of The Manse. This has been managed as a national historic site by the Canadian government since 1997. Everyone rightly associates LM Montgomery with PEI, but the fact is she lived in Ontario for many years after she married a minister and he was

assigned to Leaskdale parish. She wrote 11 of her 22 books while living there north of Toronto! She was also an avid photographer, so they have been able to restore the house to look exactly as it did during her years there with her husband and their two boys. It is well worth the visit for anyone who has enjoyed her books, or is interested in a fascinating piece of Canadian history. The tour was given by a very knowledgeable young lady from that area working as a tour guide for the summer. She gave us an incredibly detailed and thorough tour of the house and the nearby church which was such a big part of their family life, answering all of our questions.

From Leaskdale, it was only a 30 minute drive over to Lindsay and the Kent Inn, our hotel for Saturday night. This is a small but very clean hotel, but the rooms are surprisingly large. It was only a short 10 minute walk from our hotel to The Cat and The Fiddle pub for Saturday dinner.



We had reservations, but the pub was not busy which was something of a surprise for a Saturday evening. Their beer menu wasn't great for a pub – no local craft beers in their selection – but the food was good, and the music track through their speakers was wonderful. It was a mix of mostly 50's and 60's hits that brought back great memories for all of us there.

Sunday morning, we were up early again, doing a quick clean-up of our cars before heading into Port Perry for the car show. The Brits on the Lake show is more of an event that just a car show. They take over the entire downtown area, blocking off all access, except through the one designated entry point. We had breakfast at a little restaurant called Hank's Pastries on the main street in the middle of the action. I guess their main business is as a pastry shop, but they have several tables and do a great and inexpensive hot breakfast. Despite the big crowds – this is probably their busiest day of

2016 OJC WEEKEND TRIP /3

the year – the service was quick and friendly. After breakfast, it was pretty much the guys heading off to look at the cars, talk about cars and take pictures of cars, and the ladies heading off to check out the shops. Periodically throughout the day we would bump into each other wandering around and share some stories. Departure for Ottawa was around 3 pm, and we came home the most direct route possible on Highway 7. A fuel stop and a rest stop along the way broke up that drive so we weren't just motoring home. Some of us made a final stop at the Ashton Pub for one more meal together and a final beer to close out the weekend, before going our own ways home.

All in all, the weekend was a success. There were no serious issues with any of our cars, the roads were all paved, and for the most part with fairly little traffic. Other than the rain on Friday afternoon during our drive to Barry's Bay, we had sunshine and pleasant temperatures all weekend. Sunday at Port Perry was actually quite sunny and warm.

I know some people who had wanted to go this year weren't able to make it due to conflicts with the particular weekend chosen or other issues preventing them from participating, so we ended up with only 3 cars. I have to say Alan and I had a lot of fun working together to plan the weekend, finding things to do that would hopefully appeal to a wide audience, and we both hope that more people will be able to participate next year. We will be looking for someplace new and different to visit next summer though, and the goal is to have a weekend and a destination chosen by either the AGM, or the Christmas dinner to get the word out early for 2017. We hope more folks will consider joining us on these weekend excursions.

Don Leblanc (with Alan Graves)

Jaguar Mark 1
saloon



Port Perry ON,
"Brits on the Lake"

Daimler Conquest
roadster



Jaguar S3 E-type

“...99 bottles of beer on the wall...”

Ethanol Story part III

By now, I hope that you realize that ethanol is not good for older cars including Jaguars. Since I was getting mixed and confusing statements on whose gasoline had ethanol in their 91 octane Premium (required by most older Jags), I decided to test them myself.

The test entails adding a half inch of water into a clear beer bottle. Next, add 5 inches of gasoline to test. Shake well, let settle for 30 minutes. Observe the results. If the water level increased after the shake and settle test, then it contains ethanol...if not, then it's ethanol free. I should point out that I would take the sample during car fill up, after allowing the first five liters of gasoline to run out of the pump hose in order to get a valid sample of 91 octane.

I chose to do my tests with the following brands/fuels: Petro Canada 94 and 91, Shell 91, Esso 91, Ultramar 91 and Costco 91. With the exception of Ultramar, all the tested brands claim to have an additive “TT” (Top Tier detergent) which I like. What I didn't like was the Esso pumps labeled “may contain ethanol” which wasn't acceptable to me. Other suppliers/brands in the Ottawa area were not tested as their gas source was unknown to me (Canadian Tire, Mr. Gas, Pioneer, Francis, Mac's, Cop, Stinson, Drummond).

The interesting one was Petro Canada 94...the pumps did not state 10% ethanol, however both the 94 and 91 octane fuels tested as containing ethanol. My favourite is Costco 91 because it tested ethanol-free, has the “TT” additive and a good price. Next would be Shell, Ultramar (3 cent saving on Thursdays) and Esso. I would never use Petro Canada.

Beer bottle #5 shows the outcome of the Petro Canada 91 and 94 octane fuels. It has been said that Petro Canada stations with 94 as well as 91 octane fuels will both contain ethanol. Stations without 94, the 91 fuel will not contain ethanol. However, I don't trust them especially when I have better alternatives. If you have a favourite station other than the ones



Bottle description

1. Half inch water
2. Half inch water plus 5 inches of gasoline
3. Shaken mixture
4. Ethanol free
5. 10% ethanol

Beer bottle #4 shows the results for the 91 gasoline for Costco, Shell, Esso and Ultramar.

tested I suggest you test them yourself...it's quite simple and revealing.

PS if you are like me, it was also enjoyable emptying 5 beer bottles in order to conduct the experiment...

Phil Karam

Members' Corner

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

Jon Bisbey - Gatineau - 1987 XJS-C

Peter Noakes - Charlottetown PEI - "1920's Bentley style sports tourer" (Jag engine)

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

Contact details are provided through the membership list emailed periodically by membership director, Karen Wilson.



EVENTS AND ACTIVITIES 2016

v7

EVENTS SHOWN WITH DATES ARE GENERALLY FIRM, BRACKETED DATES ARE WEATHER ALTERNATES, NO DATE INDICATES ACTUAL DAY IS STILL TBD. DETAILS OF TIMING, DIRECTIONS ETC AS WELL AS CALENDAR UPDATING WILL BE PROVIDED CLOSER TO THE EVENT THROUGH THE WEBSITE, IN THE JOTTINGS AND/OR BY EMAIL IF/AS REQUIRED. ADDITIONS AND IDEAS ARE ALWAYS WELCOMED. (HILAND@ROGERS.COM)

LISTINGS OF ALL CAR CLUBS IN EASTERN ONTARIO/WESTERN QUEBEC AND NORTHERN NY, RELATED CRUISE NIGHTS AND ONE TIME EVENTS ARE ALSO AVAILABLE ON OUR WEBSITE (BOTTOM OF HOME PAGE). 2016 DATA SHOULD BE AVAILABLE END FEB.

Aug 5-7	"Brits on the Lake" weekend – Port Perry
13	Race the Runway – Smiths Falls Airport (racetherunway.com)
20	Day at the Races - Calabogie Motorsport Park
21	Boot 'n' Bonnet British Car Show – Kingston
30	Hazeldean Mall British Invasion and Pub
Sep 08	"Growler Cup" Club golf tourney (mixed teams, informal best ball)
TBA	Club drive
Oct 1	Eurocars Oktoberfest drive and lunch
TBA	Fall Colours drive
Nov	AGM and dinner
Dec	Christmas Dinner

OKTOBERFEST DRIVE & LUNCH



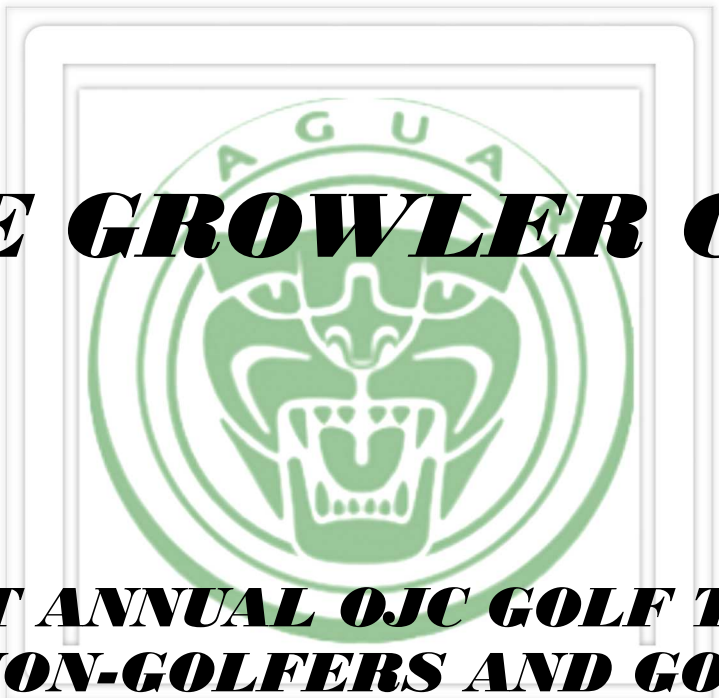
Saturday, 1 October

Eurocars event hosted by the Mercedes Benz Club

Fall drive from the Lincoln Fields Shopping Centre along Ottawa riverside parkways to the Almrausch German Club for show & shine and authentic German lunch.

RSVP Mike O'Brien: canjagman@gmail.com

More details and confirmation requested - week before event.



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