

Jaguar Jettings

January 2017

ottawajaguarclub.com



In this Issue

Contents	2
President's Musings	3
Christmas Dinner & Awards Night	4
Tech Visit - General Autoglass & Upholstery	5
Cabin Air Filter- neglected servicing?	5
A founding member's memories - Dave Boon	6/7
2017 Membership renewals / Brits & Pieces	8
Events & Activities 2017	9
Marketplace	12

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Guy Goodman's 1968 E-type

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. Twelve issues are produced January 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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President's Musings



Well, here we are in 2017, Canada's sesquicentennial (150th) year. EXPO 67 in Montreal seems like only yesterday and E-types had only been around for 6 years by then.

For our club, 2015 was an introspective year with much analysis of the club and its relationship to its membership with surveys etc. 2016 was a consolidation year, where we digested the survey results and applied them. As a result, we have and are doing better at welcoming new members and integrating them into the life of the club. Due to the efforts of the executive, we have stabilized the Concours/Family Day site and locations for major events like the AGM and dinners. Recognizing and honouring founding members is a continuing initiative along with the Bent Piston Award, recognizing our Dealer sponsors and honoring retiring executive members.

We seem to have found a stable Concours strategy continuing the various JCNA judging classes, where dwindling entries have settled to around 30 plus. Rethinking our relation with JCNA keeps popping up and settling back to continuing our club membership in this governing body in spite of the falling Canadian dollar exchange rate, although the Saudi reluctant move to OPEC

production limits will eventually drive the petro part of our exchange rate up.

Our membership number seems to be hovering at 100 over the past 2 years probably partially due to the excellent service and parts cost arrangement with Jaguar Ottawa. Fully active club participants have settled at about 25 with 10 of these being executive members, with other members attending and participating on a sporadic basis. This seems to be par for the course in golf terms. Someone noted to me that a number of Christmas Dinner attendees stayed well after the dinner chatting and socializing, Keitha and I included. In fact Mark Weisbrod, Jaguar Ottawa General Manager, was still in animated conversation with Rob Dunlop as we were leaving...perhaps this was the influence of the venue and the feast. In fact the club is continuing to integrate well with the dealer staff as I noted that my wife Keitha had a long conversation with Carlo Spinello, dealer Service Manager...and she drives a Smart car.

Referring back to our JCNA connection, after much discussion at the AGM we decided to increase funding for a delegate to the JCNA AGM in Vancouver this year. It seems to me that as JCNA is in some turmoil over the whole issue of Concours organization and judging classes including corresponding rules, we should have someone knowledgeable on site... in this case, Lee Harrington. Lee spent many years on the executive and through his business has been an active and loyal supporter of the club supplying equipment and volunteers particularly to the Concours.

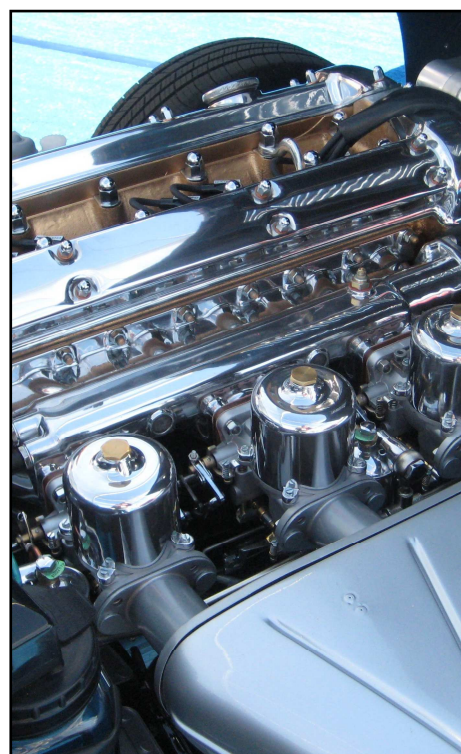
Due to the foresight and efforts of Phil Karam, Technical Director, we will now put more emphasis on the *Bent Piston* award, with a multi-year plan for potential recipients. Considering that about a quarter of

the membership is involved in restoration as either a project of their own or helping other restorers this is appropriate.

This leads to one of the results of the 2015 survey identifying the disparate nature of our membership with DIY restorers, marque enthusiasts, mainly drivers, socializers and those chiefly interested in dealer service benefits. Currently we seem to have struck a successful balance amongst these various interests with our varied activities program. As always, we are most receptive to members' suggestions.

I am looking forward to an active and satisfying 2017 for all the membership and I see that the activities organizers Bob Hiland with Al Graves, Don Leblanc and others have finalized the first draft of the 2017 schedule, included inside. **In the meantime, enjoy the remainder of the holiday season and all the very best to you and yours for 2017.**

Dave Kenny



Christmas Dinner & Awards Night



December 16 emerged bitter cold and winter white...the traditional backdrop to our annual seasonal festive gathering. Thanks to the efforts and connections of Steve Fox, 50 members and guests gathered at the elegant Ottawa Golf & Hunt Club for a sumptuous dinner and annual presentation of awards to departing executive members, founding members and the winner of the *Bent Piston* technical trophy.

We were particularly pleased to welcome Jaguar Ottawa stalwarts general manager, **Mark Weisbrod** and servicing manager **Carlo Spinello** and Christine as our guests. In addition, we had extended special invitations to recognize two of the club's founding members; **Dave Boon (member no 11)** and **Ernie Bayliss (member no 13)**. Unfortunately, Ernie wasn't able to attend but Dave and wife Frances joined us.

The evening got underway with a meet and greet gathering



Hunt Club provides ideal setting



Lee Harrington plays waiter to the head table

followed by the excellent buffet dinner with chef-cut prime rib and festive turkey. With desserts and coffee, president Dave Kenny rose to acknowledge our special guests and presented a plaque to Dave Boon for his 30 years of membership and service to OJC. Prez Dave also thanked departing treasurer Steve Fox and introduced his replacement, Roy Fjarlie. **Finally, he announced the winner of this year's Bent Piston award, Bryan Murphy**, who was unfortunately not in attendance. (*Ernie Bayliss and Bent Piston winner Bryan Murphy will receive their awards at an event later this year - editor*)

Table chat continued long after the dinner's conclusion perhaps in an effort to delay the inevitable departure into the cold evening. All in all a very successful event. Many thanks to Steve Fox for the arrangement at a superb location.



Prez thanks Dave Boon for 30 years with OJC



Al Graves muses over odd fireplace location



Steve Fox recognized for 5 years treasurer



Member Guy Goodman has been renovating his 1968 E-type OTS over time and recently he decided that the somewhat tatty seats needed a makeover. He approached **General Auto Glass and Upholstery in Ottawa (870 Clyde Avenue)**. Through the efforts of our Tech Coordinator Phil Karam, the club was invited to their facility before Christmas to check out the results. The upholstery section is run by father and son Sarcus and Mike who have extensive experience.

Entering the main shop, there are numerous poster-sized pictures on the wall displaying the wide variety of work they have undertaken. Once in the work area, we saw the completed E-type seats. Guy had selected a flat black leather finish and the results were exceptional. Of particular note, the seats were rebuilt from scratch, no kits were used which is the usual method. As a result, the seats were

entirely leather-covered as opposed to the leather seat facings with vinyl trim from the factory. The rebuild included new seat foam.

The shop owner Rob plus Sarcus and Mike answered numerous questions apart from the actual cost, although Rob indicated each seat required a full hide which cost about \$700, with labour to be considered on top. They also have extensive experience installing convertible tops, although in that instance they work with kits. Be sure to check out Guy's impressive new seats next driving season.



MGTC (left) and Bentley (right)



Before...



...and After

CABIN AIR FILTER - NEGLECTED SERVICING?

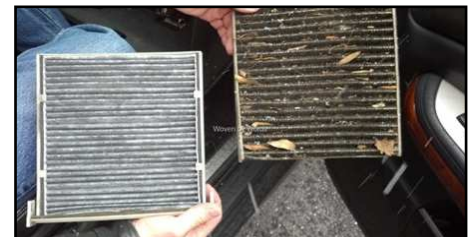
Once a modern car reaches the end of its warranty period, many owners turn to generic garages for regular servicing or may in fact undertake the work themselves. In the latter case, owners tend to focus on the major essential items; oil and filter change, lubrication, check fluids in transmission, brakes, etc and change the engine air filter. One item often overlooked by the DIY'ers (or possibly general garages) is the cabin air filter; often because its purpose may not be fully understood and/or its important functions not fully appreciated.

In general terms its role is to filter out dirt, pollen, dust, bugs and other grossness from entering the car's interior. Frequently, replacing these items is ignored resulting in a fully clogged filter. While to some this may seem a minor irritant, it has a significant impact on several systems and could cost loads of cash:

- The air conditioner has to work much harder and more frequently to pump cold air into the interior;
- The excessive running of the A/C wastes fuel (and performance) = cash;
- limits airflow to the car's ventilation and heating systems, causing systems to work poorly particularly the windshield defogger;
- systems could overheat or allow excessive ice and frost to build up in the A/C, leading to moisture problems, leaks or systems failure...all of which you'd have to pay to have diagnosed.

Cabin filters are typically fairly small and get clogged fast, usually requiring replacement at least once a year. They are relatively inexpensive and most DIY'ers can easily change them in a few minutes. One mechanic noted that whenever he has a customer

complaining about poor A/C or heater performance, the first thing he checks is the cabin air filter. He figures about eight out of ten customers don't know the cabin air filter exists or require changing but they are in most cases pretty happy to learn of the easy, quick and cheap fix. (*Canadian Driving* via Merv Clarke)



Most "modern" Jaguars are equipped with cabin air filters (also called pollen filters) with replacement recommended minimum once a year or 16,000 kms. As an example, my 2004 X-Type servicing includes the filter replacement per above, the part listing at \$55.00, club price \$22.00 and also available on E Bay for \$US12.95 plus shipping. Editor)

A founding member's memories...

As noted in the Christmas Dinner report, the club was honoured to have founding member number 11 Dave Boon and his wife Frances join us to receive recognition for his 30 years of membership and service to OJC. Dave Boon is one of the few members who drove competitively over the years and has lots of tales and memories. Rather than relate them anew, I dusted off the excellent member profile written by him and then-editor Ray Newson which first appeared in the December 2005 *Jaguar Jottings*. Please add eleven years to dates and event timings when reading the following fascinating tale. Editor.

Dave Boon's Story: Member Profile (Dec 2005)

By 1963 my wife Frances and I had lived in Ottawa for about three years. We had a worn out 1957 Dodge at the time (the one with the big rear fins) which needed replacing. Shopping around, I saw this gorgeous big two-toned Jaguar saloon on a GM dealer's used car lot and thought to myself, I'd love to have that car. The Ottawa Jaguar dealership at that time was located at the corner of Isabella and the Driveway in downtown Ottawa (there's a trust company there now) and the service manager who was an acquaintance of mine knew the car well. It was a 1957 Mark VIII that had belonged to a Colonel Cherier who had been an aide-de-camp to Governor General Georges Vanier. There weren't many of this model made because Jaguar had suffered a major fire at their plant in Coventry that year (1957). The car was even more rare in that it had a manual transmission with a Laycock de Normanville overdrive and two front bucket seats.

While it was a grand car with impressive looks and performance, it wasn't built for Ottawa winters. On the coldest days, the poor heater could barely keep the windshield clear as wife Frances and I shivered underneath blankets while wearing flight

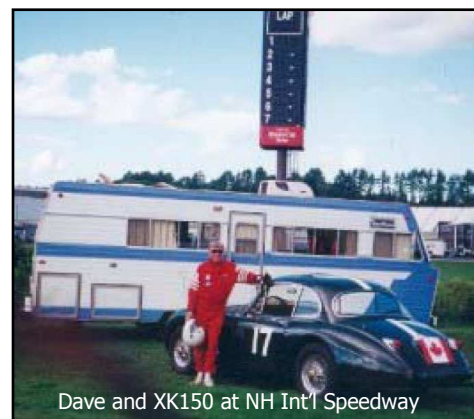


boots. Overnight, in the winter's coldest weather, we had to plug in a block heater, an oil dipstick heater and a battery warmer to ensure a start in the morning. Nevertheless we enjoyed the car until a "new" family arrived and more suitable transportation was in order. I decided that the Mark VIII was worth keeping and from its last day of duty in 1967 the car remained in my care, in storage, with plans to sometime restore it to its original grandeur. That was until about two or three years ago when I realized that the project was then way beyond my doings, and so, after having the car for about 50 years, I gave it somewhat reluctantly to friend **Ernie Bayliss!**

I first heard about the Ottawa Jaguar Club around 1986 or '87 and joined it then, I can attest to being one of the early members as my OJC number is 11. I've served as hospitality chairman and I organized our first concours at the R.A. Centre on Riverside Drive. Later I served as vice president and then a term as president. Meanwhile, or actually prior to being involved with OJC, I purchased a 1958 XK 150 FHC from Fred Petroski of Watertown NY. The car was just a shell; someone had butchered the chassis and installed a Chevy V8. Petroski threw in the front end of another XK150 so that I would have enough of the frame to rebuild and re-install a Jag 6. The car took about 4 years to be road ready, and it is still on the road today.



Dave's 1958 XK150



Dave and XK150 at NH Int'l Speedway

Three or four years ago I decided to compete with it, and hauled it to the Vintage Celebration at the New Hampshire International Speedway to run in the "Preservation" class. I ran against three-wheel Morgans, vintage Bentleys, a Crosley Hot Shot, venerable Allards and the like on the 1.6 mile circuit! While certainly not the fastest, it was fun. Many years ago in the early 1950's when NASCAR was in its infancy, Jaguars and Porsches were often seen on the ovals competing against the Hudsons, Oldsmobiles, Cadillacs etc. Later NASCAR banned foreign marques, probably because they were doing so well.

Anyway, on the first two days of the "Celebration," the oval track cars ran the one mile oval. I decided to enter the XK150 as a stock car, and ran with the old flatheads, the big block Chevys, etc. There were a lot of surprised "stock" competitors there those two days, as the Jag could outrun them all except the su-

per modified machines with the two foot-wide slicks.

I've been attending the Vintage Celebration for quite a few years overall, as I have been regularly competing there with my 1923 T open wheel racer, the "*#17 Frances Special*". The Frances Special has also been a regular competitor in the winter "vintage racing season" in Florida since the early 1990's, particularly at the quarter mile dirt oval at Zephyr Hills. In regards to racing, I started on the dirt ovals in Toronto in 1949, driving stocks on the Pinecrest Speedway half-mile dirt oval. I drove my *#17 "The Hillcrest Havoc"*, until 1952 when I gave up racing (temporarily) for more mundane activities.

A highlight of my involvement with Jags for over 50 years was being invited to be involved with Jaguar's introduction into North American F1 racing at the Montreal Grand Prix, held on Isle Ste. Hélène a few years back (2001). OJC members **Merv Clarke, Phil Karam** and myself (and wives and families) spent a wonderful four days as guests of Jaguar at Laval/Montreal. We were well taken care of by Jaguar and had great Grand Prix seats. Our sole responsibility was to be present with our cars at a press conference at Blainville, Quebec, where there was a huge four mile oval test track. When we arrived in convoy on press day, there were a half dozen new supercharged Jaguar XJR sedans with professional drivers to take the press people around the four-mile oval. By the way, a superb breakfast was available, the first time according to wife Frances that she'd ever had caviar as a main breakfast course!! Anyway, at 1 p.m., after the majority of the press people had left, Chris Gilson the Jaguar representative told us that if we wanted to try out the four mile track with our own cars, to go ahead, and Chris knowing that I raced cars, told us that we could also take one of the supercharged Jags out for a run. I had been out earlier as a passenger



1923 Model T "Frances Special"



Hubley Blue Nose Special

on a run around the oval when, going down the backstretch with the light poles zipping by, I heard a buzzing noise coming from the dash. When I asked the driver what it was, he replied very nonchalantly as we ripped around # 2 and 3 turns, that it was the computer telling us that we were going 150 mph. The computer was programmed to prevent the car to from going any faster!!

When I took my venerable 1958 XK150 onto the oval, I was able to get 5500 rpm on the tach, about 116mph. The XK150 was "dirty" with wing mirrors sitting on the fenders and with the windows and no-drafts wide open! Probably if it had been "cleaned up" it might have reached over 120 mph.

Later, I took the supercharged XJR onto the big oval, and after a rather sedate practice lap around the track, I ran a further six quicker laps. To my glee I buzzed the buzzer on each of them while racing down the 1 1/2 mile back

stretch. I did slow down somewhat on the front straight because there was a lot of activity on the track edges. Hey!! There are not many 77-year-old dirt track racers who can claim a 150 MPH lap!

I am also the proud owner of the *Hubley Blue Nose Special*, an open wheel dirt track racer, built and raced on the Nova Scotia 1/2 mile horse tracks circa the mid and late 1930's by Halifax resident, Reg Hubley. The Hubley #6 is the sole mobile pre-war Canadian built race car known. I ran it once a couple of years ago, as I have the Frances Special, in the vintage sprint car races at Zephyr Hills Florida where, sadly, the engine, a 1923 Chevy 4-cylinder OHV, disintegrated in a heat (a rebuilt one is near ready). This car will eventually be on display in the Canadian Motorsport Hall of Fame.

Incidentally, after retiring from Algonquin College some 15 years ago, I accidentally embarked on another hobby as a writer of oval track racing history and now have a regular series in *Old Autos* about stock car and sprint car racing in the 1950's. Anyway, being a long time member of the Ottawa Jaguar Club, it has also been my pleasure to enjoy the fellowship of those who also treasure the pleasure, and sometimes the pain of owning a product of one of the more prestigious and finest marques in the world, which I hope will continue for a long time yet!!

By Dave Boon & Ray Newson

POST SCRIPT

Since the above account, the "*Hubley Blue Nose Special*" was indeed accepted for display at the Canadian Motorsport Hall of Fame, while Dave was inaugurated into the Canadian Motor Racing Historical Society Hall of Fame in 2005. With their advancing years, Dave and Frances are relocating to more appropriate accommodation and Dave reluctantly decided this year to give up his beloved XK150 as well as his membership in OJC. Technically as a founding member, he remains a club member for life and I fully expect that we will yet see him at forthcoming concours.... Editor)

2017 membership renewal

It is OJC's Membership Renewal time again. To all the members who have mailed their renewal cheques, thanks, and please disregard this notice and email.

Please make your renewal intentions known to me. If you do not intend on renewing, I will remove your name from the mailing list so that you are not inundated with reminders.

JCNA requires a list of the members and payment on February 1st and we need time to process the renewal file and send off the payment. **So please send your cheque in by mid January.** If you are attending the Christmas Dinner you can bring your cheque with you and save the postage. Treasurer Steve Fox will have an envelope for membership dues. You can also give your cheque to any exec member at breakfast.

Membership dues for 2017 is \$55. Of this fee, \$30 (US) goes to JCNA to cover the cost of the Jaguar Journal which you receive by-monthly. If you are not receiving your Journal please let me know.

Your renewal cheque for **\$55** should be made payable to **"The Ottawa Jaguar Club"** and mailed to:

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

Thanks, Karen

Brits & Pieces...



HAVE YOU HUGGED YOUR JAGUAR TODAY??



MIKE O'S SUGGESTION FOR A NEW CLUB T SHIRT



"WHO WOULD HAVE FIGURED THAT CHROMING WAS CHEAPER THAN A NEW PIANT JOB...?"

Events & Activities 2017

9

HERE IS OUR FIRST DRAFT OF THE CLUB EVENTS FOR 2017. 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.

VOLUNTEERS TO ORGANIZE/LEAD EVENTS ALWAYS WELCOMED!
CONTACT BOB HILAND (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).

Jan	Tech visit – TBC
Feb 6	Darts and Pizza Night – St Anthony's
Feb 11	Interclub Darts Tournament—Barrhaven Legion
Mar 14	Tech visit – TBA
Apr 22	Spring Dinner - location TBC
May 14 (15)	Spring Drive
May 24	Concours judges' training – St Anthony's
Jun 09	OJC Concours Meet & Greet - Jaguar Ottawa (TBC)
Jun 11	OJC Concours and Family Day – Cumberland Heritage Museum
Jun 25	"Wheels on the Mississippi" - drive, show and picnic
Jul	2nd Annual "Growler Club" golf tourney - details /date TBD
Jul 15	All British Car Day (ABCD) – Britannia Beach
Jul 28	Glengarry Highland Games – British Car Day - Maxville
Jul 28-30	Weekend Tour - Eastern Townships / Granby Car Show
Aug 11-13	Gatineau Car Show - day TBD
Aug 20	Boot 'n' Bonnet British Car Show – Kingston
Sep 05	Hazeldean Mall British Invasion and Pub
Sep 16	Multi-UK car clubs drive
Sep 30	Eurocars Oktoberfest Drive & lunch - TBC
Oct	Fall Colours Drive and lunch - details TBA
Nov 12	AGM and Sunday Brunch - St Anthony's
Dec 09	Christmas Dinner - Hunt Club



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