

Drive with us!

Jaguar Jottings

September 2017

ottawajaguarclub.com



In this Issue

Contents	2
President's Musings	3
Eastern Townships Weekend - report	4/5
Phil's Magical Mystery Technical Tour	6/7
"My gas tank's been slimed!"	8
Boot 'n Bonnet Show - report	9/10
2017 Events & Activities	10
Market Place	15

Front Cover

Mike O'Brien, Gail Jensen and 1966 S Type - BnB Show Kingston

Photo Credits

Front cover - Paddy Robertson

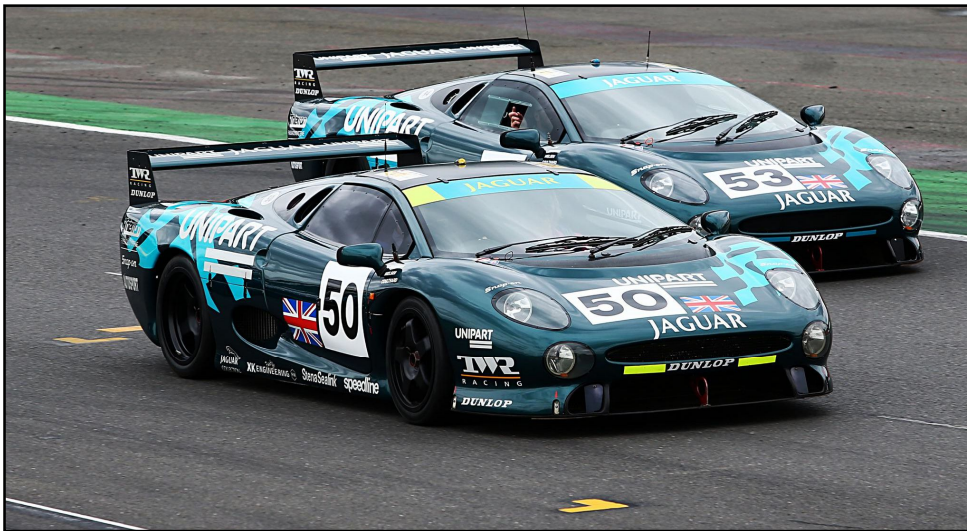
p 2 - JLR

pp 4/5 - Alan Graves, Don LeBlanc, Mike O'Brien

p 6 - Phil Karam

P 7 - Bob Hiland

Pp 9/10 - Paddy/Stewart Robertson, Alan Graves



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.

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

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.

Advertising

Full Page \$25/month, or \$250/year (12 issues)

Back Cover \$300/year (12 issues)

1/2 Page \$15/month or \$150/year (12 issues)

1/4 Page \$10/month or \$100/year (12 issues)

Business Card \$5/month or \$50.00/year (12 issues)

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.





We've had a real summer month finally, but with moderate humidity and temperatures. It was a great month for drives! Keitha and I did both the trip to Bromont in Quebec and the drive to the Boot'n Bonnet show in Kingston.

The drive to Bromont covered 545 miles in our E-type trouble free with some torrential rain, but en route and not at the sights. Friday we traveled to the Highland Games in Maxville for an entertaining afternoon watching the practice activities and touring the stalls and food. At a booth Keitha found the origins in Scotland of my maternal grandmother, a descendant of the secondary clan Ranald of the MacDonalds, through a clan map, which will be of great interest to one of my sisters who is the family genealogist. This same map turned up later in an issue of the Ottawa Journal from the 1960's in my mother-in-law's papers. You never know what you may find!

We reached Bromont by byways just in time for supper. Saturday we toured a living monastery and purchased cider, cheese and cake. Later we had an amazing lunch near Lake Memphemagog in a torrential downpour, which magically cleared just as we proceeded to the boat tour of the lake. This tour proved to be a gem with quiet waters and plenty of beautiful shoreline. Sunday we did a

nature trail and a winery and apple orchards with 100,000 vines and 50,000 trees and a plan to double that. This was followed by another tasty (Lebanese) lunch and a leisurely drive home through Alexandria. Al Graves and Don LeBlanc organised an excellent tour solely by Google (they did not drive it beforehand) and kept the rain to the driving gaps between sightseeing stops.

The Kingston drive took place in idyllic weather and the car displays at Boot'n Bonnet were typically British with our added contingent of our 8 cars including 3 E-types, all of which had interesting tech problems going home. I encountered a non-functioning radiator cooling fan as we arrived at Kingston and solved it temporarily by a direct connection to the battery for the return trip. (I always carry a tool kit with generous rolls of wiring, baling wire and tape). As it turned out at home on Monday I discovered the fuse, which looked intact, had no continuity with a break at one end cap. Beware fuses that look intact and always check the current continuity. Thanks again to Al for a delightful drive and show.

I finally got my recently acquired '86 VDP V 12 back in reliable running

order after a rather curious issue with the right gas tank was discovered and remedied (more on this in the tech article). I've been enjoying the incredible (gas turbine like) cultured smoothness and quiet of the V 12 vs. the brawny brashness of the E-type straight six.

Phil Karam organised a high interest series of tech visits on Wed. the 23rd with a delicious break for lunch at his estate for a BBQ provided by Fadia with a great display of prepared vegetables consumed under her watchful eye by us men. The aluminum body shop at Donnelly Ford was of particular technical interest and elicited many unusual facts about aluminum repair and handling. (see reports elsewhere in Jottings).

September starts off with the Hazeldean Mall British Invasion on the 5th with an enticing restaurant supper following. Then there is the Fall Drive on Oct. 14th to certainly be sampled after the success of the preceding drives this season. I'm looking forward to a sizable attendance from the club at Hazeldean.

Dave Kenny

September Events

5th-Hazeldean British Invasion

Details last issue / inside

16th-Multi UK car clubs Drive

(details TBA)

TBA-Growler Cup golf tourney

(details TBA)

30th-Eurocars Oktoberfest Drive

(details TBA)

Eastern Townships Tour - 4-6 August

This Friday to Sunday trip was a short visit to Quebec's picturesque Eastern Townships region. Highlights of the weekend included time at the **Maxville Highland Games** on our way to the townships, then on Saturday visiting the famous **Abbaye St. Benoit**, lunch at a rural lakeside location on the shores of **Lac Memphremagog**, a two hour boat cruise on the same lake, finishing the weekend on Sunday with a short nature walk in the morning, and a visit to a beautifully located winery/cider and a tour of historic **Fort Chambly** during our drive home. The trip finished on Sunday evening with a post-drive dinner at The Swan on the Rideau Pub for a few of us.



Six cars departed from Tim Horton's, Tenth Line Road for the drive to Maxville and the first day of the Highland Games. We were joined by a seventh car at the Games. After about three hours of watching highland sports including hammer throwing and caber tossing, listening to a highland band or two, witnessing musket drill and partaking of vendor's lunches as well as browsing the small British car show and talking to some of the owners we headed out for our next stop, a coffee (etc.) break at Ormstown, then another one at Venise en

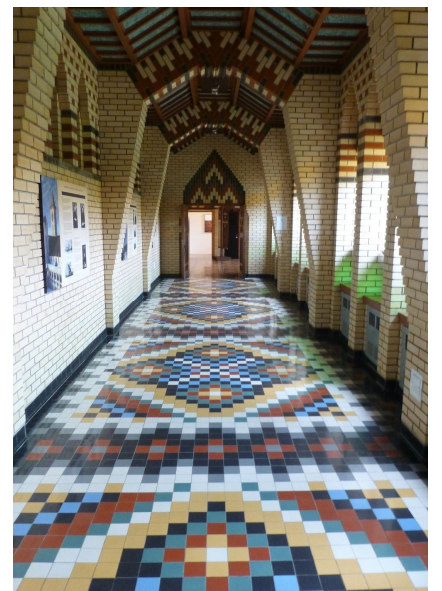
Quebec, before arriving at our hotel early Friday evening. Most of the group stayed at the Chateau Bromont but a few stayed nearby at the nearby Auberge Bromont). Dinner was at La Terrasse, an outdoor (under canvas) bistro-pub at the hotel – the canvas being needed due to the less than ideal weather. We were met at the hotel by an eighth car, the XJS of Paul Racette and his wife.

Saturday morning after breakfast we headed off to Abbaye St. Benoit via good back roads and a completely unexpected but surprisingly good stretch of well oiled gravel road – we do our best to avoid these but were caught by surprise with this one.

Abbaye St. Benoit is a Benedictine Monastery which is a center for both

religious devotion and wine, cider and cheese-making which, given the Benedictine orders requirement that all monks perform manual labour of some kind as part of their daily routine, is not as much of a non-sequitur as one might think. Their products were available at the monastery's store.

From Abbaye St. Benoit we went for a country drive through North Hatley on the shores of Lac Massawippi and Ayers Cliff, before going to lunch at a delightful location, the Mc Gowan Inn, Georgetown, on the shores of Lac Memphremagog.



Eastern Townships Tour - 4-6 August / 2

5



Unfortunately just as we arrived a massive rainstorm hit so we couldn't have lunch on the terrace. The rain was so hard it was coming through their awning and soaking the terrace. They did a great job of squeezing us into the dining room. We had a very nice lunch, and the rain had petered out by the time we finished, but by then we were behind schedule so we went straight into Magog to board our pre-booked 2 hour boat cruise on Lac Memphremagog.



The weather had now completely cleared up and we had a lovely cruise, after which we drove back to Bromont to the hotel. Saturday supper was at a local Bromont pub, the Pub MacIntosh. Sunday's weather was much better. On Sunday we checked out of

our hotels, met up for breakfast, and then took a short 25 minute drive over to the Lac Boivin conservation area near Granby for about an hour long nature walk on the boardwalks along the lakeshore. After this we headed over to Rougemont to visit a winery, Vignoble et Cidrie Coteau Rougemont,



which was located in a beautiful rural setting with a view across to the hills of the Quebec/Vermont border in the distance.

Here we were treated to a tasting session and our host entertained us with stories of his winery.

Several of us left with a fair number of bottles of wine in bags and boxes. En route to Fort Chambly, we turned off into Marieville and stopped at the first quick service restaurant we

found for lunch – a small shwarma restaurant which was surprisingly good.



After lunch we continued into Fort Chambly, where we were able to enjoy touring and viewing this historic old fort on the banks of the Richelieu River.

After this visit we headed back into Ontario, via the only freeway we used in the entire weekend, to bypass Montreal. We then returned to the back roads for a drive up to Alexandria for a late afternoon coffee break and then into the Ottawa area where most went directly home but a few of us stopped for a post-drive supper at The Swan on the Rideau.

The total distance driven in the three days was about 1,020 km, or about 340 km/day. Number of cars on the trip was eight, being seven Jaguars and a Prius. But the most important factoid was that we all had a great trip and a great weekend.

Can't wait to do it again..... Alan Graves and Don LeBlanc – trip organizers

Phil's Magical Mystery Technical Tour

Club Chief Tekkie Phil Karam decided to shake things up a bit by organizing an all-day tour on 16 August of various auto-related businesses in the local Ottawa area. Being a Wednesday, the day started with the usual club hearty breakfast at Dunn's where a dozen members carbed-up for the full program ahead. The extensive day included:

Donnelly Ford Collision Centre – tour of their aluminum body repair facility;

Kenny U-Pull – DIY auto recycling on a grand scale;

DIY Garage – rental bays and equipment for DIY'ers;

Chez Karam – Phil's place for wire wheel-related activities and a BBQ; and

Chez Dave Batten – updates on his E-type and TR3 restoration projects.

A potential Carleton Raceway Cruise Night visit to conclude the day was abandoned due to space issues with the Ottawa Ex set up.

Donnelly Ford Collision Centre

(1325 Johnston Road, off Hunt Club). This vast facility comprising 20,000 square feet provides a comprehensive, up-to-date body repairs on all makes of cars. The shop manager pointed out that they maintain extremely high standards; all work is life time guaranteed; painting involves removing panels and no masking tape in the shop. The focus of our visit however was their new "aluminum room", a self-contained shop for aluminum repairs only. With numerous manufacturers turning to aluminum body panels and structures (including Jaguar and Ford's best-selling F150) the need for dedicated facilities is growing. As the shop manager emphasized, contamination of the aluminum and its integrity can be compromised (with warranty implications) if tools used for work on

regular steel panels are also employed on aluminum. Accordingly, the aluminum room has its own sets of tools and equipment. They frequently encounter cars repaired elsewhere where the contamination issue isn't known or possibly ignored. The problem can also be encountered with dry dent removal where metal rods used to re-profile aluminum panels can scratch and compromise the inner structure.

Kenny U-Pull (120 Bentley Drive).

The Ottawa facility is one of 13 franchises in North America with 15,000 cars in yards available for DIY parts recycling. The inventory is available online broken down by make, model and part. Large selections of items like batteries and wheels & tires are maintained together. Tools are available for rent. There is a \$3 fee to visit the site and wander around. The area is well organized. On the visit day, there were few European cars and no Jags.

DIY Garage (2678 Mac St.) This small business provides garage space, hoists and tools for DIY'ers to work on their cars. A bay rental, including jack, jack stands and access to tools is \$20/hour. Hoist rental with tools and oil disposal is \$30 an hour (+tax) or \$240 a day for nine hours. A mechanic on hand is available for advice/assistance for a fee. There is free secure outdoor storage if more than a day is needed; indoor storage is \$20/day (www.diygarageottawa.ca)

Chez Karams The travelling circus then proceeded to Phil and Fadia Karam's lovely home off Hunt Club for the latest in a series of Phil's tech lectures...this time dealing with wire wheels. Phil demonstrated his home-made wheel knock-off cap removal device (vice the usual hammer)... letting physics and the lever principle



do the work. He also showed us an ominous tub of brown liquid in which he immersed dirty, rusty wire wheels, connected the device electrically, to result in shiny, clean wheels... electrolysis in action. After a quick peruse of Phil's Auto Collection and his marvelous exotic birds, we were treated to an excellent BBQ burger with refreshments amid the lovely backyard gardens.

Chez Battens Following lunch, seven members continued on to Manotick to visit with Dave Batten for an update on his restoration projects... Bob Hiland's report follows.

A busy but very interesting day for the participants. Many thanks to Phil for the organization along with Fadia for the super lunch.

Rob Dunlop

DAVE BATTEN'S PROJECTS

Dave's **1972 Series 3 E-type coupe** has had the doors repaired, the gas tank refurbished, and the independent rear suspension (IRS) overhauled. The underside has had new metal installed and POR and Gravel Guard applied and is ready for new heat shields and rear brake vents. Complicating the effort and slowing progress is the perpetual problem of new parts that do not fit. The four new IRS supports had holes in the wrong place and had to be re-ordered. Dave is still dealing with other "mismatch" issues. The winter project is to re-do the bonnet. The **Triumph TR3** is looking good and is almost ready for the road.

Bob Hiland





My gas tank's been SLIMED!

Before Dave Kenny's tale below, it's important to know that the Jaguar XJ's Series 1, 2 and 3/VDP all came with two separate gas tanks, one in each rear fender, with separate filler caps and a switch in the car to select one or the other tank. A complex system ripe for problems??...editor

After a series of secondary problems with the fuel and ignition systems in my '86 XJ VDP V12 were solved at Rob Staruch's shop, it presented us with one final challenge. Rob had taken it out for a Saturday afternoon of shopping trips as a proving run and after 1 ½ hours of problem free driving was just approaching his entry lane when it began stalling. Now it was at this time sucking from the right tank and Rob, as a final measure, switched to the left tank, whence it returned to its usually pristine smoothness and he was able to park it on his lot.

On Monday he phoned me to relate this latest chapter in the saga and was proceeding to drain the right tank and see what evidence lurked there-in. What initially exited the tank was a generous measure of brown jelly-like slime in large clumps. It was soft but substantial and would have been slow moving through the injection tubes. Rob was wise enough to check the solubility of this slime in methyl hydrate or methanol, the liquid form of methane, a hydrocarbon. The slime remained intact refusing to dissolve, however, in water it dissolved readily. I then took the car out to drive for 2 hours on the right tank and just as I was returning to Rob's driveway the car began to stall and I used the left tank remedy, which worked immediately. This time Rob drained the right tank again and got only one glob of slime. The next day I drove it again for a couple of hours on the right tank and there was no stalling with continuous smooth running. We had seemed to have the final solution. I then took the car home to my garage and have been successfully driving it since with no issues.



Meanwhile I researched the slime and discovered this can happen with hydrocarbon fuels, where a small amount of water develops in the tank. Apparently there are organisms which live in water but feast on hydrocarbons like gasoline and the waste product is this slime. The organisms exist on the boundary between the water and the gas so they can live in the water and access the fuel. Beware of tanks, where the car has been sitting for long time as water can condense into the fuel and provide the correct conditions for these organisms. Such organisms, bacteria, were found in the Gulf of Mexico spill recently consuming the oil trapped below the surface and scientists are working on methods to introduce them into oil spills.

Dave Kenny



Boot 'n Bonnet Car Show Kingston - 20 Aug

9



On a fine summer day 9 cars gathered at the Hwy 7, Carleton Place Tim Horton's for a 9:10 am departure for a drive to the Boot 'N' Bonnet Car Club's Annual Show in City Park, Kingston. We travelled as a convoy down Highway 7 to Glen Tay Road, just past Perth, before cutting over to the picturesque and lightly travelled Highway 10, which wanders down to Division St., Kingston via rolling countryside and past several lakes. We stopped at Tim Horton's, Division St. Just long enough for a coffee and nature break before the short journey to the show site, which we reached around 11:25.



People were on their own to enjoy the park, the cars, the neighbouring fair or to wander into the city. We also linked up with Mike O'Brien, who had made his way to the

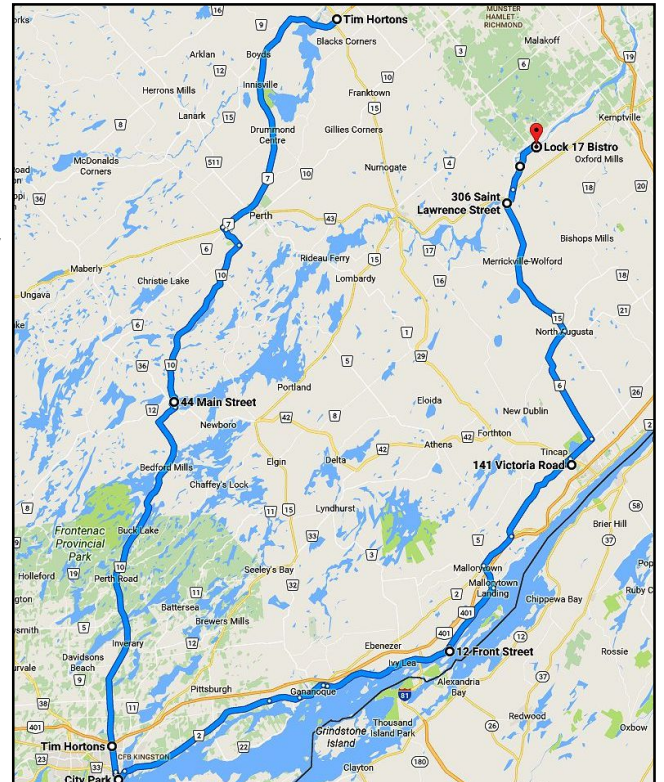
show directly from Kemptville in his magnificently restored S-Type, which is available for purchase.

The park is a beautiful well treed site with plenty of shade and the display numbered about 120 fine British automobiles from the 1930's on, including several very rare breeds. A barbecue lunch was served.

We reassembled as a group for departure and left around 3:15 pm for a drive out of the city, fraught with the usual perils of extracting a convoy from city streets and traffic signals, then travelled via Hwy 2 and the 1,000 Islands Parkway to Rockport for a 45 minute stop.

From there we took good country roads bypassing Brockville and heading up to Merrickville and then on to the Lock 17 bistro, which is located by a rural lock set on the Rideau Canal near Burrett's Rapids, for a post-drive dinner. By the time dinner was over it was 8:45, the sky was just about black and folks headed home.

The total distance for the day was 258 km, with a planned driving time



of 3 hr 43 min. The weather was just about perfect – such a rarity this summer!!!

Alan Graves

Boot 'n Bonnet Car Show Kingston - 20 Aug / 2



Hazeldean Cruise Night "British Invasion" Sept 5th 2017



The "British Invasion" of the Kanata Cruise Night was first held back in about 2006 and over the years has become a popular and successful outing for British car owners. There is no entry fee.



You are invited to come and join us to show your car in the "British Invasion" zone any time **after 5:15 pm** on **Tuesday, September 5th**, at **Hazeldean Shopping Center** on Eagleson Road, just south of Robertson Road/ Hazeldean Road and about 2 km south of the 417 exit on to Eagleson/March Road.

We will leave the show at about 7-7:15 pm and go for a short 15-20

min drive to *The Glen* pub/eatery in Stittsville and then dine.

Over the last few years we have had a great turn out – up to 55 cars, about half of which join us for the meal. This is a very popular club event for socializing amongst UK car owners.



If you have any queries contact Alan at **afgraves@rogers.com** or (613) 720 6176.

Events & Activities 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). 2017 DATA IS AVAILABLE END FEB ALSO IN SPRING ISSUE OF "BOUNDER".

Jan	Tech visit – CANCELLED
Feb 6 Feb 11	Darts and Pizza Night – St Anthony's Interclub Darts Tournament—Barrhaven Legion
Mar 14	Tech visit – postponed
Apr 22	Spring Dinner - KS on the Keys Restaurant
May 21 May 23	Spring Drive - Tim Horton's, Almonte 9:00 AM Concours judges' training – St Anthony's 5:00 PM
Jun 09 Jun 11 Jun 25	OJC Concours Meet & Greet - CANCELLED OJC Concours and Family Day – Cumberland Heritage Museum "Wheels on the Mississippi" - drive, show and picnic
Jul	2nd Annual "Growler Cup" golf tourney - <u>POSTPONED TO AUG/SEP</u> (Due to weather and course availability considerations)
Jul 4 Jul 15	Summer Drive - 1PM (see ad in June Jottings) All British Car Day (ABCD) – Britannia Beach (ad elsewhere in Jottings)
Aug 4-6 Aug 11-13 Aug 20	Weekend Tour - Eastern Townships / Granby Car Show Gatineau Car Show weekend Boot 'n' Bonnet British Car Show – Kingston
Sep 05 Sep 16 TBA Sep 30	Hazeldean Mall British Invasion and Pub Multi-UK car clubs drive - TBC 2nd Annual "Growler Cup" golf tourney (date/details TBD) Eurocars Oktoberfest Drive & lunch - TBC
Oct 14 Nov 19	Fall Colours Drive and lunch - date/details TB AGM and Sunday Brunch - St Anthony's
Dec 09	Christmas Dinner - Hunt Club



SPRING SPECIALS

STARTING AT \$129.95

TIRE CHANGEOVER, PRE-MOUNTED AND BALANCED TIRES ON RIMS

SYNTHETIC OIL CHANGE WITH FILTER REPLACEMENT

MULTI POINT INSPECTION INCLUDING AVR TEST

TIRE SPECIALS

FREE TIRE INSTALLATION, ROAD FORCE BALANCING AND 3D 4 WHEEL ALIGNMENT

RECEIVE A MAIL IN REBATE WITH PURCHASE OF ANY BRAND NAME TIRE



OPENING SPECIALS

**RECEIVE 25% OFF ALL DETAILING PACKAGES
CALL US FOR MORE INFO**



Get Your Jaguar Parts Directly From THE Source...



Manufacturers of Thousands of Jaguar Parts and Accessories

Suppliers for Contemporary and Classic Jaguars Worldwide



REPLACEMENT COOLING PARTS

NEW EXHAUST MANIFOLDS

REPLACEMENT BRAKE PARTS

STEERING & SUSPENSION PARTS

ACCESSORY ITEMS

SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE - POSTAGE-PAID • SAME DAY SHIPPING
We Are Pleased To Support Your Club Activities And Offer A Discount To Club Members



International Calls: 1-805-544-7864 • North American Calls: 800-444-5247 • FAX: 1-805-544-1664 • Email: parts@xks.com

FOR YOUR JAGUAR

PARTS MADE IN HOUSE
 UPGRADES
 SERVICE ESSENTIALS
 BIG NAME BRANDS
 GENUINE JAGUAR PARTS

PARTS & ACCESSORIES
 FOR
 CLASSIC & MODERN
 JAGUARS

WWW.SNGBARRATT.COM



SALES.USA@SNGBARRATT.COM



TOLL FREE: +1 800 452 4787

Marketplace



Got spare parts?

Cleaning out that basement or garage and you've found some Jag (or other) parts no longer required?

Sell them with Marketplace

"One man's trash is another man's treasure"

3 month ad free for members

*Jaguar Jottings accepts advertisements in good faith.
It is in your best interest to make every effort to
check offers personally.*

Advertising in Marketplace is free to OJC members,
\$10 to others. Ads run for 3 months..

Contact the Editor with your advert and make pay-
ments to the Treasurer (stevefox@sympatico.ca)





1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500