



Jaguar Jottings

November 2017

ottawajaguareclub.com



Drive with us!

2	
<i>In this Issue</i>	
Contents	2
President's Musings / Rae Chalmers	3
Fall Colour Drive - report	4/5
An XJS by another name - Lynx Eventer	6
Tech Topics - Winter Storage, To Fill or not to Fill	7
Brits & Pieces	8
AGM & brunch ad	9
Events & Activities	10
Market Place	13

Front Cover

OJC Fall Colours Drive - tiptoeing over some unexpected gravel...

Photo Credits

Front cover - Rob Dunlop

p 2 unknown

P 3 - Merv Clarke

pp 4/5 Alan Graves, Rob Dunlop

p 6 Motorhead, unknown

P 8 Carol Groundwater, unknown



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 are now into the AGM month followed by December's Christmas Dinner. It was reported to me that the Fall Drive as organized by Don Leblanc was very successful in spite of the inclement weather necessitating unprecedented follow-up cleaning of the participating Jaguars. Unfortunately, Keitha and I spent that weekend nursing the flu and missed a delightful activity. We are truly grateful to Al and Don for an outstanding set of drives this past season and combined with the

amazing July tech day organised by Phil Karam we have been well entertained this summer.

Meanwhile Bob Hiland, Roy Fjarlie and I have been beaver away on the liability insurance issue, while managing to ruffle several sets of feathers including generous references to raising the fees to cover increased insurance cost. We now have a neat summary of the plan for 2018 to present to the AGM for a vote. Bob and Roy have spent a lot of their personal time on this issue and I am very grateful to them for this demanding task.

We have also unearthed the fact that the club was officially incorporated by the Government of Ontario back in 1986. Because this fact became lost in the club lore Bob, Roy and I had been totally unaware of it. There needs to be some very specific info passed on when the club officers turn over. Fortunately, Chuck Robinson turned up the official papers in the library records.

We are sincerely hoping for a good attendance at the AGM on Nov. 12 which includes an excellent club-subsidized brunch. Full details are elsewhere in the Jottings. The audio-visual system is expected to be much improved for this year so that the info will be easier to absorb. Come out and contribute to the running of your club.

Finally, with the inevitable cold and snow looming, many of you are busy storing your beauties for the hibernating period and Phil has his annual words of wisdom on the mechanics of the process inside.

See you on the 12th!
Dave Kenny



November Events

12th - AGM + Brunch Details inside

RAE CHALMERS

We are saddened to report the passing of founding OJC member Rae Chalmers on August 31, 2017. Member #5, Rae was a major contributor to the club from its outset in 1985 through 2000:
President - 1990, 1991, 1995
Membership - 1987
Treasurer - 1988
Activities Director - 1986, 1988, 1996
Newsletter publisher - 1992-2000

Professionally a commercial artist, he is likely best remembered for his musical talent with a local group and his beloved black early E-type roadster.

Our deepest sympathies go out to his wife Anne, his three children and extended family.



FALL COLOURS DRIVE

Saturday, 14 October 2017

14

October dawned dark and threatening as twelve Jags assembled at a March Road Shell station for our annual farewell to the driving season. The dozen club cars interestingly represented mostly "newer" models with an F-Type coupe, two XK coupes, two XJ/X300 and six (!) XJ/X350 saloons. The exception was Bob and Kathy Hiland's trusty E-type coupe.



At the participants' pre-departure huddle, Don LeBlanc our intrepid trip organizer and guide passed out detailed route instructions revealing a drive into the Lanark Hills out to Calabogie via scenic and twisty country roads with a brief pit stop in Burnstown and later a restaurant lunch at the Cedar Cove Resort on White Lake. The afternoon portion was to continue the twisty road driving before making our way back to the Cheshire Cat pub near Carp for a group farewell refreshment. Mike O'Brien introduced us to a simple but effective method (borrowed from the MG Club) to avoid losing cars from

the group which contributed greatly to a relaxing and stress free day.

While the trees were colourful, as forecasted, the weather wasn't the best for fall colours viewing with intermittent drizzle and dark, low clouds. That said, it appeared to have kept other drivers home as we were able to enjoy



Burnstown break

a memorable and enormously fun "brisk run" through some of the best driving roads in the Ottawa Valley, largely unimpeded by other road users. Unfortunately, the damp mixed with the occasional farm vehicle mud on a few of the back roads soon had our cars looking decidedly "unconcours-like". Additionally, despite Don's meticulous preparation and thorough route recce, the road into our lunch stop had received a new gravel surface the day before our arrival. No harm done though as we all inched our way the short distance into the Cedar Cove



"Suivez-moi!"

Resort. The OJC'ers, many of whom still grinning ear-to-ear from the super drive, enjoyed a superb lunch and break at the bright and hospitable, lakeside restaurant. Post lunch, Don wisely elected to shorten the return route given the weather although he managed to bring us back over more highly entertaining "twisty bits" before the final refreshment stop at the Cheshire Cat.

Despite the uncooperative weather, we did get to see some fall colour with the memorable rural scenery and enjoy the excellent driving roads. Many thanks to Don ("I don't dawdle") LeBlanc for masterfully organizing and leading the fall adventure. He apparently has other similar routes from his Triumph Club days which, if we ask nicely, he may reveal to us. Based on this example, we can only hope...

Rob Dunlop



Lunch time at Cedar Cove

FALL COLOURS DRIVE / 2

5



White Lake Fall Colours



"If that was lunch I guess we had it..."



Cedar Cove Resort and appropriate local transport



Anyone for wire wheel cleaning...?



Jag XJ twins

An XJS by another name - LYNX EVENTER

I frequently get photos and items of possible interest from members for the Jottings. Mike O'Brien recently sent me a photograph of an XJS modified into a "shooting brake" (or station wagon in Americanese). This particular vehicle wasn't a "home-built" effort but one of over 60 produced by UK company Lynx Engineering to a factory-quality standard. While over the years numerous Jaguars have been modified and restyled with limited commercial success, the Lynx Eventer as it was christened, was arguably the most successful non-factory Jaguar produced and is a prized collector car in its own right. This is how it came about. – editor.

In the early '70s (1970's that is), the UK firm Lynx Engineering had considerable success producing well-made, faithful replicas of the Jaguar C-Type and D-Type as well as building one-off custom convertibles of saloon models. Following in the early '80s they completed a convertible version of the XJ-S filling the then void in the factory Jaguar line up until the arrival of its own drop top in 1988. With that market now covered, Lynx turned its near full-time attention to a three door shooting brake/estate version of the XJ-S, a concept they had begun in 1982. In the intervening period until 2002, Lynx produced 67 Eventers (plus one prototype).

The first Eventer was unveiled in August 1982 during the Jaguar Brown's Lane factory open days to unanimous praise by the press for its design and quality of the Lynx conversion, although the then CEO of Jaguar, Sir John Egan, allegedly "looked at it with disregard". Nevertheless, the sleek wagon with three doors and oodles of wood and leather added to the XJS the obvious cargo room plus improved visibility and 3 1/2 additional inches to the rear-leg room. The rear hatch coupled with fold-down rear seats offered significant load flexibility for golf clubs and other large items compared to the usual restricted boot of a regular XJS. Perhaps most significant was the overall high professional fit and finish in a style



that suited the XJS arguably better than the buttress rear quarters of the original car. The Eventer modifications also produced a surprising improvement to the XJS' already significant performance...it actually weighed less with a resulting sharper acceleration.

Each car was hand-crafted and built strictly to order over a 14 week period by cutting off nearly all of the



rear bodywork behind the bulkhead, moving the gas tank, raising the rear floor to create a flat surface all the way to the rear seats and stiffening the suspension to compensate for



the three inch raised centre of gravity. The custom-build approach allowed versions with either of Jaguar's six and twelve cylinders engines and all options, in addition to other individual upgrades. One famous Eventer has an opulent interior designed by Paolo Gucci.

The final company tally indicates that 52 pre-facelift XJ-S and 15 post-facelift XJS were produced, 18 left hand and 49 right hand drive. Most Eventers still exist and are much coveted by their owners. The conversion to a new or used XJS in 1983 funds



cost \$US 24,000. Rarely seen at auction these days, they would go in the region of \$US 100,000.

Jaguar's own efforts regarding wagons began with the 2004 -2009 X-Type Sportwagon/Estate followed by the current XF Sportbrake (not available in Canada). With the surging sales of the F-Pace SUV and the upcoming E-Pace small SUV and the innovative all-electric I-Pace SUV arriving in 2018, a continuance of a wagon concept at Jaguar (as well other luxury auto companies) may be doubtful. In retrospect, the Lynx Eventer could be considered as the best looking Jaguar wagon ever. "Grace, Space and Pace" indeed.

Rob Dunlop

(This article relies greatly on information from the Lynx Eventer website, Motor-sport Magazine, Jan 1983 and Road & Track/Blake Z.Rong, April 2016)

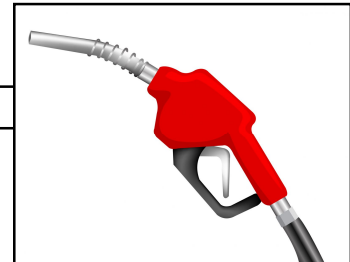


STORING YOUR JAGUAR "IN and OUT"

The following is a list of things to do while putting your Jaguar (or other) car in storage, as well as removing it from its 6 month winter hibernation:

- 1) TIRES: Pressure up to 45 lbs on 4 road tires and 30 lbs for spare.
- 2) OIL/FILTER: Fall is the preferred time to change, so that the impurities do not sit all winter.
- 3) GASOLINE: Add fuel stabilizer to fuel tank. Some recommend topping-up fuel tank in order to minimize condensation.
- 4) FOGGING: Using spray fogging oil into the carburetors in order to lubricate the valves/head/pistons, or remove the plugs and spray directly into each cylinder. Turn the engine over. Clean and set the gaps of the plugs or install new ones.
Using the same fogging oil, do your door hinges, door latch and striker, hood hinges, hood release and latch, trunk hinges and latch, jack, etc...
- 5) BATTERY: Preferably remove the battery from the car and store in a warmer setting.
Check the acid level and top up if necessary with distilled water.
The voltage should be 12.5 volts. If not, charge or trickle charge until 12.5 volts is obtained.
Check and recharge every month or two if necessary.
- 6) BRAKE FLUID: Flush out reservoir using a turkey baster to agitate and suck out old fluid. Replace with the grade of fluid specified. Do not use Dot 4 or synthetic if DOT 3 is called up. The chemicals added to DOT 4 will deteriorate the older style rubber compound as in brake hoses, master cylinders, wheel cylinders. Same goes for clutch fluid.
- 7) ANTIFREEZE: Measure voltage between fluid and ground. Less than .5 volts is good. Anything above 1.5 volts should be changed immediately in order to prevent corrosion of the aluminum head and fittings. Check freezing point level and top up if necessary.
- 8) INTERIOR: If stored in a outside garage, place a few fabric dryer sheets of "Bounce" or "Fleecy" to ward off mice. The same or moth balls into the engine compartment to ward off squirrels and chipmunks.

Technically Yours,
Phillip Karam



TO FILL OR NOT TO FILL....That is the question

(...or dare I suggest the alternate title "To Phil or not to Phil" ?? - editor)

Preparing your car for winter storage, I am often asked...."should I have a full tank of gasoline, or an empty tank? " One school of thought is that a full tank helps prevent condensation from occurring in the tank and rusting out the inner tank. The other school of thought is an empty tank with the lid open prevents condensation from forming. I will tell you what I do, and why I do it.

Prior to putting the cars away for the winter months, I try and keep the tank on the low side....less than a quarter full. By doing this, I do not have to add much 'fuel stabilizer' to the remaining gasoline in order to keep it 'sparky'. In the spring I will then add 25 liters of fresh new 91 high octane gas to the tank, prior to starting. Most 91 high test sold in the Ottawa area does not contain ethanol.

For those using low test 87 or mid test 89 with ethanol, over time the 10% alcohol will evaporate and leave you with 79/80 octane. Worse than that, you will have a full tank of sub-standard gas to drive on until it is depleted. This is of course if you can start the car in the spring.

Technically Yours
Phillip Karam

Brits & Pieces

JAGS ON SCOTTISH TOUR

Members Fergus and Carol Groundwater came across some XK Jags while visiting Scotland last May:

"Last month on a visit to Dunvegan Castle on the Isle of Skye, just as we were about to re-board our tour bus a posse of Jag XKs cruised into the parking lot. I begged the bus driver for a couple of extra minutes and got Carol (my official photographer) to snap these pics. Because I wasn't allowed much time, I was only able to learn that the group was on an all-round Scotland tour for their own enjoyment and had already covered 550 miles."

Fergus mentioned that the weather had been particularly nasty - with that in mind, consider the XK120 on the far left, travelling with a tonneau cover and no top, having already covered 550 miles... hardy folk!



(From left) XK120 OTS, 2- XK140 DHCs, XK120 FHC, XK120 OTS



XK120 Open Two Seater



XK140 Drop Head Coupe



XK120 Fixed Head Coupe



OCTOBER OUTING

The Groundwaters' E-type and XJS' get a fall outing before the inevitable winter sleep.

OJC FALL COLOURS DRIVE

...30 years ago!

That's "young" Merv Clarke second from left.



OJC ANNUAL GENERAL MEETING & BRUNCH



Sunday, 12 November

**St Anthony's Banquet Hall, 523 St Anthony St
10:30 AM, 11 AM brunch followed by AGM**

BRUNCH MENU

**SCRAMBLED EGGS
BACON
WAFFLES
HASH BROWN POTATOES
COLD CUTS SELECTION
MARINATED VEGETABLES
CHICKEN CACCIATORE
PENNE WITH MARINARA SAUCE
FRUIT SALAD
ROLLS & BUTTER
TEA, COFFEE, JUICE**

**\$25.00 PER PERSON
(WITH CLUB SUBSIDY)**

AGM

**NOMINATIONS/VOLUNTEERS
FOR EXECUTIVE POSITIONS,
AGENDA SUGGESTIONS AND/
OR NEW BUSINESS
TO VP BOB HILAND
BY 1 NOVEMBER:**

(HILAND@ROGERS.COM)

**AGENDA AVAILABLE ON CLUB
WEBSITE 1 WEEK PRIOR TO
AGM**

**PLEASE RSVP IF ATTENDING. ESSENTIAL
NUMBERS CONFIRMED BY 8 NOVEMBER:
editor@ottawajaguarclub.com**

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 TBA	Hazeldean Mall British Invasion and Pub 2nd Annual "Growler Cup" golf tourney - CANCELLED
Oct 14	Fall Colours Drive and lunch
Nov 12	AGM and Sunday Brunch - (details elsewhere in this Jottings)
Dec 15	Christmas Dinner - Hunt Club

OTTAWA JAGUAR CLUB



FALL INTO SAVINGS

\$99.95+ TAX
FALL MAINTENANCE SPECIAL

\$49.95+ TAX
TIRE CHANGEOVER & MULTI POINT INSPECTION
(PRE-MOUNTED AND BALANCED TIRES ON RIMS)

BEAT THE WINTER RUSH EMAIL US FOR A TIRE QUOTE TODAY!
FREE TIRE INSTALLATION, ROAD FORCE BALANCING & NITROGEN AIR
WITH PURCHASE OF 4 NEW TIRES



40% OFF SILVER & GOLD DETAILING PACKAGES

| 4119 BELGREEN DR | 613-737-4119 | INFO@BEARR.CA |



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 arrange payment with the Treasurer, Roy Fjarlie (fjarlie@bell.net)





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