



Jaguar Greetings

March 2018

ottawajaguarclub.com

70 Years - XK 120



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Series I XJ12

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 \$60.00 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
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Jaguar Jottings

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Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the publisher and your cheque to the treasurer.





A whole week of temperatures above the freezing level! Thoughts of actually driving my old Jags danced in my head like sugar plums. And the sun is shining as well.

The first major get-together of the year, the darts tournament, is over and Rob Dunlop reports on the results. The submission by our tax consultants, Welch LLP, to CRA of our 10- year backlog has gone well so far. The bill came in from Welch for a total of \$2650; less than the feared possibility of up to \$4000. Work on the analysis of the JCNA-membership issue is proceeding rapidly by our hard-working committee. The financial difference appears to be minimal and a host of other aspects are being evaluated. Once the results are shared

with the executive and the recommendation of where to go is out, we can then move on the liability insurance issue.

Meanwhile the June concours planning is moving along with an executive meeting for Feb. 28th. The lunch availability is a major aspect of this meeting. The other is publicity and extolling the facility of the museum site for children and families. And then the Spring Dinner (thanks to Paddy Robertson) begins to appear on the radar for Apr. 29; only 2 months hence!

Membership renewals have gone well and to date we have 91 commitments; about the same as last year, which peaked at 107 by year end. This seems to be a trend for the past few years initially around 90 and then a build-up as the year progresses. We still have the situation of a small core of about 25 aging members carrying the activities. We have been fortunate that some relatively younger members have taken up executive positions over the past couple of years, but we are wearing out the currently active contributors.

Talking about contributors Al Graves and Don LeBlanc, our trip planners, are hard at work on anniversary celebrations for the 70th year of the

XK120 and 50 years of the XJ sedans plus a couple of interesting and challenging lengthy drives.

Some of you may have noted that a new Jaguar Land Rover ecological version of the E type, powered by a purely electric motor/battery combination, has been featured in the CAA current magazine. This car has a 0 to 100 kmph. time of 4.4 secs...somewhat quicker than my 1966 2+2 time of 7.9 secs. This is the advantage of electric motors with max torque at zero speed. But unfortunately, such power systems are nearly silent and eliminate the classic exhaust rumble of an E type. I didn't bother to note the conversion price! Jaguar Land Rover are working hard at their ecological credentials with modern SUVs as well.

This all reminds me of a Corvette conversion in the US somewhere using a Pratt and Whitney Canada PT6 aero turbine engine of 600 hp., which is remarkably quiet but whose 600 degree F exhaust will singe the bumper off any tailgating follower!

Like all of us I am looking forward to warmer days and sunshine with the salt washed away and driving opportunities.

Dave Kenny



XK 120 Lightweight

Members' Corner

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

**David & Heather Finnie
Kemptville, 2003 XK8**

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

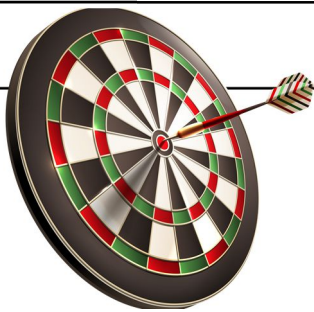
Contact details are provided through the membership list emailed periodically by membership director, Karen Wilson.

DARTS 'N' PIZZA

T

he evening of Feb 16, an intrepid gaggle of OJC'ers gathered from the winter gloom into the bright lights and lush green grass of St Anthony's dart emporium to once again take up the challenge of controlled projectile tossing. For those not familiar with St Anthony's, the "lush green grass" is no misprint since the ingenious installation of an *Astro-turf* floor covering for indoor soccer practice doubled the efficiency of the large 30 board dart room. (I gather that simultaneous use by both groups happens infrequently...).

Once again, our club Dart Master Guy Goodman with the able assistance of VP Bob Hiland, organized



and managed the contest comprising 7 teams of two, including Guy's two grandsons Dan and Brian plus a ringier in the form of Brian's girlfriend Emily. VP Bob arranged the pizza order to nourish the hungered competitors.

With the matches completed with minimal injury, Guy promptly declared himself and grandson Dan winners. In keeping with our national trait of not wanting to create a scene, there was only muted protest but in fact the score sheets appeared to confirm the



results. Both were presented with a suitable beverage-in-a-bag by VP Bob. Congratulations Guy and Dan!

From the animated discussion, participants evidently enjoyed the opportunity to surface from their winter burrows to catch up on the news and rekindle club friendships.

Many thanks to VP Bob and Guy Goodman for the organization of another successful evening. Hopefully the lush green underfoot is a prophetic omen for coming weather in the not too distant future.

Editor



Happy group of darts players...(dartlers?? dartists??)



Winners Dan and Guy with VP Bob



Participants awaiting drug-testing results

The perennial premier British interclub darts joust took place once again Feb 24 at the Barrhaven Legion, courtesy of the Ottawa Valley Triumph Club (OVTC). In keeping with another recent athletic gathering, given the somewhat spotty reputation tagged (unjustly) on OJC'ers for the consumption of unknown liquids, there was a possibility of our team being billed as **"Amateur Athletes from the Ottawa Jaguar Club" (AAOJC)**. Ultimately though, this was deemed unnecessary by the organizers since all clubs' participants were found to be in equal violation.

OJC representation comprised **Team 1 - Dave Batten and Peter Whitworth** and **Team 2 - Lee Harrington and Mike O'Brien**. **Adrian Sawyer** lacking a partner, played under his **MG club membership**. The host club, adopting a strategy of strength in numbers, managed to scare up a mere 30 representatives. The MG



club (MGOC) focusing more on quality versus quantity had fewer but very capable reps. **OVTC president Chuck Hobbs** welcomed the participants urging a fair competition and citing the tourney as a symbol of world peace and a basis for international (or at least inter-marque) cooperation.

With competition underway in earnest, players adopted their game faces, although it may in fact have been the gas from the pizza and unknown

liquids. Rounds completed, there was nothing to do but await the final results...and eat more pizza etc etc. Finally the interminable wait was over and the winners declared...a mixed team from the MGOC.

The subsequent social media frenzy declared the event **"...a complete and utter disaster for OJC..."** demanding an immediate review of the team selection and training process. In response, the **OJC Darts Oversight Committee (OJCDOC)** urged calm and stressed that although OJC's last winning year was 2014, there was no cause for panic with a full recovery anticipated for future contests. Any volunteers for next year? No Pressure...

Many thanks to OVTC for the invitation, our valiant club reps and particularly Mike O'Brien for his report and photos.

Editor



Official tester monitors Lee and Adrian



MGOC winners



Peter (in green) lining up for a double bull

70 YEAR ANNIVERSARY - XK 120

The XK120 was launched in open two-seater or roadster form at the 1948 London Motor Show as a test bed and show car for the new Jaguar XK engine. The roadster caused a sensation, which persuaded Jaguar founder and design boss William Lyons to put it into production.

Beginning in 1948, the first 242 cars wore wood-framed open 2-seater bodies with aluminum panels. Production switched to the 1cwt or 112 lb (51 kg) heavier all-steel in early 1950. The "120" in the name referred to the aluminum car's 120 mph (193 km/h) top speed (faster with the windscreen removed), which made it the world's fastest production car at the time of



XK 120 roadster

framing mounted on a steel chassis mostly copied from the Jaguar Mark V chassis using many of the same parts, were constructed between late 1948 and early 1950. To meet demand,

and beginning with the 1950 model year, all subsequent XK120s were mass-produced with pressed-steel bodies. They retained aluminum doors, bonnet, and boot lid. The DHC and FHC

versions, more luxuriously appointed than the roadsters, had wind-up windows and also wood veneers on the dashboard and interior door caps.

With alloy cylinder head, hemispherical combustion chambers, inclined valves and twin side-draft SU carburetors, the dual overhead-cam 3.4 L straight-6 XK engine was comparatively advanced for a mass-produced unit of the time. With standard 8:1 compression ratio it developed 160 bhp (119 kW), using 80 octane fuel. The XK engine's basic design, later modified into 3.8 and 4.2 litre versions, survived into the late 1980s.

All XK120s had independent torsion bar front suspension, semi-elliptic leaf springs at the rear, recirculating ball steering, telescopically adjustable steering column, and all-round 12-inch drum brakes which were prone to fade. Some cars were fitted with Alfin (ALuminum FINned) brake drums to help overcome the fade.



XK 120 Drop Head Coupe

its launch. In 1949 the first production roadster, chassis number 670003, was delivered to Clark Gable.

The XK120 was ultimately available in three versions or body styles, first as an open 2-seater described in the US market as the roadster (and designated OTS, for open two-seater, outside America); then also as a closed, or fixed head coupé (FHC) from 1951; and finally as a drop head coupé (DHC) from 1953, all two-seaters and available with Left or Right Hand Drive.

The first roadsters, hand-built with aluminum bodies on ash



XK 120 Fixed Head Coupe

70 YEAR ANNIVERSARY - XK 120

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The roadster's lightweight canvas top and detachable side screens stowed out of sight behind the seats, and its barchetta-style doors had no external handles; instead there was an interior pull-cord which was accessible through a flap in the side screens when the weather equipment was in place. The windscreen could be removed for aero screens to be fitted.

The drop head coupé (DHC) had a padded, lined canvas top, which folded onto the rear deck behind the seats when retracted, and roll-up windows with opening quarter lights. The flat glass two-piece windscreen was set in a steel frame that was integrated with the body and painted the same colour.

Dashboards and door-caps in both the DHC and the closed coupé (FHC) were wood-veneered, whereas the more spartan roadsters were leather-trimmed. All models had removable spats ("fender

skirts" in America) covering the rear wheel arches, which enhanced the streamlined look. On cars fitted with optional centre-lock wire wheels (available from 1951), the spats were omitted as they gave insufficient clearance for the chromed, two-eared Rudge-Whitworth knockoff hubs. Chromium-plated wire wheels were optional from 1953. When leaving the factory it originally fitted 6.00 x 16 inch cross ply tyres on 16 x 5K solid wheels (Pre-1951). Later cars could also specify 185VR16 Pirelli Cinturato tyres as a

from 0-60 mph (97 km/h) in 10.0 seconds and fuel consumption of 19.8 miles per imperial gallon



Jabbeke record car

(14.3 L/100 km; 16.5 mpg). The car as tested cost £1263 including taxes.

On 30 May 1949, on the empty Ostend-Jabbeke motorway in Belgium, a prototype XK120 timed by the officials of the Royal Automobile Club of Belgium achieved an average of runs in opposing directions of 132.6 mph with the windscreen replaced by just one small aero screen and a catalogued alternative top gear ratio, and 135 mph with a passenger-side tonneau cover in place. In 1950 and 1951, at the



Phil Karam's roadster

radial option.

In addition to wire wheels, upgrades on the Special Equipment, or SE, version (called the M version for Modified in the United States) included increased power, stiffer suspension and dual exhaust system.



banked Autodrome de Montlhéry in France, XK120 roadsters averaged over 100 mph for 24 hours and over 130 mph for an hour, and in 1952 a fixed-head coupé took numerous world records for speed and distance when it averaged 100 mph for a week at the same track. Roadsters were also successful in racing and rallying.



Coupé interior



Roadster interior

The Motor magazine road-tested an XK120 roadster in November 1949. This pre-production car, chassis number 660001, road-registered as HKV 455, was the first prototype built. When tested, it had the 8:1 compression ratio, was fitted with an undertray, and ran with hood and sidescreens in place. The magazine reported a top speed of 124.6 mph (200.5 km/h), acceleration

Excerpted from Wikipedia



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Planning for our annual car show is underway...and we need your help:

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DOOR PRIZES COORDINATOR

CONCOURS JUDGES

We're looking for volunteers to make our day a success. If you can help, please contact the Concours Chair, John Blais - john.blais3@gmail.com

DID YOU KNOW?

The only NASCAR race won by a foreign-made car was a 1948 XK120 Jaguar coupe owned by bandleader Paul Whiteman and driven by Al Keller. The race billed as the International 100 took place June 13, 1954 at New Jersey's Linden Airport and was NASCAR's first road race. The race featured both US stock cars and foreign sports cars, with 21 of the 43 car field being foreign made. Al started seventh, won the race and the \$1000 purse. As a result, foreign made cars were banned from the NASCAR series.

(Sore losers I guess...editor)



OJC SPRING DINNER

Sunday, April 29, 6:00 PM

Britannia Yacht Club

2777 Cassels Street, Ottawa

Cocktail reception

Buffet Dinner

Cash bar

\$50 per person

Reception with cheese/fruit platters, warm canapes, complimentary non-alcoholic beverages

Buffet Dinner

Assorted dinner rolls

Mixed green salad, maple balsamic dressing

Chicken Breast in white wine mushroom sauce

Salmon Fillet in Lemon Thyme Sauce

Herbed Rice / season market vegetables

Decadent dessert with tea/coffee

Dietary-adjusted items available upon request
when reserving

Reservations by 12 April to Paddy Robertson
paddyrobertson252@gmail.com / 613-253-6266

Payment by cheque to “Ottawa Jaguar Club”
By post to Paddy / at the door

Events & Activities 2018

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). 2018 DATA IS EXPECTED TO BE AVAILABLE END FEB ALSO IN SPRING ISSUE OF "BOUNDER".

Feb	16 - Darts 'n' Pizza Night – St Anthony's Soccer Club 24 - UK Interclub Darts Tournament—Barrhaven Legion
Apr	29 - Spring Dinner - Britannia Yacht Club
May	Spring Drive Concours judges' training and test – St Anthony's
Jun	10 - OJC Concours and Family Day – Cumberland Heritage Museum
Jul	Summer Drive All British Car Day (ABCD) – Britannia Beach 28 - 1st Annual Canadian Capital Classic Car Show - Wesley Clover Parks
Aug	Weekend Tour Boot 'n' Bonnet British Car Show – Kingston
Sep	Hazeldean Mall British Invasion and Pub "Growler Cup" golf tourney
Oct	Fall Colours Drive
Nov	Annual General Meeting
Dec	Christmas Dinner

Other events are under consideration pending further details later in the year including:

- *XK 70th Anniversary celebrations with Jaguar Ottawa, ABCD*
- *Rendez Vous drives with JCNA New England club, Toronto club, Montreal club, Eurocars*
 - *Sep - Watkins Glen NY Vintage Festival featuring Jaguar*

Marketplace



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Advertising in Marketplace is free to OJC members, \$20 to others. Ads run for 3 months..

Contact the Editor with your advert and arrange payment with the Treasurer, Roy Fjarlie (fjarlie@bell.net)



FOR SALE - 1955 XK-140MC

An Open Two-Seater/roadster model, needing a few months work to complete. It is a roller, with rebuilt engine, gearbox and rear-axle installed.

It has had a complete body-off restoration, with substantial new steel in the body, panel fits and seams lead-filled as original practice. The chassis was sandblasted and coated with Imron. Body was painted in two-part urethane.

Included are approx. \$10K in new parts, including BAS upholstery kit, rubber parts kit and wiring harness.

Comes with the matching numbers C-type head (rebuilt) and original 2-in H8 carbs, two Moss gearboxes, an XK-140 block and spare steering box. All instruments are included, but will need rebuilding. The car was upgraded with a Getrag 5-speed box.

Recently independently appraised at \$75K. Asking \$70K USD o.n.o. Copy of appraisal available on request.

Car is located in Carleton Place.

Contact: egamblin@magma.ca



Available separately, make an offer:

- **Jaguar Service Manual (XK120-Mk IX)**, new, ISBN 1 870642279
- **XK-140 Parts Manual** (photocopy)
- **Original Jaguar XK** - Porter, first edition
- **XK-140 performance cams**, NOS pair, part GTJ-25 (GT Jaguar, Eastlake, OH).
- **Iskenderian competition valve springs**, NOS JA-005 & JA-006
(Installed H 1.312-in, Seat pressure 110 lb, Rate 320 lb/in
Max coil bind H .86 in) c/w Carb needles.
- **XK engine valve timing gauge tool**, well-used but works fine
- **XK valve-clearance biscuits**, used, x 13 (if interested, I can measure thicknesses)

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