



Jaguar Jottings

November 2018

ottawajaguarclub.com



Drive with us!

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Photo Credits

Front cover - Blenheim Palace Jaguar Show 2018 - JEC

P 2 JEC

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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.

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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 25th 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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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.





Keitha and I took the opportunity to enjoy the brilliant fall colours in

October by joining members of the Ottawa MG Club in their annual end of season drive.

Circumstances explained elsewhere in the Jottings prevented our club conducting our own fall event so three club cars were welcomed into the MG throng. An interesting discussion with the MG members revealed partially why they get so much participation in these drives. It turns out that MG drivers usually do about 3,000 miles per season versus Jag drivers at a 1,000 or less. Due to the lower investment in their cars they think nothing of setting out to drive in rain and for short errands in town i.e. they DRIVE their

cars regularly. Meanwhile, I had to confess that I would never deliberately drive my E-type in rain or for local errands being very fussy about where the car is parked. In other words MG Club members want to drive their cars everywhere as much as possible. This is all food for thought about participation in driving events in our club.

Please remember our upcoming **AGM on Nov. 18**. It is your club and the AGM is a prime opportunity to have your voice heard. We have a number of good news items after the problems of last year and it is a chance to see your club friends again and enjoy a tasty buffet!

Looking ahead to 2019, our longstanding drives coordinators are stepping down for a well deserved break so we will need to replace them. One thought is to seek volunteers to organize individual events vice running the whole program. We have numerous experienced members willing to assist setting up drives to keep

the process simple. We know there are members out there with local roads knowledge who could help add variety to our outings. Please give consideration to helping the club out with this vital activity. Bob Hiland would be most pleased to hear from you.

Finally, our **Christmas dinner** at the Hunt Club is just around the corner on 15 December with sumptuous food in festive surroundings. The details are elsewhere in the Jottings and we do need your commitment early.

Just remember that as you store your cars for the winter hibernation the season of white challenges will pass and Spring will arrive within about 5 months...or so!

Dave Kenny



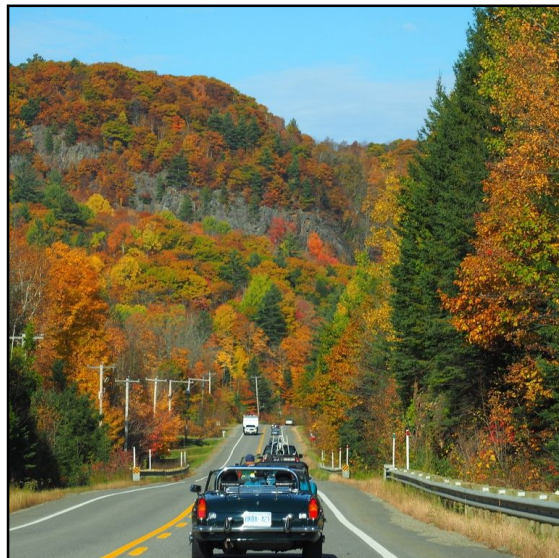
MG Club Fall Drive

As some of you may be aware Al Graves, our regular drive organizer was stunned by the unexpected digging up of his Kanata street with his Jags trapped in his garage and his daily driver parked streets away. Don LeBlanc jumped in and planned a fall drive but when he tested the actual route, there was significant construction in one section and the lunch location cancelled out short notice leaving him no time to rebuild a new route. As a result, the MG club very kindly invited us to join their drive on Oct. 14th.

Three club cars took advantage including myself in the E-type with Keitha. Brian and Linda Moorcroft brought their VDP and Oliver Stone and his sister Rebecca drove in his XK8. There were 41 MG club cars making a total of 44 cars...quite a change from our usual club max turnout of about ten cars.

I was intrigued to see how all of these cars were to be managed. The briefing started at the Park'n'Ride on Trim Road in Ottawa's east end near the 174. About 20 minutes before departure at 9:30 AM every car was issued an extremely detailed set of printed instructions and a ferry ticket. After thoroughly reviewing the route we moved off in our cars in random order to the ferry crossing the Ottawa River near Cumberland. We Jaguar guests were told not to reimburse the MG club for the ferry tickets - how generous!

An MG club coordinator was stationed at the ferry terminal to brief lead drivers on the route off the ferry to Hwy. 315 in Quebec. I was one of the lead cars and managed to confuse the directions and had to make an enroute correction to complicate the return of following MGs back to the planned route. There were strategically placed coordinators



Apparently nice and sunny but a tad cool...



E at sea - Keitha enjoying the ferry crossing



E coupe skulking behind some unsuspecting MGs



Wakefield was very colorful and we had a well-placed rest stop at some convenient Port'a'Potties for the ladies and leafy tree privacy spots in the woods for the men. After about 3 hours we came to our lunch stop, the La Vallee Tulip Restaurant on Route 5 near Chelsea, where all 88 of us were conveniently seated and well fed.

Keitha and I ended up sitting with some old family acquaintances who are members of the MG Club as well as the Moorcrofts and enjoyed a lively discussion with our lunch. We concluded our drive marvelling at the wonderful fall colours with which are local area is blessed.

Many thanks to MG club president Trish Adams for the generous offer to join their drive and to the MG club members we met for the warm and friendly reception. We look forward to reciprocating with one of our own drives very soon.

Dave Kenny

(Also, my thanks to Trish Adams for the trip details and the excellent photos - editor)



XK 70 - XK 120 Memories

You will recall that the club had planned an event with the dealership Jaguar Ottawa this past summer to commemorate the 70th anniversary of the introduction of the XK 120 sports model with the sensational new XK engine. Unfortunately the event had to be cancelled on short notice. The chief club organizer, Alan Graves, as part of the events activities, had arranged for Phil Karam to make a presentation to discuss the XK 120 and, as the only current club member with an XK 120, his personal recollections with his two cars. The following is an excerpt from that presentation – editor



Phil's coupe in original cream



Coupe post-restoration

In 1948, Jaguar had just designed their twin overhead cam (DOHC) 3.4 litre straight six cylinder engine, the XK, intended for use in the new Mark 7 saloon. Wishing for the engine to be unveiled at that year's Earls Court Motor Show in London and the Mark 7 not yet production-ready, Jaguar's president William Lyons and a team of engineers came up with an aluminum sports car to showcase the brilliant new power plant. The XK 120 (so named because of the 120 mph top speed) proved the sensation of the show and though not intended for more than a limited production run, Lyons was pressured into large scale production and the car and its two subsequent XK 140 and XK 150 updates proved highly successful. The rest, as they say, is history, with the XK engine and its subsequent versions remaining in production until 1992. *(The full XK 120 story was included in the March 2018 Jottings – editor).*

My first XK 120 was a 1952 Fixed Head Coupe that I bought in 1978 with beautiful lines, rear wheel spats and style-wise as close to a favoured 1930's Talbot-Lago as I could afford. Originally cream-coloured, I restored it in a silver finish and sent it on to a new

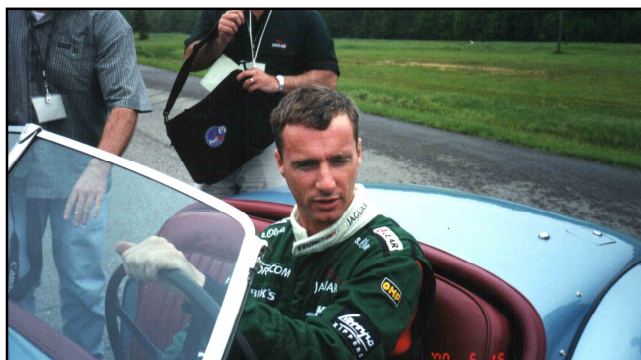
home in Germany in 2017.

In 1997 I came across an ad in the Ottawa Citizen and the Auto-Trader for a 1954 XK 120 SE roadster. It had some issues with it including overheating and rust but I decided to buy it. The "SE" designation stands for "Special Equipment" which includes a 180 BHP engine with high lift cams, a lightened flywheel, improved brakes and stiffer suspension. Mine also had a very rare factory-installed sump guard to protect the engine underneath.

The extensive restoration which lasted two years included replacing the rocker panels and rails and fabricating a new pan for the gas tank. The front fender-mounted parking



Phil's immaculate '54 roadster



F1 driver Eddie Irvine tries Phil's 120



Phil instructs F1 driver Johnny Herbert ...

lights were an interesting challenge involving spot welding and lead filling as originally produced.

Once completed I enjoyed many driving miles and special experiences. In 2000 at the time of the Montreal Grand Prix and while Jaguar was racing in Formula One, myself and two other OJC members were invited to bring their cars to a press demonstration at the nearby Blainville test track with the Jag team drivers, Eddie Irvine and Johnny Herbert taking turns

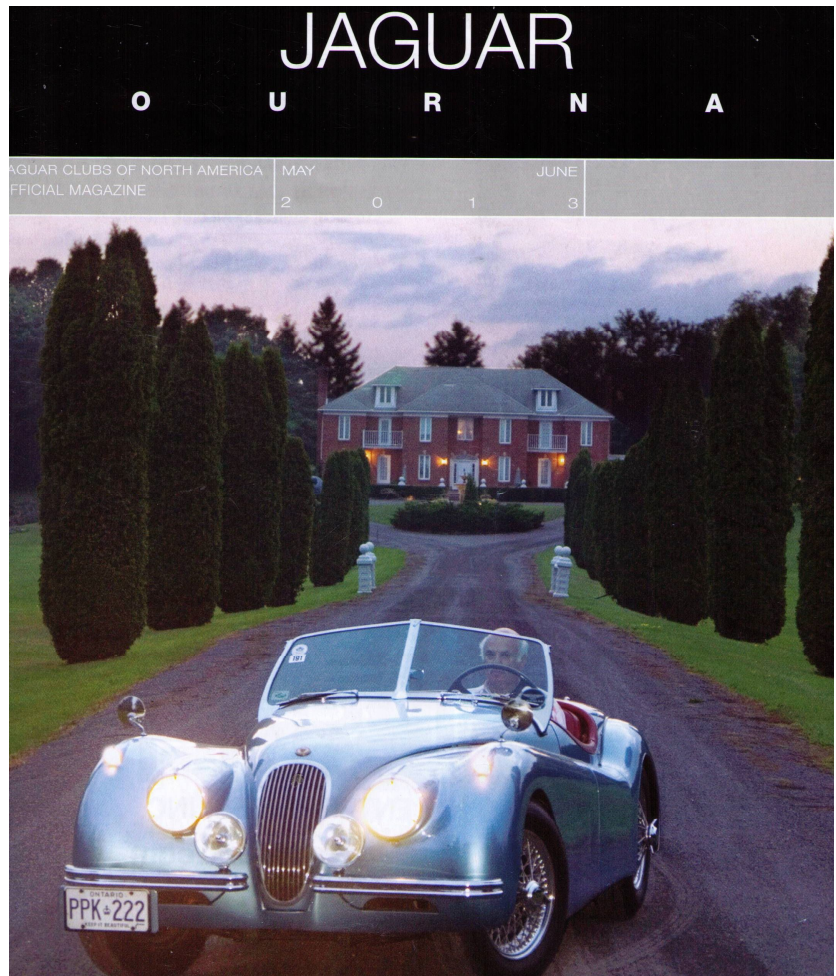
behind the wheel. In 2005, I had the honour of being invited to bring the XK 120 to the prestigious Meadowbrook Concours in Michigan. Further recognition came in May 2013 when the Jag and I were featured on the cover of the Jaguar Journal as well in a three page article.

I've been privileged to have owned all of the classic Jaguar sports cars from the XK 120 to the E-type, yet the silver blue 120 remains my favourite. Despite 70 years having passed since its introduction, the lithe, sensual shape and deep, purposeful engine growl continues to stir my passion for the ultimate Jaguar...and probably always will.

Phil Karam



Meadowbrook Concours participant



JCNA Journal June 2013

This is a repeat of Phil Karam's 2017 articles on the important subject of automobile winter storage. For those with some experience on the subject, they'll be aware that there is no universally agreed procedure with various tried and true methods in use, depending on geography/winter, inside/outside storage etc. As an update, Phil recently forwarded a link from Hagerty News with several methods and further interesting discussions on what to do and not to do:

<https://www.hagerty.com/articles-videos/articles/2018/10/24/best-tips-for-winter-car-storage-and-care>

Overall though, the important thing is that if your car will be idle for over three months, take some steps to prepare it for the winter sleep...it helps with the spring start up and your car's long-term health - editor

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. *(see discussion below and in Hagerty articles - editor)*
- 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. *(Installing a battery tender negates the need to remove and periodically recharge the battery - editor)*
- 6) 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.

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

I am often asked...."should I have a full tank of gasoline, or an empty tank? " when I store my car for the winter. 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 is if you can start the car in the spring.

Technically Yours
Phillip Karam

OJC ANNUAL GENERAL MEETING & BRUNCH



Sunday, 18 November

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

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**

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)**

"FREEBIE TABLE"

*The club is disposing of its library
assets - parts/servicing manuals,
publications, magazines - **FREE** first
come, first served*

**GOT JAG BOOKS, MAGAZINES
FOR DISPOSAL?- BRING THEM
ALONG. (NO CAR PARTS PLEASE)**

**PLEASE RSVP
IF ATTENDING.**

**ESSENTIAL
NUMBERS CONFIRMED BY
14 NOVEMBER:**

hiland@rogers.com

INTERCLUB TRIVIA CHALLENGE



Hosted by the Ottawa MG Club

**Sunday, 25 November
2-5 PM**

RC Legion, 3500 Fallowfield Road

- General knowledge trivia
- Teams of up to six players
- scores adjusted for smaller teams
- No limit on teams per club

Individuals and/or teams RSVP
Bob Hiland by Friday, 16 November
[hiland @rogers.com](mailto:hiland@rogers.com)



OJC CHRISTMAS DINNER

SATURDAY, 15 DECEMBER

DRINKS: 5:30 PM, SIT DOWN: 7:00 PM

OTTAWA HUNT & GOLF CLUB

1 HUNT CLUB ROAD (ENTRANCE OFF HUNT CLUB)

BEEF STRIP LOIN & ROAST TURKEY BUFFET

Chef carved strip loin and turkey with all the trimmings

Salmon, vegetarian pasta dish, rice pilaf, seasonal vegetables, assorted salads

Desserts, tea and coffee

**\$70.00 PER PERSON
(TAXES AND TIP INCLUDED)
CASH BAR**

**PAYMENT BY CHEQUE TO "OTTAWA JAGUAR CLUB"
AT THE DOOR**

**PLEASE RSVP BY 1 DECEMBER
TO BOB HILAND (HILAND@ROGERS.COM)**

PLEASE NOTE. Per past years, we are booked into the large dining suite requiring 50 attendees. The club is responsible for 50 meals. For that reason please give serious consideration to attending and advising us soonest if you will attend.

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
Mar	17 - SUPER TECH DAY - SAWYER RESTORATION
Apr	29 - SPRING DINNER - BRITANNIA YACHT CLUB
May	21 CONCOURS JUDGES' TRAINING AND TEST – ST ANTHONY'S 5 PM 26 - OJC SPRING DRIVE - Tim Horton's, Carleton Place 9 AM
Jun	10 - OJC CONCOURS & FAMILY DAY – CUMBERLAND HERITAGE MUSEUM 24 - Wheels on the Mississippi Car Show
Jul	07 OJC SUMMER DRIVE & PICNIC 14 - ALL BRITISH CAR DAY (ABCD) – BRITANNIA BEACH 21 - 50TH BIRTHDAY OJC '68 E TYPES - MANOTICK 28 - 1st Annual Canadian Capital Classic Car Show - Wesley Clover Parks
Aug	3-5 OJC WEEKEND TOUR - MUSKOKA AND KAWARTHAS 12 - BOOT 'N' BONNET BRITISH CAR SHOW – KINGSTON 17 - JAGUAR OTTAWA - "XK70" COMMEMORATION - POSTPONED 26 - CALABOGIE RACES - CAR SHOW
Sep	08 - BRITISH CAR CLUBS GOLF TOURNAMENT 11 HAZELDEAN MALL BRITISH INVASION AND PUB 21 - JAGUAR OTTAWA - "XK70" COMMEMORATION - CANCELLED 23 - CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE
Oct	OJC FALL COLOURS DRIVE - CANCELLED 14 - OMGC FALL COLOURS DRIVE
Nov	18 - ANNUAL GENERAL MEETING - ST. ANTHONY'S 25 - INTERCLUB TRIVIA CHALLENGE - RC Legion 2-5 PM
Dec	15 - CHRISTMAS DINNER - OTTAWA GOLF & HUNT CLUB

TIRE STORAGE CAN SAVE YOUR MARRIAGE - SORT OF...

So, the season is changing and it's time to switch over those tires to prepare your vehicle for the new season. First off, great job on getting seasonal tires to provide optimal driving performance – pat yourself on the back. Second, it's great that you are reading this far as it means that you are considering tire storage.

There are many benefits to storing your tires for the season, unless you love clutter and your spouse prefers having dirty rubber rings move into the basement or garage.

The biggest benefit to tire storage is convenience. You will have more free space that is no longer occupied by your rubber road warriors and you will also not have to haul them out for tire change time if you choose a facility that offers the seasonal swap service. Once again, the biggest benefit is the extra space that you'll have for livable area if you store your tires outside of your home.

Another benefit is that your tires will be stored in proper conditions. While your tires are designed to take a beating from

weather conditions and potholes that politicians keep promising to fix, they do still have a lifespan that can be extended or erode quickly if not properly taken care of. Therefore, it is highly recommended to consider professional tire storage for your car tires. Plus, you don't run the risk of having your tires punctured or damaged during transport into your home. Most tire storage facilities are climate controlled and offer cutting-edge inventory management systems to make sure that your tires are returned safe and sound the following season.

If you run a business, seasonal tire storage can be even more beneficial if you have a large fleet and you need a large storage space for all your tires during each season. Purchasing additional warehouse space can get costly and tire storage is a more affordable and safe option to keep your tires like new without requiring you to expand your storage space at your office.

So basically, putting your tires in storage will free up space, preserve your investment and provide a happy home for your tires to keep them in top shape ready for the next season.

Please send any tips suggestions you might be interested in to: eric@entirelymobile.ca or 613-406-8473.

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- NORMAL TRACTION FOR A WIDE VARIETY OF CONDITIONS
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VS

WINTER TIRES
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Marketplace

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Too many Jags, not enough garages???

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



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

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



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1968 - 2018



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