

Jaguar *Gettings*

February 2019

ottawajaguarcub.com

Drive with us!



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Photo Credits

Front cover - JLR
P 2 JLR
P 3 unknown
P 4-7 Alan Graves



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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
Perth, Ontario
Canada. K7H 3C5

Jaguar Jottings

Editor & Publisher: Rob Dunlop
613-834-0588
editor@ottawajaguarclub.com

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

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While recently working on my two Jags in my heated (70 deg. F) garage, I was thinking the other day about the severity of our current winter...which reminds me of the first winters here in Ottawa, when my parents moved my family here in 1954 from St. John's, NFLD. Before that we had moved from Halifax, NS and were only familiar with maritime weather with large snow dumps near freezing with sudden regular thaws to follow, but always moderate temperatures. The very low temperatures of the winters of 1954 to the early sixties were brutal just like this winter. People who were born after that think that moderate winters are normal for Ottawa. How fickle is weather!!

And then there are the brave souls like Roy Fjarlie, who have continued to drive their older Jags, in this case a 2005 VDP, all winter. Actually, this vintage may be able to sustain the onslaught of salt and moisture unlike my 1986 VDP. Roy reports that it drives well in snow and is even quieter running. Meanwhile we continue to hibernate along with my cars.

Al Graves has kindly prepared an article on organizing drives for this issue of Jottings. It will be an interesting read and please keep in mind that we need volunteers to organize drives not necessarily to

take on responsibility for all drives but just an individual drive. There is a collection of past routes on the MG Club website which are available to the public. These could be a good starting point.

The sheer severity of the current weather is apparent in the lack of interest in our annual February "Darts and Pizza" night. Bob Hiland has recently called it off although the multi-clubs tournament is still on for 10 Feb as noted in this Jottings.

Amazingly there are no significant issues within the club at this time so I don't have much to report. I have noted that the Wednesday morning breakfast was down to four members when I recently attended which has apparently been the case for several weeks. The snowbirds who are allergic to snow usually deplete the attendance but not to that degree. At least two regulars are medically-absent for the time being however.

Some of you may have noted the dearth of sales being experienced by Jaguar this past year leading to a limited work week at the assembly plant in England. And yet Jaguar's products are at a peak of technical and equipment competitiveness including a very high quality rating by

the famous J D Power agency. One may well ask, "What is going on?" Particularly their high end all electric SUV, the I-Pace, has one of the maximum ranges available competing well with Tesla, who are to date the epitome of electric propulsion. One must be careful about these range claims as they will be debilitated by the use of air conditioning in the summer by about 18 % and in winter by the heater, up to 29 %. I have noted that the summer consumption (with air conditioning) of my 2016 Prius is 3.7 litres/100km around town but rises to 5.9 in the winter with the heater running; around a 50 % increase.

The organization representing the car clubs of the Ottawa area has recently released its All Clubs calendar of events for 2019 which will shortly be in the Spring 2019 edition of the Bounder magazine (available free at numerous stores) . That said, gazing on the fields of snow surrounding us it is hard to envision people standing around in summer wear comparing their exhibited cars. In any case we have passed the shortest daylight of the year and are slowly approaching longer days and warmer climes. Remember "Spring hopes eternal..." ...or something like that...

Dave Kenny



Drive with us!

Many of us joined OJC as an opportunity to get out on the roads to enjoy and take advantage of the inherent superb driving characteristics of our Jaguars. Sharing the experience with other like-minded members compounds the pleasures and appreciation of Jaguar ownership. For many years, we have relied on a very few members (OK, often only one) to put together the drives which are a key element of the club's raison d'être. With the retirement of Alan Graves as the main organizer, we are in desperate need of members to pick up the task of putting together driving routes. Alan has a broad-based knowledge and experience which he discusses in the following article, and is willing to assist others to take up the task.

In seeking volunteers, the expectation is not necessarily for one individual to do it all but several who are willing to help identify the objectives, organize a portion of a drive by checking a section of the route, locating a suitable rest stop and/or leading a section of the drive route. Any and all assistance will be gratefully accepted.

If you are interested in putting your name forward, please advise VP Bob Hiland (hiland@rogers.co). If you have any questions or would like to discuss what's involved with drive planning, don't hesitate to contact Alan Graves (gravesal76@rogers.co). He has also volunteered to help out with advising on any aspect of putting a drive together or the finer points of using the tools described below to simplify the process.

The continuing good health of OJC is only possible with the shared commitment and participation of members. Please give careful and serious consideration to helping your club out...besides, you might actually enjoy it!



SOME THOUGHTS ON CLUB DRIVES

The first drive I organized was the Spring Drive of 2004 when we went to Perth, Westport and the Lanark Highlands. I don't know how many I've organized, partially organized or contributed to organizing between then and the late summer of 2018 but it has been a lot. Along the way we've had some notable successes, a lot of fun and good times and the occasional disappointment or failure. Some of the drives were short - just part of a day and some were multi-day affairs, the longest being the JONAT drive of 2006, but most of them were designed to be a pleasant day out with a non-exclusive emphasis on enjoying the open road in our chosen road-chariots. But now it is time to let someone else "have a go".

OJC Spring Drive

It was a great day for a drive.

About 16 cars assembled on a beautiful Sunday morning (May 17th) in Richmond for the "Spring Drive", our first outing of the season. The first leg of the trip was to Perth and lunch at "Fiddleheads" a restaurant in the Codes Mill complex where everybody enjoyed a great lunch, along with excellent service.

In Perth a couple of additional cars joined the group, and now equipped with quiz sheets in hand headed off to Westport in two separate convoys.



about 199 km, in 6 hours 15 minutes of which about 2 hours and 50 minutes was actually driving.

planners.)
Amongst t
3 YKEC (T)

Spring Drive 2004 - report excerpt



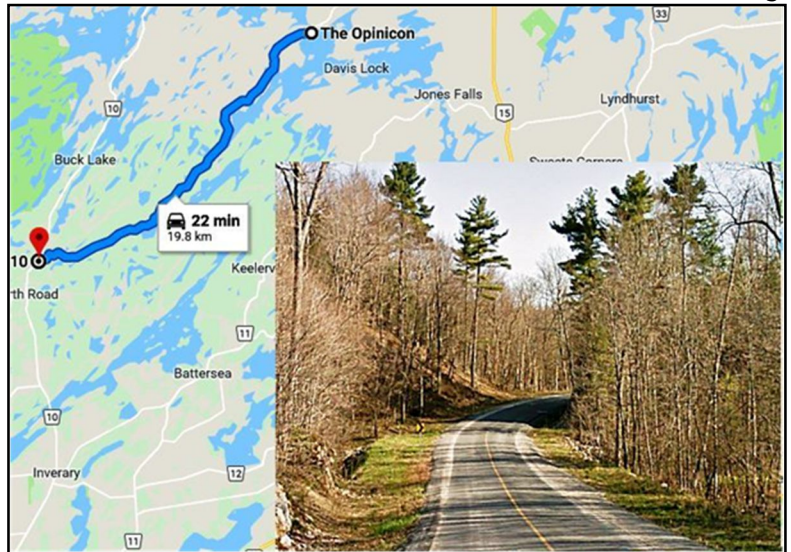
The driving distance mustn't be too great - this can be a challenge since simply due to Canadian and specifically Eastern Ontarian geography, many destinations of interest may be further than ideal, while the nearby destinations may be limited in number. Furthermore the driving route should be one where the majority of the route is on "good driving roads". These are lightly traveled (not much traffic) roads that have good surfaces (no gravel and not much deterioration) and preferably are somewhat twisty and with changes of elevation. The Opinicon Road, south of the Opinicon Lodge is a somewhat extreme example of a good driving road. There are also many good driving roads out to the west of Ottawa, especially in the Lanark highlands area.

.../2

SOME THOUGHTS ON CLUB DRIVES...2

To help this process these notes try to capture some thoughts on drives, what makes a good drive and how to go about organizing a drive. There is a lot more to a drive than just driving around!!!

Any drive has to be a drive to somewhere. Hence firstly one has to pick a destination or some destinations of broad or general interest. While the driver may get enjoyment from driving, often the passenger needs to have something else to look forward to besides the view out of the car. So we try to pick a place or two that is interesting to visit. This also breaks up the drive into more manageable sections. We also try to find somewhere of interest for lunch if needed. The drive itinerary must respect that many club members are not so young so a bathroom pit stop (often associated with a coffee stop or lunch stop) every 90 minutes or so is a good idea. A drive is also a social occasion - so one can build in a leisurely



Opinicon Road - Google Map and Google street view

group lunch at a desirable location such as Rockport, Westport or Perth or one can build in a quick lunch plus a post drive dinner at one of the Ottawa area's excellent pubs to wrap up the day. Multi-day drives add the extra dimension of picking a suitable relatively comfortable yet economical overnight stop in a place of interest – Picton in Prince Edward County being an example. For a weekend drive or long weekend drive it is a good idea to have an overall theme – such as attending the Brits on the Lake event in Port Perry or “touring/cruising the Muskokas” as we did last year.

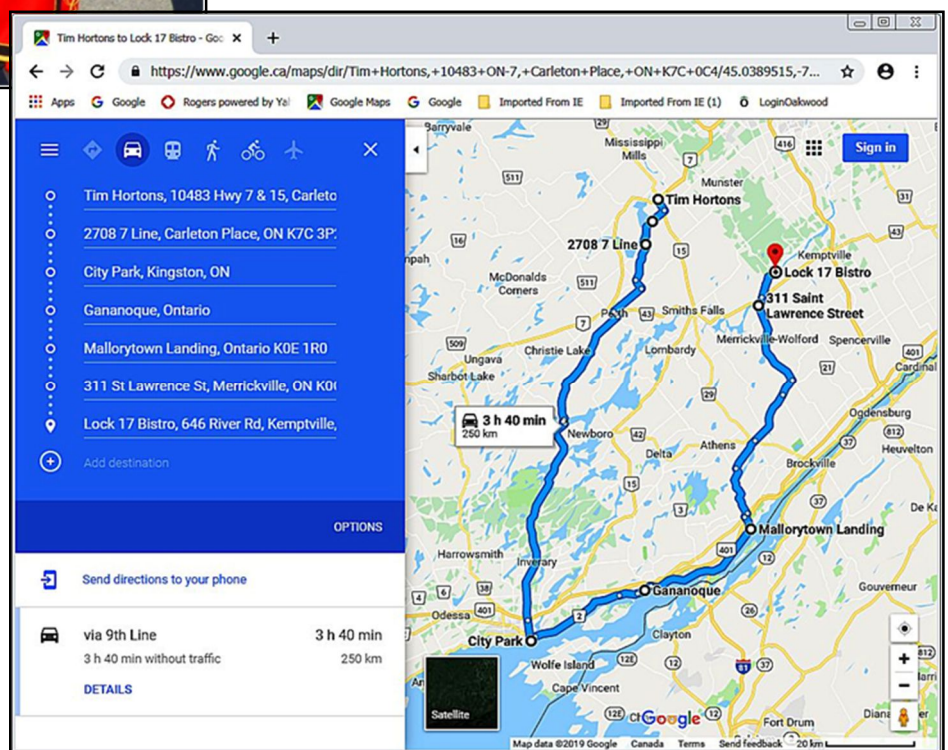
Once a rough idea of the overall structure of a drive is established then one can select start and finish points. A good start point must be easy to get to respecting the fact that participants may



Brits on the Lake - Port Perry 2014

come from all over the Ottawa region and preferably should be in the same general direction as the drive when measured from Ottawa - this is to avoid people having to back-track to get to the start point. For instance Carleton Place can make a good starting point for drives heading south-west (e.g. our drive to the Boot n Bonnet show) but makes a lousy starting point for a drive east (e.g. to the Hudson Show), where a start in the Orleans area would be a much better choice.

Once a basic structure is established detailed route planning can be done from prior experience of the roads, from a paper map or other ways - I've found the best tool is Google Maps which allows a quite complex



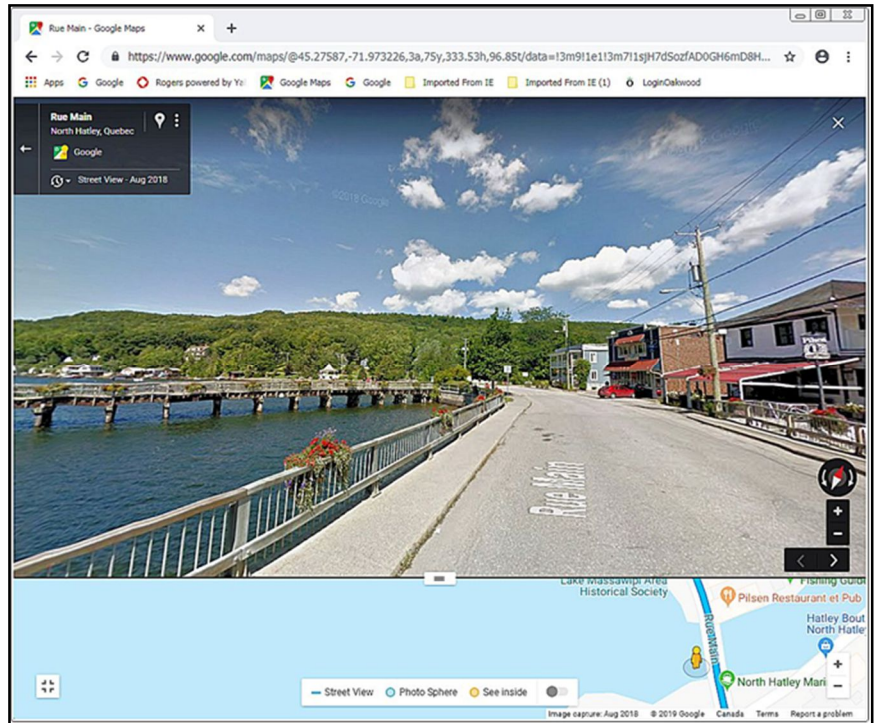
Google map of 2017 Kingston Drive

6 SOME THOUGHTS ON CLUB DRIVES...3

route to be planned in a matter of less than an hour – though validating it takes a .../3 bit longer. I just put in my “must have” destinations in sequence and let the tool auto-complete the first cut routing (having told it to avoid highways = avoid 400 series roads). Then I examine each leg of the first cut route and see if I can improve on it - usually I can, and substantially. This is because the first cut routing had given me the quickest, shortest route between points, not the most enjoyable, whereas I am looking for an enjoyable drive on lightly traveled roads and don't mind adding a few minutes, kilometers or miles to achieve this.

Once one has been doing the planning of drives for a while one learns which roads are good and in good condition - but the use of new roads really does need to see the road checked out beforehand. This can be done by driving the route - the only way to check the route in the old days - or by using Google Streetview and simply “sampling” the road every few kilometers. Streetview is updated fairly frequently (every couple of years or so) so the road conditions seen are not always totally current but do allow a general view of the drivability of the roads to be established. To check for current significant road-works there are provincial government web sites that can be used in Ontario (and presumably in Quebec too).

By this time it is possible to assemble a drive to an interesting location, with manageable practical stage lengths on interesting, enjoyable roads and identified intermediate stopping points. All of this can be turned into an overall itinerary and set of driving instructions – Google Maps can do this for you but I like to reformat their output into a more useable form. This I turn into handouts for each participant.



Google Streetview - North Hatley, Quebec (2017 Weekend Drive

But before we get to the event and hand outs to participants there's the need to publicize the event starting some months in advance...placing a date, drive title and a sentence or two on to the club events list. This is important to give members advance warning and to ensure the date doesn't get double booked. At the same time you need to decide whether to select a rain date. I sometimes did, but not often, and we weren't caught out very often.

Nearer the time a short article in the Jottings describing the upcoming event is a good idea, supplemented by a longer e-mailed article of event advertizing and invitation, which should be sent to the membership a few weeks in advance. If you have restaurant bookings, guided tours (e.g. of old houses) or similar often these require that numbers of people attending be given, which requires that members who do let the organizer know.

OJC Summer Drive and Picnic – July 7th

The 2018 OJC Summer Drive/Picnic is on July 7th (rain date July 8th). We depart Tim Horton's, 201 Madawaska Blvd., Arnprior, at 9:30 am and head up the Ottawa River valley crossing into Quebec to visit the park and waterfalls at Chutes Coulonge. **We will stop there and have a picnic lunch, so bring your favorite picnic fare.** After lunch and time to explore the falls and historic trail we drive to Otter Lake and Ladysmith, Quebec, then head to Quyon, Quebec for a stop at Lee Keeley's Jaguar collection, and to take the Quyon Ferry back to Ontario. After a short drive to the Cheshire Cat, we arrive around 6 pm for an optional post-drive dinner or drink.

If you want to join this day trip please contact either Alan Graves (afraves@rogers.com) or Don LeBlanc (dleblanc.ba@gmail.com), the co-organizers of the event soonest. For full event details see last month's Jottings or the e-mailed flier.



Final reminder for Summer Drive - July 2018 Jottings wish to participate

On the day, arrive at the start point well ahead of the start time and park your car in a conspicuous position – it helps the convoy form up. I tend to pick a Tim Horton's as a start point since this lets me get breakfast and a coffee while I'm waiting for the participants to arrive.

I've found that convoys of up to 8 - 10 cars can readily be kept together if the leader stays at or below the speed limit and only .../4

SOME THOUGHTS ON CLUB DRIVES...4

accelerates slowly from stops or slow speed areas, but that above that number it's best to split into two convoys – though we seldom have had to do this. It's also a good idea to have a "Tail End Charlie" " who has a cell-phone and can call the leader if the convoy gets split – for instance due to a car breaking down – although most times the leader can keep an eye on the rear view mirror to spy the rear car 400 yard back. I've found that very few times have we had problems like this on a drive but it's best to anticipate the possibility.

These notes should (I hope) help you organize a rewarding, successful, interesting and enjoyable drive for yourself plus the members wise enough to take advantage of your "hard work" putting it together. Of course they talk about how I did things – you may have other equally valid approaches. I hope these notes have inspired you to "have a go" and plan and lead a drive, just to see whether doing this is for you.



Chutes Coulange - 2018 Summer Drive

One last thing – over the last couple of years, and occasionally before that, Don LeBlanc has joined me in working up, preparing and leading these drives, especially the weekend drives – my sincere thanks to Don for this assistance.

Good luck and happy planning!!

Alan Graves



Clockwise From Top Left - Dinner After Quyon Winery Visit, SW Ontario Jaguar Restorer, Barry's Bay Arrow, Jags In Algonquin Park and Don and Janet LeBlanc at Kawartha Winery

"Let there be light..."

You've very likely noticed that the covered headlights on modern cars appear to get cloudy over time. This is caused by the sun's ultra violet attacking the poly carbonate plastic over time. A recent report in *USA Today*, citing studies by the American Automobile Association indicated that the problem is widespread and is a significant safety risk.

The AAA determined that at an average of 11 years old, the typical vehicle on the road today is generating only 22 percent of the light that it did when its headlights were new.

Greg Brannon of AAA was quoted as "...being really shocked by the amount of deterioration in light output that we saw..." and that "It's a major safety concern out on the roadways today". As a result, automotive safety and insurance companies are advising owners of older vehicles to get their lights replaced to achieve maximum performance.

Cars that experience a lot of sunlight are most vulnerable. For example, a car parked mostly outside in Florida or Arizona will likely begin to deteriorate in about three

years. Other vehicles begin to deteriorate in about five years, Brannon said. Part of the problem is that many drivers don't notice the issue since their lights degrade gradually over time.

Restoration helps and is advisable if vehicle owners can't afford to replace their lights, which can cost



OPTIONS FOR REHABBING HEADLIGHTS, BASED ON TWO POPULAR SEDANS:

Total replacement with parts from automaker: \$331 to \$427; achieves 100 percent performance.

Total replacement with certified aftermarket parts: \$131 to \$259; achieves 90 percent performance.

Total replacement with non-certified aftermarket parts: \$104 to \$190; achieves 83 percent performance.

Professional restoration: \$77; achieves 70 percent performance.

Do-it-yourself restoration: \$21; achieves 70 percent performance.

Source: AAA tests

several hundred dollars. (*See table above – amounts in US \$ and therefore conservative for us in Canada – editor*) But restoration, costing significantly less, doesn't return the lights to their original output.

The problem is that new headlights have a coating applied to their plastic

casings to protect them from sunlight – and that coating wears off over time, causing the casing to go from transparent to translucent.

(*Source: USA TODAY, reporter Nathan Bomey*)

THE DIY OPTION

The USA Today report outlines the general problem but there are several additional factors applicable to high end autos such as Jaguars to be considered when weighing your options:

REPLACEMENT – performance-wise the best option... but as anyone having to replace a Jag headlight can relate, there aren't any non-factory options available and the dealer cost even with discounts is eye watering. There's also the question of availability of parts since many Jags are much older than the study's 11 year age average.

REPAIR – professional repair is a reasonable option, yet if you are in the least bit handy, DIY produces similar performance improvement results (70%) at less cost.

There are numerous kits available to restore headlights, most with a three step process to clean and seal the plastic. Tools required are an electric drill (ideally variable speed), grit paper and masking tape (to protect the body work). Follow the directions provided as well as check online where there are many useful descriptions for DIY. Note that the repair is not permanent since it removes the original plastic sealant so regular waxing to maintain the transparency will be required. I've tried it using various grades of rubbing compound with satisfying results. Please let us know your experiences...

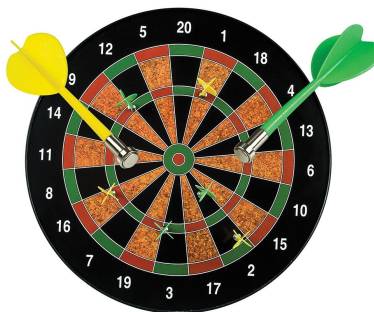
Rob Dunlop

THE OTTAWA VALLEY TRIUMPH CLUB PRESENTS...

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OJC teams have been multiple winners in the past. 2019 is the year to return to past glory and bring the cup home!

“WINTER SURFING”

Okay, it's not “real” winter surfing but something to do until the gruesome winter has passed by...

We get lots of queries from Jag owners (members and non) about specific problems with specific Jag models. We have lots of experience in the club but not always with all Jag models, particularly the newer ones. In that event, our recommendation is to check out a website that many of us rely on looking for others with similar problems and solutions:

www.jag-lovers.com

This site has been around for many years and features input and advice from a worldwide audience on all Jaguar models. This site as well as several others are also listed on the club website under “links”. It makes very interesting reading to wile away the long winter nights.

Events & Activities 2019

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.

**HIGHLIGHTED EVENTS NEED VOLUNTEERS TO ORGANIZE/LEAD
PLEASE CONSIDER HELPING OUT
FOR DETAILS, 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). 2019 DATA IS EXPECTED TO BE AVAILABLE END FEB ALSO IN THE SPRING ISSUE OF "BOUNDER" MAGAZINE.

Feb 01 10	Darts and Pizza Night – St Anthony's - CANCELLED UK Interclub Darts Tournament—Barrhaven Legion
Mar	
Apr 06	Spring Dinner - St Anthony's conference centre
May	SPRING DRIVE
Jun	Concours judges' training and test – St Anthony's SUMMER DRIVE
Jul 07	OJC Concours and Family Day – Cumberland Heritage Museum All British Car Day (ABCD) – Britannia Beach CANADIAN CAPITAL CLASSIC CAR SHOW - WESLEY CLOVER PARKS
Aug	WEEKEND TOUR (TBC) Boot 'n' Bonnet British Car Show – Kingston CALABOGIE RACES & CAR SHOW
Sep	HAZELDEAN MALL BRITISH INVASION AND PUB 2ND CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE British Car Clubs Golf Tournament
Oct	FALL COLOURS DRIVE
Nov	Annual General Meeting Interclub Trivia Challenge
Dec	Christmas Dinner

Other events are under consideration, pending further details.

FILL YOUR TIRES WITH N-GAS

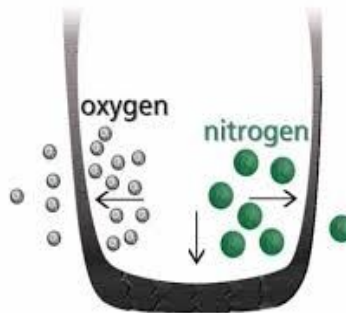
by Eric Fauteux

This is likely not revolutionary for you to know but most tires are filled with compressed air. What you may not know is that there is something else you can pump up your rubber with that will provide extra benefits for your driving performance. This substance is called Nitrogen. This is not to be confused with that stuff that race cars use to go at warp speed which is Nitrous; rather Nitrogen is, something that is found in the air we breathe already but don't worry it won't kill you (it hasn't yet, right?).



Air is 78% nitrogen and almost 21% oxygen with the rest of the percentages being water vapor, CO2 and small concentrations of noble gases such as neon and argon. We can ignore the other gases, it's the main ones that help keep your tires pumped up anyway.

You can actually fill your tires with pure Nitrogen instead of compressed air and your tires will maintain a more even pressure. Additionally, your tires will be less likely to lose air as the Nitrogen will be trapped in the rubber. This means you won't have to pump up your tires as often or monitor the tire pressure during temperature changes.



With nitrogen, your tire pressures will remain more constant, saving you a small amount in fuel and tire maintenance costs - but hey, a lot of drops fill a bucket so it's better to have the extra cash in your pocket, right?

Also, there will be less moisture inside your tires since the com-

pressed air contains more moisture and is more susceptible to moisture developing. This translates into less corrosion on your wheels with Nitrogen and corrosion is not good for your wheels.



If you were hoping for a noticeable difference, sorry to disappoint but you will not notice a difference in the way your car behaves such as handling or braking, unless your tire pressures were seriously out of spec and changing to nitrogen brought them back to the proper numbers. Although, you may notice some minor savings at the pump and the constant tire pressure is definitely better for your vehicle over the long term. Looks like compressed air loses this round!

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