



Jaguar Jottings

March 2019

ottawajaguarclub.com

Drive with us!

2	
<i>In this Issue</i>	
Contents	2
President's Musings	3
Report - Interclub Dart Tourney	4
New JLR engine / Jag collection for sale	5
Desert Cat	6/7
Ad - Spring Dinner	8
Events & Activities	9
Tips from the Mobile Guy - pothole damage	10
Marketplace	11

Photo Credits

Front cover - "Frosty the Jaguar" by Dave Batten

P 2 unknown
P 3 Classic Driver
P 4 Dave Batten
P 5 JLR / Michael Zumbrunn
pp 6/7 Driver's Insight



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
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 25th 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; \$20 to non-members.

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





It's still winter with more snow, ice, etc. but in less than a month, we will have official astronomical Spring. The signs are appearing. Bob Hiland is getting offers from other clubs for joint drives and the latest one is during the week as many of us are retired. Meanwhile, Al Graves who has retired from club drives organizer is busy arranging the Hazeldean Mall British Invasion for September. Our Concours is booked later this year, for July 7, due to museum availability issues yet also serves to avoid a conflict with the Montreal Grand Prix. We also have an offer from the Groundwaters in Manotick to host another event this summer on the heels of last year's very successful E-type birthday party. We are looking at the 70th anniversary start of production in 1949 for the Jaguar XK series. There will likely be the usual drive to the Kingston "Boot n Bonnet" show. Even without a formal drives organizer the calendar is beginning to fill itself although we still desperately need event coordinators. Membership renewals are proceeding apace with our usual 100 appearing achievable.

Closer in time, there is the JCNA AGM upcoming in March. We have an experienced volunteer in Lee Harrington, a past executive member, who will represent us at the gathering. This year it's being held at the Jaguar North America HQ in New Jersey. The AGM often elicits some interesting info on the inner

workings, often gleaned at the bar over libations.

Next up is the Spring Dinner April 6 which we are holding at St. Anthony's Banquet Hall. It's a good venue to get to know new club members and renew acquaintance with the regulars, including the snowbirds.

It's interesting as to how many of our members are associated with the aerospace industry, either as retired civilian employees and executives or as retired military. I was reminded of this recently as I discovered that Jay Hunt, a newer member and retired military pilot, is also a volunteer at the Canada Aviation and Space Museum, a good candidate for a return club tour especially the usually off-limits back- storage areas.

When I retired from the engineering aspect of this industry myself 20 years ago, I knew that I needed something technical to occupy my mind and the obvious decision was to buy an antique Jaguar. The plan worked out as I discovered there is no such thing as a fully restored Jaguar leading to endless tinkering. And, if there is a dearth of work on one's own vehicle, there is always a fellow club member's endless project.

"Oils well that ends well..."

Phil Karam has done another yeoman job of analyzing the market for engine oils that include the ZDP zinc additive to protect the contact between the cam surfaces and the valve stem ends, which is peculiar to

the engines predating the 1980's. This additive had to be removed to protect the catalytic converters for emissions control. Whether the inherent design of these contact surfaces in the later engines can effectively supplant the need for the ZDP is an interesting point. Phil's recent note to the membership refers to Kendall oils, although there are several brands of pure additive manufacturers which I use with the standard mineral version of Castrol 20W50 in my E-type. As Phil pointed out, be careful about switching arbitrarily between mineral and synthetic oils on the same engine.

And talking about additives, remember there are two additives for the gasoline fuel; lead for protection of the valves (a cooling effect) and octane booster as the XK engines in the 9:1 compression ratio version were designed for 100 octane fuel, which is only obtainable today at general aviation depots. However, these engines will generally run on Petro Canada 94 if one avoids lugging the engine. Because ethanol is generally not added to 91 octane fuels I use 91 with octane booster. That is the other Achilles' heel of these older engines with carburetors; the gaskets can badly deteriorate with ethanol as well as the effect of the moisture inherent in these fuels due to the affinity of ethanol for water. So much for technical reminders.

Looking forward to Spring; eventually!

Dave Kenny



Interclub Dart Tourney

The New Year got under-way car club-wise with the annual Triumph Club Invitational Interclub Dart Tourney 10 Feb at the Barrhaven Legion. Joining the hosting TR bunch were dartlers (dartists??) from OJC and the Morris Garages (aka MG) club. Growlers Mike O'Brien and Lee Harrington had their hands full with the competition, dropping two of their three matches. Sometime OJC'ers Dave Batten and Peter Whitworth choosing to wear their TR hats had similar luck. In the end, it was the MG duo Bill and Andrea MacTavish who took home the not exactly coveted trophy. To borrow a phrase from the Sens management, there's always the next year (or two, or three..) Anyway, many thanks to OVTC for the invite, the yummy green cupcakes, the warm beer and the fun if unrewarding afternoon.

(thanks to Dave Batten for the photos and Mike for the play by play..editor))



"...INCOMING...!!"



Lee and Mike (left) check out the winning form



Are those BRG sprinkles on the cuppy cakes??



The jolly champs...




THE
BRITISH
ARE
COMING!

Tuesday, August 13

Details and ticket info
coming soon

Carry on...

New JLR six cylinder engine

5

Jaguar Land Rover is expanding its Ingenium engine family with a new six-cylinder petrol engine designed and engineered in-house, and manufactured at its £1 billion Engine Manufacturing Centre (EMC) in Wolverhampton, UK.

The 3.0-litre straight six cylinder petrol engine, which will debut on the Range Rover Sport, is available in 360PS and 400PS versions with a torque capable of up to 495 and 550Nm, is more responsive and better balanced than the outgoing V6 petrol.

It features a unique combination of an electric supercharger to deliver immediate response supported by a twin scroll turbo-charger and Continuous Variable Valve Lift, which boosts power and help the engine to breathe with maximum efficiency.

These performance-boosting technologies, combined with Mild Hybrid Electric Vehicle (MHEV) technology, optimizes performance, fuel economy and reduces emissions. The MHEV 48V system uses a small integrated electric motor to harvest energy lost during deceleration, and then intelligently redeploys it to assist the engine to maximize efficiency.

JLR Media



Jaguar collection for sale

Pendine Historic Cars recently announced that the well-known Jaguar collection of Swiss **Dr. Christian Jenny** has been put up for sale. One of the most valuable and significant private Jaguar collections in the world, Dr. Jenny is a recognized Jaguar expert, collector and restorer with several highly valuable and rare cars in his collection.

The 12 cars for sale include the unique 1935 SS90 prototype (already sold) and the 1961 E-type coupe unveiled at the Geneva Auto Show at the car's first public appearance. The remainder include another SS90, two SS100s, a C-Type, several E-types and a selection of all XK sports cars.

The cars can be viewed at the Pendine website (pendine.com)

Photos by Michael Zumbrunn



1935 SS 90 prototype



1961 E-type coupe Geneva launch car



1952 C-Type

Desert Cat

Throughout Jaguar's history, the sporting nature and performance of its cars encouraged competition in motoring events, with success in everything from local hill climbs and club racing to the classic races such as Le Mans as well as world class rallying including the Monte Carlo and Alpine Rallies. It seems that this sporting heritage knows no bounds as Dutch mechanic, Frans van Engelen, a Dakar rally fan, decided to be the first (and so far only) person to prepare and enter a rally-spec Jag in the grueling off-road rally.

An experienced, British car mechanic, Frans began thinking seriously of the challenge in 1983, then after hearing tales of how enormously expensive the undertaking would be and how totally unsuitable a Jaguar was for the event, he decided in 2001 to have a go.

With all the parts he had access to in the workshop and along with long hours of work, he began building a Range Rover/Jaguar hybrid. A friend joined the effort as sponsor and also provided a Mercedes G-Wagen as a support vehicle. The project entered an intensive development stage with the goal of reaching the start line in Marseille for January 1st, 2003.

Frans began with a 1978 4.2 XJ saloon body under which he con-



Jacked up Jag...



Builder/driver Frans van Engelen



Heavy-duty air conditioning...

structed a modified Range Rover chassis including modified suspension trailing arms and Watt's linkage of his own design. The heavy duty suspension kit including four springs and eight shocks came from a Dutch company. The power train comprises a heavily-modified 3.5 litre Range Rover V8 and 5 speed transmission with

transfer case. The engine was bored out to 4.3L with special internals, and with good old SU carburetors, produces 250 HP.

The build continued with mandatory equipment such as the roll cage, the various radiators, a custom made dashboard and its electronics, all installed by himself. The thirsty V8 would not go far without its 380 litre fuel tanks, located as low as possible behind the bucket seats, while the spare wheels are installed in the boot. They are similar to the other four military specs "Wolf" Defender 130 steel wheels fitted with BF Goodrich Mud tyres in 235/85R16. To stop such large wheels, Frans opted for ventilated Range Rover discs, but avoids slotted ones, as they do not mix well with sand and gravel. Overall the 'Jag-Rover' now weighs close to two tons, which turns out to be quite reasonable for a Rally spec vehicle of this generation. (Full technical details are included in the excellent "Driver's Insight" magazine article, [link at the end](#) - editor)

Frans and his navigator, an ex-military co-pilot, departed Marseille on time, soon driving the Prologue (pre-event) and the following 5300 miles through Tunisia and Libya enroute to Egypt. During the first eight stages, the Jaguar performed flawlessly, at ease in the dunes despite its 1800kg weight. At that point, the team was running in .../2

80th place out of 130 participating cars. However, with the long stages south of Libya came the heat, leading the Rover engine to suffer (In fact, only 63 cars made it to the finish line). Keeping an eye on the temperature needle, Frans managed to keep the V8 cool enough to keep on going...until an ironic twist of fate. The Mercedes "assistance vehicle" broke down during the night and the Jag had to tow it. The effort unfortunately resulted in a blown head gasket on the Rover/Jag. The plan was to fix it early in the morning before heading to Zilla, Libya, a 365 mile stage, then carry on to the finish line at Sharm El Sheikh. Once again, fate intervened. He received a satellite phone call that his very pregnant wife back in the Netherlands was experiencing complications at birth at which point without hesitation, Frans ended his adventure and flew back home.

Jumping ahead to the present, you can't help but wonder if Frans thinks back on what might have been. He and his wife welcomed a healthy daughter into the world, now a teenager. Although the Dakar rally continues in far off South America, there are several other rallies running in Africa. And the Jag returned safely to the Netherlands and is still running. *(a road test is featured in the Driver's Insight article – editor)* ...perhaps thoughts of hitting the road again with a teenage daughter as navigator? Frans won't say ...but the idea is certainly intriguing.

Photos and text excerpted from the "Driver's Insight" article, link below.

Editor: Rob Dunlop



The pause that refreshes...



The end of the road...and the rally

*The **Dakar Rally** (or simply "**The Dakar**") is an annual endurance rally which at its inception in 1977 ran from Paris, France, to Dakar, Senegal. However, due to security threats in Mauritania which led to the cancellation of the 2008 rally, races since 2009 have been held in South America. The race is open to amateur and professional entries, amateurs typically making up about eighty percent of the participants.*

The race is an off-road endurance event. The terrain that the competitors traverse is much tougher than that used in conventional rallying, and the vehicles used are true off-road vehicles rather than modified on-road vehicles. There are a variety of classes including motorcycles and trucks as well as cars. Most of the competitive special sections are off-road, crossing dunes, mud, camel grass and rocks among others. The distances of each stage covered vary from short distances up to 800–900 kilometres (500–560 mi) per day.

The inaugural event in 1977 from Paris to Dakar featured 182 vehicles at the start with 74 surviving at the end of the of the 10,000 kms (6,200 mile) route. Subsequent rallies used different start and finishing points as well as various routes. The 2003 rally in which the Jaguar Special competed ran from Marseille, France to Sharm El Sheikh, Egypt.

Sources: Wikipaedia, Driver's Insight

OJC SPRING DINNER

Saturday, April 06, 5:30 PM

St Anthony's Banquet Hall

*523 St. Anthony Street, Ottawa K1R 6Z9
(off Preston Street)*

Buffet Dinner

\$50 per person, taxes/tip included

Cash bar



Antipasti
Cold cuts, salads
Chicken scallopini
Italian style Pork cutlet
Pasta with tomato/basil sauce
Roast potatoes
Mixed vegetables
dessert with tea/coffee



*Reservations by 02 April to Bob Hiland
hiland@rogers.com*

*Payment by cheque to "Ottawa Jaguar Club"
at the door*

Events & Activities 2019

9

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 banquet hall, 5:30 PM
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 13	WEEKEND TOUR (TBC) BOOT 'N' BONNET BRITISH CAR SHOW – KINGSTON RED ARROWS AIR SHOW - GATINEAU CALABOGIE RACES & CAR SHOW
Sep 10	HAZELDEAN MALL BRITISH INVASION AND PUB 2ND CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE British Car Clubs Golf Tournament
Oct	FALL COLOURS DRIVE
Nov 24	Annual General Meeting INTERCLUB TRIVIA CHALLENGE
Dec	Christmas Dinner

Other events are under consideration, pending further details.

POTHOLE DAMAGE TO TIRES, RIMS & VEHICLE by Eric Fauteux

Here's a no brainer: hitting a pothole can damage your vehicle. Big time. The thing is, pothole damage is an every day road hazard and a tricky one at that, since potholes' presence may not be obvious. That is, until the deed is done.

If your vehicle hits a deep, dreaded divot in the road, steering system misalignment to a full-on tire puncture or bent rims may follow. Cue the "gulp." But whether the damage is obvious or not, the problem needs reversing. And sooner, not later.

When your vehicle experiences the sudden jolt from a pothole run-in, timely inspection is required. Otherwise, you could be up the creek with costlier damage and stress to other, budget-breaking vehicle parts and systems.

Pothole damage. The dreaded reality.

Say you hit a pothole straight on. Or maybe you nicked one, just barely. Either way, your vehicle likely sustained some damage. But just how much depends on the pothole's depth and your speed on impact. Sound like a bummer? It is. Especially since only some vehicle damage—like a flat tire—is apparent. Other kinds, such as minor misalignment or damaged steering or suspension, aren't always as clear.

Yet, these problems can have long-term, lousy effects. Think premature, uneven tire wear. Even costly, too-soon tire replacement.

There are some signs when pothole damage occurs.

Tires: If your wheels ram into a pothole, your tire's sidewall can bulge.

Rims: Unless your car is equipped with older steel rims, they're likely aluminum-based. That means they're



susceptible to dents. And if the pothole damage comes from a deep depression, hit at high speed? Bent rims may also be on the agenda. That's where professional technicians at enTIREly Mobile. Correcting the havoc? That's what we do, and it can often be done on-site, at the curbside or in your driveway.

Avoiding pothole damage. Your vehicle's best bet.

Want to avoid pothole problems entirely? Who doesn't? The easy answer is to bypass them, period. Unfortunately, unexpected encounters with potholes are commonplace. Worse yet, some potholes aren't very visible, and others appear out of nowhere. Here are some tips to help avoid pothole damage. After all, it's wise.

A good starting point? To maintain your manufacturer's recommended tire air pressure since properly inflated tires provide the best buffer between broken, dipping pavement and your ride's wheel rims.

And over or under-inflating your tires? Neither is good: too-firm tires are as bad as too-soft ones when it comes to preventing pothole damage.

Prevention is the best medicine.

That's why leaving enough space between you and the vehicle in front of you is key. That way, you're more likely to spot potholes before they wreak havoc on your ride. Whenever it's possible to safely avoid broken pavement, do.

During damp, inclement weather, it's tough to judge the depth and size of a pothole—or see it at all. When driving during crummy weather, proceed at a reduced speed. That extra caution may help you identify driving hazards, such as potholes, before they can cause damage your vehicle.

Rim & Wheel Repair Services

We Repair Wheels up to 30"

- ✓ Vibration
- ✓ Lateral Run Out
- ✓ Lug Port Distortion
- ✓ Overall Appearance
- ✓ Structural Integrity

— Accuracy to 10/1000 inch —

Ensure Your Family's Safety & a Smooth Ride

| www.enTIRElyMobile.ca

Marketplace

Got spare parts?



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)



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

S·N·G BARRATT GROUP

buy parts online at sngbarratt.com



**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



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