



Jaguar Gottings

July 2019

ottawajaguarclub.com



Concours & Family Day - 7 July

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Photo Credits

Front cover - Stewart Robertson, OJC Concours 2019

P 2 Stewart Robertson

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Brad Smith 1956 XK 140 FHC

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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.

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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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EDITOR'S APOLOGY

*My sincerest apologies for the very late arrival of the July Jottings. My usually faithful computer gave up the ghost at a most inopportune time. I had received most of the copy prior to the crash so you may note in the articles future references to events already past in early July, such as our Concours and Family Day, 7 July. A full report on the day will appear in the August Jottings. What else can I say...sh** happens...*

Editor

Summer with warm/hot weather is here at last, accompanied on occasion by copious moisture! At least I haven't needed to set up my automatic lawn sprinkler system until recently. We seem to get about two or three fine days a week when classic cars can be driven freely (albeit with an eye on the temperature gauge), so no excuse for not getting out with your Jag regularly enjoying our all-too-brief summer.

We have four notable events coming up in July; the Concours and Family Day on the 7th, the All British Car Day (ABCD) on the 20th, a technical visit to the West Carleton Machine Shop the evening of 24 July and the XK celebration at the Groundwater home in Manotick on the 27th. We are looking for a good turnout for all four. Of note, the Groundwater event will feature all three XK models (XK120, 140 and 150) models for the XK celebration. Finally, a reminder that the Concours is our club premiere event for the year and last year, we had about 33 entries; a similar number would be good for this year, when we will not be in competition with the Montreal Grand Prix as in past years.

As for the club organization, the Group of 4 Committee members are busy following up on various tasks they have set themselves to explore

the current and future status of the club leading to a new energized executive for 2020 with new and clear goals and policies. Many of you were contacted for your views by Fergus Groundwater. A report back to the executive is expected shortly. With similar objectives, Mike O'Brien generously volunteered to run a nomination process to draw up a slate of executive candidates for 2020 to present to the AGM in November. There are five execs retiring at the end of this year after 5 years or more of service to the club (President, V-P, Treasurer, Jottings Editor and Membership Secretary). Aside from this initiative, any club member is free to directly offer candidacy for any of these positions and a vote will be held at the AGM for cases of multiple candidates for any given position. Please give serious thought to stepping up and helping out with the running of your club.

The 1986 XJ VDP sedan I acquired three years ago is now a reliable driver and I am attempting to put it into concours-quality condition. Up until recently, the only part lacking was the wheel lug nut wrench for installing the spare wheel. About a month ago I started hunting through the internet for this item, but it soon became clear that such items were simply not available. Finally, I phoned Tom Owen at *Brown's Lane Jaguar* in Southern Ontario. He agreed that these were potentially scarce items, but gave me a contact

in his area who had accumulated a lot of parts. This new contact did not have the item but gave me the name of another contact in the St. Catherines' area, who was in the wrecker business for Jag sedans and XJS's. I struck it lucky with Rob Laughton, who is also a Leatherique dealer. Rob has 55 sedans and XJS's in various conditions stored on his property. After I explained my request to him he excused himself and phoned me back within minutes with the wrench in his hand. Two days later it was in my hand. Here are his details as some of you may be looking for an obscure part as well:

PARTING OUT JAGS 1960 – 2004,
ROB LAUGHTON, St. Catherines, ON,
905 937 0264,
dadsfarm@computan.on.ca

Safe motoring,
Dave Kenny



10 June 2019

Norman Dewis



Dear colleagues

I wanted personally to make you aware of some extremely sad news. The great Jaguar test driver and incredible friend of ours, Norman Dewis, has passed away aged 98.

Norman worked at Jaguar Cars from 1952 to 1985, but continued to be a fervent Jaguar global ambassador right up to his 98th year. With his infectious storytelling and unbridled enthusiasm for our cars – both modern and classic – Norman was a shining light of the Jaguar brand.

During his 33-year career with Jaguar, Norman's development work on a huge range of Jaguars was remarkable, including:

- the multiple Le Mans-winning C- and D-type race cars: Norman himself drove a works D-type in the dramatic 1955 Le Mans 24hr;
- the pioneering XK sports cars, notably the XK120 in which he set a 172.412 mph production car speed record on a closed section of the Jabbeke highway in Belgium in 1953;
- the classic Jaguar Mk saloons;
- the legendary E-type (including the Lightweight E-type) and
- the XJ13 mid-engined prototype, from which the fearless Norman walked away unscathed after the car rolled end-over-end during a high-speed testing run.

Each and every model developed with Norman's help remains an icon of the automotive world to this day for its impeccable blend of comfort and handling..../2

One of Norman's first automotive projects is without doubt the one that has left the greatest legacy on the automotive industry: the disc brake. This innovation contributed significantly to the C-type's success on track and to great safety improvements in road cars ever since.



Norman with XJ13

The Jaguar brand is synonymous with a number of big personalities: the founder, Sir William Lyons; the great designer, Malcolm Sayer; innovative engineer, Bill Heynes; and – of course – the great test driver, Norman Dewis. Norman's name will quite rightly go down in Jaguar history. Without his contribution to the brand during his 33-year career, or as a global ambassador in his later years, Jaguar simply wouldn't be the same. So, I hope you'll all join me today in saying: thank you, Norman.

We will be announcing further details on our plans to celebrate Norman's astonishing life and achievements in due course, but it's important that you are among the first to hear of this sad news.

Ralf (Ralf Speth, CEO Jaguar Land Rover)



JULY TECH VISIT

West Carleton Automotive machine shop

129 Walgreen Road, Carp, K0A 1L0, <https://westcarletonautomotive.ca/>

-engine rebuilding specialists / XK engine experience

Wednesday, 24 July, 6 PM sharp

Possible pub visit afterwards

Advise Phil Karam if attending : phil@karamfamily.ca

JCNA Annual General Meeting Report

Our parent JCNA Association holds its AGM usually in March each year, inviting all member clubs to send delegates. Frequently OJC will have a member or two in the AGM vicinity and agree to represent us, for which the club covers the conference fee. In 2019, Lee Harrington with partner Alex Hudson attended the AGM held at JLR North America's HQ in Mahwah, New Jersey. Thanks for the report Lee.
- Editor



Alex and I were planning a trip to New York and New Jersey so we decided to do the trip in conjunction with the JCNA Annual General Meeting in Mahwah New Jersey. Mahwah is home to Jaguar Land Rover (JLR) North America and the company was the host for the seminars and AGM.

Arrival and registration occurred Thursday March 22, 2019 with the only thing planned being a welcome dinner. Friday was a Jaguar Day with seminars being held throughout the day at JLR Headquarters. The seminars were based around the new all-electric I-Pace with road test and technical service requirements being the main focus.

The AGM started Saturday morning with the agenda including 35 committee reports and new business. There were 130 voting delegates with 63 Clubs represented. The meeting went extremely well with only 2 points of contention to be discussed by the delegates.

The first item was the use of nitrogen and green tire valve caps on the modern cars. Their use is not authentic and subject to deductions for concours judging. (*...the caps...not the nitrogen! - editor*) The second item was the idea of adding a new division for concours cars and judging. The idea tabled was to add a Modern division to the existing Champion and Driven divisions. Jaguars manufactured after 1995 would be entered in this proposed division in their designated class. The debate was lively enough for a call for a short recess. After the recess a motion was passed for further study.

After the meeting two seminars were available. One was for a tour of the Mike Cook Archives at JLR which encompasses all aspects of Jaguar products that have been sold in North America. The second seminar was a presentation by the Coventry Foundation directed by Gary Kincel and George Camp. The foundation is separate from JCNA and is the North American organization for the preservation of all things Jaguar. You may want to check it out at www.coventryfoundation.org

Concluding the events was JCNA Awards Banquet held in the Hotel Ballroom.

My attendance allowed me to rekindle friendships that I have made over the years attending AGMs. More details of the AGM are available on the JCNA website and in the May/June edition of the JCNA Jaguar Journal.

Lee Harrington



HAPPY 70TH BIRTHDAY XK 120 !

Saturday, 27 July 4 - 6 PM, (rain date - 28th)
5808 Longhearth Way, Manotick
 (near St. Mark's Catholic High School off Mitch Owens Road)

From Fergus Groundwater,

Carol and I would like to invite all club members and their significant others to an outdoor BBQ celebration of 70 years of the XK 120 at our home in Manotick.

- Hamburgers, hot dogs, salad, soft drinks, water and birthday cake will be served.
- BYOB if you prefer something stronger to drink.
- Please bring chairs as we only have a dozen or so for outdoor use.
- Room in the driveway for the birthday cars and lots of street parking for all others.

Please respond to Fergus at fgroundwater@yahoo.ca NLT July 20th

Ian Callum departing Jaguar

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Ian Callum is stepping down as director of design at Jaguar after two decades in the role, the British car maker has confirmed. The 64-year-old Scotsman, who is leaving to "pursue other design projects", will be replaced by current creative design director Julian Thomson. He will continue to work with Jaguar as a design consultant, however.

"I have had an incredible career at Jaguar," Callum said. "One of my biggest highlights was creating the XF, because it represented the beginning of a new era, moving Jaguar from tradition to contemporary design. It was a significant turning point in our story."



"Designing Jaguar cars was a lifelong dream for me, and I'm delighted to remain involved as a consultant for the brand. I have worked closely with Julian Thomson for 18 years; he is a hugely talented designer and absolutely the right person to lead Jaguar design into its next chapter."

Callum began his career in the motor industry in 1979, designing car parts for Ford. After 11 years there, he left to join Tom Walkinshaw Design, during which period he was partially responsible for the styling of the Aston Martin DB7. In 1999, Callum succeeded the late Geoff Lawson as Jaguar's director of design, initially also directing Aston Martin design at the same time. He was responsible for large parts of the DB9 and Vanquish designs. The XK of 2006 was his first chance to put his stamp on Jaguar design, followed by the XF in 2008. The new era of Jaguar exterior and interiors was completed with the 2010 XJ. Callum has since gone on to oversee the design of the ill-fated C-X75, the XF Sportbrake, the F-Type, the XE, the F-Pace and the I-Pace to name a few.

Thomson, Callum's successor, has been at Jaguar since 2000. Prior to that, he worked at Ford, had a stint as head of design for Lotus and was chief of exteriors at the Volkswagen Group's Concept Design Centre.

(Excerpted from Autocar article 4 Jun 19)



All British Car Day
ABCD
Ottawa-Canada



Saturday, July 20, 2019 10am - 4pm

British cars of all ages, types and conditions are welcome - this is an enthusiast's show, not a competitive show. The 2019 featured marque is the **Mini**. We anticipate around 200 vehicles and one can expect to see a selection of cars and motorcycles with a broad cross section of makes, models and years, ranging from pre-war or post-war Singers, MG's, Triumphs, MG's and Jaguars to modern day Rolls-Royces, Jaguars, Lotuses, Land Rovers and Minis.

Show Registration

Register at the gate on the way in to the show. The registration fee of \$20 includes a barbecue lunch for two people, entry in the participants' choice awards and prize draws held throughout the day plus a gift bag and dash plaque for the first 200 entrants.

How To Find the show

The show is located in Britannia Park - Lakeside Gardens, located at the end of Greenview, north of Carling Avenue, and reached from the 417 via Pinecrest north.

Jaguars and Hawks – Unique Event



The British Royal Air Force Red Arrows aerobatic demonstration team will be based at Gatineau Airport for a few days at the beginning of their 2019 North American tour. On Tuesday, August 13 they will give an aerial display in the afternoon. In addition to the Red Arrows, there will be flight demonstrations of other British aircraft, and a variety of static displays. The Vintage Wings of Canada hangar will also be open for visits. Food and refreshments will be available for purchase on site.

In order to make this a memorable day there will be a display of British cars and the OJC and MG clubs have both been invited to display their cars. We are still in the early stage of organizing this event and are working with the air show prime at Gatineau.

Current tentative plans are for us to meet in the morning at a location close to or at Gatineau Airport and drive together onto the airfield. Our cars will remain on display until the end of the show probably around 4 PM.

JULY UPDATE

25 members have indicated that they will display their cars at the event. They have each been sent a special code allowing them to purchase up to two admission tickets per car at a reduced price. The plan is to meet nearby prior to entering the gate at 12:00 noon. Details will be available a few days prior to the event. The OJC rep at the gate is Barry Paulson cell: 613-668-6162.

Anyone intending to go that has not yet received their code, please contact John Wright (johnwright@ripnet.com)

Events & Activities 2019

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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.

*** indicates a need for a club coordinator**
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.

Jun 18	Concours judges' training – St Anthony's 5 PM
--	* SUMMER DRIVE (TBC)
22	RETIREMENT HOME VISIT & BBQ - participants needed - see ad for details
23	Wheels on the Mississippi, Carleton Place
Jul 07	OJC CONCOURS AND FAMILY DAY – CUMBERLAND HERITAGE MUSEUM
20	ALL BRITISH CAR DAY (ABCD) – BRITANNIA BEACH
27	XK 70 YEARS BBQ PARTY - hosted by Carol and Fergus Groundwater
28	* 2ND NATIONAL CAPITAL CAR SHOW - WESLEY CLOVER PARKS
Aug 02	* GLENGARRY HIGHLAND GAMES CAR SHOW - MAXVILLE
--	* WEEKEND TOUR / SUMMER DRIVE (TBC)
11	* BOOT 'N' BONNET BRITISH CAR SHOW – KINGSTON
13	RED ARROWS AIR SHOW - GATINEAU
25	Beaconsfield Classic Car Expo
Sep 10	HAZELDEAN MALL BRITISH INVASION AND PUB - Al Graves
13-15	Stowe British Invasion
29	* 2ND CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE
--	British Car Clubs Golf Tournament - Dave Batten
Oct 19	FALL COLOURS DRIVE - Bonnie and Ray Newson
Nov --	Annual General Meeting - St Anthony's
24	INTERCLUB TRIVIA CHALLENGE - MG Club
Dec --	Christmas Dinner - Ottawa Hunt and Golf Club

OTHER EVENTS PENDING/UNDER CONSIDERATION

How does the TPMS work? (tire pressure monitoring system)

by Eric Fauteux

The tire pressure checking system is a mechanism that is designed to check the air pressure in the inside of tires of the different kinds of vehicles. The system reports the variations in tire pressure to the driver through a gauge. It is in form of a pictogram or simply in the form of a warning light on the dashboard.

There are of two types: the **dTPMS (direct pressure monitoring system)** and the **iTPMS (indirect tire pressure monitoring system)**. The systems are provided both at the market level and at the after-market level. The monitoring systems are developed to check on traffic accidents caused by abrupt tire deflations, check on the fuel economy as well as reduce tire wear caused by under inflated tires. The system is thus developed to check on the hazardous state of the tires. The ultimate outcome is helping the driver avert accidents thus promoting vehicle safety.

How does TPMS function?

The direct pressure monitoring system uses a specialized sensor that is mounted inside the wheel and it measures the pressure inside each wheel. In the event that the pressure drops below 25% of the level recommended by the manufacturer, a sensor transmits the required information to the driver through a computer system mounted on the dashboard in the form of a light. The driver then takes the



required precautions.

The indirect pressure monitoring system, on the other hand, employs sensors fitted on the braking system referred to as the anti-lock braking system (ABS). In case the pressure wheel goes below that of the other wheels, the wheel rolls at a different speed which in turn causes the transmission of a special signal to the dashboard indicator light.

Importance of the TPMS

The TPMS helps you detect when your tire pressure is low thus increasing safety on the roads. The system also reduces tire wear and also reduces the braking distance.

Fuel economy is well maintained when the signals are appropriately responded to. In order to establish if the TPMS is fitted on your vehicle, warning lights should appear on the dashboard when the tire pressure goes low. When the dashboard indicator goes on, make sure to replace the affected tire or get the tire inflated as soon as possible.

Tires that are equipped with a TPMS cost slightly higher than ordinary tires but the costs are significantly lower in the long run.

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1973 E-type S III 2+2 coupe

V12, auto, A/C, engine stuck (w/spare),
wire wheels, numbers matching California
car. 68,268 miles. More pics:

<https://photos.app.goo.gl/yyU5P2GbNgVzeRPK9>



1990 XJ12 VDP

PS, PB, PW, Auto, 12 cylinder, 130,XXX
kms More pics:

<https://photos.app.goo.gl/phcdAVC4p9o47Vnh9>

Contact Harold Friese: (h_friese@hotmail.com)

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