



Jaguar Jottings

September 2019 ottawajaguarclub.com

70 years of the XK 120

<i>In this Issue</i>	
Contents	2
President's Musings / Visit with Frank Basten	3
XJ-S Ignition Adventures	4/5
XK70 Celebration - report	6
Red Arrows Show - report	7
Events & Activities	8
Hazeldean British Invasion 10 Sep - ad	9
Merrickville Classic European Car Show - ad	10
Tips from the Mobile Guy - Aquapel	11
Marketplace	12

Photo Credits

Front cover - Dave Batten
P 2 Classic Driver
P 4/5 Fergus Groundwater
P 6 Dave Batten
P7 Paul Blais, Dave Kenny
P9 Alan Graves



Jaguar F-Type Project 7

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





Here we are approaching the celebration of Labour Day, the end of summer and another driving season 2/3rds over. That said, we continue to enjoy dry, warm days and sunshine in early fall which will be good for the remaining drives and shows.

After a flurry of activity concerning the campaign for a new club executive, things have settled down with the publication of clear club constitutional rules and the appointment of a Nomination Chairperson. It is good to see a meeting held for members looking to rejuvenate the executive. I am personally looking forward to being an active Past President member of

the club's Board of Directors next year.

A number of members have expressed concern to me about a proposal from the current Ontario Government Attorney-General Dept to significantly amend the rules governing officially incorporated, non-profit organizations, OJC being one. I have been monitoring this development and for organizations like ours with an established constitution there are no immediate changes. The main issue occurs three years after the promulgation of the new rules in legislation to be enacted this coming January 2020. This major change allows a plurality vote by the membership to overrule any decision by the legally constituted Board of Directors. Apparently this is being done at the behest of the lawyers representing charity organizations which have had serious internal policy disputes.

I had the pleasure of attending the air show by the Royal Air Force Red Arrows aerobatic team at the Gatineau Airport on August 13th. The excellent clear weather contributed to the stunning demonstration of flying precision and expertise, augmented

by an impressive ground display of classic British cars including Jaguars and MGs from the local clubs. Of note, Jaguar Land Rover was an official sponsor of this summer's Red Arrows tour of North America. I was fortunate to take some successful in-flight photos along with the aircraft ground displays, which are shown in an accompanying article in this issue.

Remember that the driving season is still far from over with the upcoming British Invasion evening at the Hazeldean Mall in Kanata on September 10th, the second Merrickville Classic European Car Show on Sept. 29th followed by our Fall Colours Drive October 10th. I also urge you to attend and participate in our important Annual General Meeting and brunch to be held at the St. Anthony's facilities on Preston Street, a Sunday in mid November, date TBA shortly.

Happy fall motoring to all of our members!

Dave Kenny

A VISIT WITH FRANK BASTEN

A week or so ago we were invited to share a lunch with Frank Basten and his wife on the occasion of his 85th birthday. His daughter Stacey extended the invitation and organized a lunch at an Indian restaurant in Brockville. Bob Hiland, Fergus Groundwater and I travelled there for the event. Frank is not driving anymore and they have moved into the Royal Brock retirement home in Brockville. Their home is for sale and we have volunteered to sell his remaining two Jaguars.

Frank has been a long time member of the Club (joined in 1999) and has consistently made the effort to get to Ottawa for OJC meetings and events. It is with great sadness for me to see him unable to participate in what was his favourite pastime. He has a fully equipped workshop and spent long hours there tending to his three cars: a 1966 VDP, now owned by David Kenny, a 1989 XJS V12, and a 1994 XJ6 (XJ40) with only 74,000 kms on the clock.

Fergus and I will begin shortly to assess their mechanical status and will offer them for sale in a week or so. Both cars' interior and exterior are in well above average condition. Stay tuned.

Mike O'Brien



Frank third from left with cap

TALES OF AN XJ-S IGNITION SWITCH

By Fergus Groundwater

Many of you know of my weakness for XJS's, which is where this story starts. Prompted by a post to the OJC website last fall describing an auction of many Jags in Shelburne Ontario, I decided to visit the auction site, and see how bad the two XJS's were. A quick look at the E-types showed they were way beyond salvaging. A couple of old sedans a Mark 10, in particular, was quite nice, but of no interest to me. The XJ-S that interested me was an '89 convertible, V12 of course, black on black. Another 6 cylinder 4.0 litre running XJS, was available, but I already have a 4.0 which I am not in love with, so didn't want another.

It was a rainy day for inspection so "my" XJ-S was shinier than reality would later prove it to be, and it had a major drawback...no keys!!!! Neither ignition nor doors. Additionally, while we could put it in neutral to move it, the steering was locked, fortunately nearly straight ahead so it could be moved in approximately a straight line. I was assured it had been running "recently" (may have heard that one before) and the odometer showed only 93,000 kms. So maybe I could get it for a song.

Not terribly worried about the key issue, I left the auctioneer with a starting bid of \$500, and agreed to partake in the auction later in the week over the phone. The auctioneer, name of Lorne Ferguson, was a real gent, and he promised to call me when the auction got close to my lot number, which he did. The bidding was brisk in \$50 increments until it got to \$1000 where it slowed. I upped it another \$100 which was enough to silence the other bidder. Ferguson, a veteran of these sorts of deals (also a certified evaluator) filled in all the paperwork which was copious as

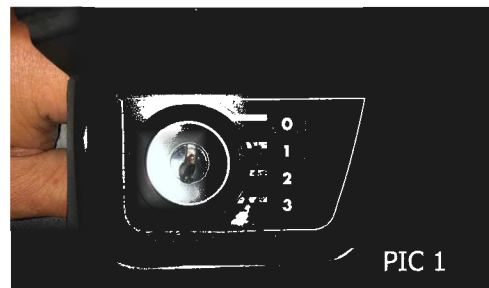


The keyless '89 XJ-S

the auction was authorized by a lawyer for the estate of the late "collector".

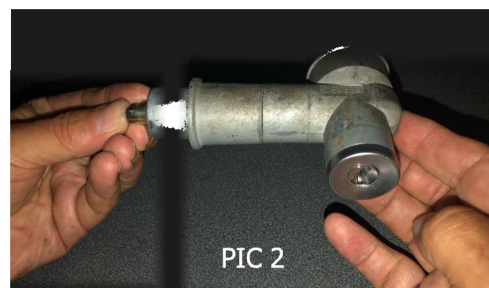
So now I own the beast...how to get it home. I did some thinking about borrowing Lee's truck and my "former" trailer but in the end, it's 600 kilometers and I am sure I don't want to have to load this un-steerable beast and drive through Toronto, etc, etc. So, after considerable searching, I found a transporter who would do the job. Many so-called transporters are OK for a 100-kilometer trip but won't undertake a long voyage. And for a mere \$1140.00 (cash deal) they delivered it to my place late at night (i.e. 11:30 PM) and unloaded it. No damage was done, except for the 2 ruts in the asphalt driveway from the tilt bed. The truck was positioned to roll the car down the ramp to the exact spot I wanted and in 2 to 3 minutes, the XJ-S was on home soil and my pocketbook was significantly thinner.

What is the plan to solve the missing ignition key problem? Easy, peasy says I and being an old Jag guy, I should have known better. Obviously the most important key is the ignition; the doors and trunk key can wait. The first step must be to remove the ignition key assembly and to take it to a locksmith, and have him make a new key. First step is to remove the plastic dash piece which surrounds the key entry point. (Pic 1) It is held on by 3 screws all vertical orientation. There is a rubber thimble shaped grommet which centers the key cylinder in the plastic fascia part, it is a loose fit in the plastic and comes away whether you want it to or not.



PIC 1

As we investigate the space behind where the fascia was, we can observe the lock assembly is shaped like 2 cylinders which form a "T". The long arm of the "T" fits into the steering column locking the steering mechanism. This whole assembly needs to be removed (Pic 2)

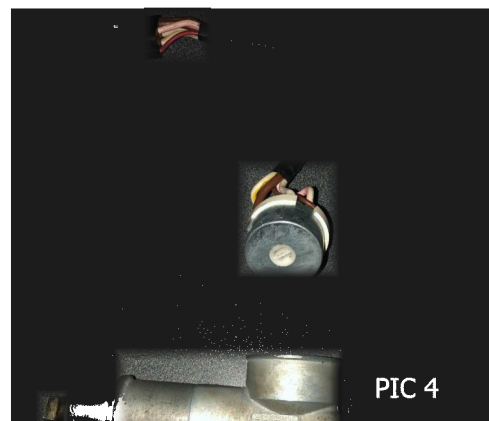


PIC 2

As will be seen on the back of the assembly, there is a round connector retained by a black rubber ring. The rubber ring is removed easily as it is a friction fit and the remaining part which has a harness wired to it, is the 4-position ignition switch, which also unplugs easily. (Pics 3, 4) .../2



PIC 3



PIC 4

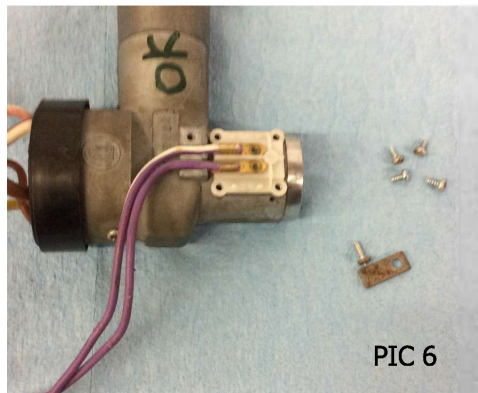
Now comes the hard part. The whole assembly is held onto the steering column by 2 locking bolts at right angles to each other. These bolts are "shear head" types which were installed at the factory and the heads shear off at a predetermined torque when seated. What is left is a rough cone shaped face making the effort to remove these bolts extremely difficult, because you can't grip them with anything. (Pic 5)



I spent many hours trying various schemes to extract them. One bolt on the underside of the cylinder is fairly easy to get to, the other facing the firewall is quite difficult. In the end I got lucky. I was trying to drill a hole in the face of the easier access bolt to get a screw extractor into it. My drill with about a 1/8" diameter bit slid off the bolt end, and into the interface between the bolt and the housing at the 3 o'clock position. The bit, while trying to dig a hole in the housing, also caused the bolt to start to unscrew. The bit turning clockwise, imparted a counter-clockwise twist to the bolt head and out it came. It seems the idea of shear bolts wasn't an effective anti-theft idea, as the bolts turned out to be fairly loose rather than tightly set. The second bolt although awkward to get at was relatively easy to withdraw because it was loose as well. With both bolts out and the back plug undone the lock assembly came out of the steering column with no trouble.

The next step was to take the assembly to the locksmith for an estimate to make a key. He had previously told me the lock would have some ID numbers for the key, inside the barrel where the plug fits. Not on my new

baby, so the locksmith said, "You'll have to buy a whole new assembly" To the Internet and *Jagbits* has just what I need for a mere US\$ 499 plus shipping. Can't afford that on a \$1100 car. However *Jagbits* did me a favour. Their picture of the assembly showed that my assembly was missing a second small harness, which mounts to the underside right under the key slot. Without it, the ignition would not have worked, even if Ferguson had found the correct key. (Pic 6)



So now to my friend in the U.K. at *JUSTXSLTD* and asked if he had a used assembly with a key. Yes, but one of the tabs on the inside which turns the switch on the back of the assembly is broken, but it has the second harness and attachments. (Pic 7)



For \$140.00 CDN he sends me 2 assemblies, the one with the broken tab which has a key and a second with good tabs and no key, but it has the mini harness for under the assembly, plus all the little bitty fasteners required. (Pic 6)

Back to the locksmith and how much to take the ignition switch barrel out of the assembly which has a key (but broken tabs) and into the assembly which has good tabs,..... \$75.00 please. The ignition key barrel is retained in the assembly housing with the smallest diameter roll pin I have ever seen, about 1/16" diameter. All he had to do was grind away a small part of the housing around the pin to allow him to grip the end and extract it (Pic 7).

Now back in my shop where I removed the small harness and checked the contact, which is closed by the action of insertion of the key." All is good". Revising assembly back into the car, both harnesses connected, but everything hanging loose, try the key and it starts instantly.

Reinstallation, as they say so quaintly in the English manuals, is the reverse of removal, except we trade the shear head bolts for a couple of 6 mm socket cap screws. "Easy, peasy" as they say...

Fergus Groundwater

XJS

(Many thanks Fergus for the excellent article and congratulations on your persistence and ingenuity...which you would have to say were the "key" to your success (..sorry..) - editor)

XK70 - 70 years of the XK 120

For an auto manufacturer steeped in tradition like Jaguar, almost every year presents an opportunity to celebrate some milestone from its illustrious past. 2019 marks a particularly special year as it's been 70 years since the first XK 120 Super Sports model left the factory headed for the first lucky owners, mostly in the USA. The XK 120 with the legendary XK six cylinder twin overhead camshaft engine marked the beginning of Jaguar's success as a builder of cars of exceptional style, pace and value. The XK 120 would be followed by successors XK 140, XK 150 and eventually the spectacular E-type, all with versions of the original XK engine, which itself would continue in use in other Jags and Daimlers well into the '90s.

OJC members, ever mindful of history but also generally receptive to any excuse for a celebration, readily accepted the invitation to a BBQ to mark the event on July 27th, generously extended by Fergus and Carol Groundwater at their lovely home in Manotick. A place of honour was reserved in their garage forecourt for Phil Karam's '54 XK 120SE OTS as well as cousin cars Gary Grant's '57 XK 140 DHC and Ed Theoret's '59 XK 150 OTS.

A total of 34 members and partners joined in the gathering under a

bright, blue sky and brilliant sunshine. Son and the day's chef Fergus II prepared superb BBQ'd burgers and hot dogs accompanied by assorted salads and a splendid BRG and white Jaguar cake. The proceedings were officially recognized by a toast with a bit of the bubbly.

This was the second event hosted by the Groundwaters, having acknowledged 50 years for the '68 E-types last summer. Given the overwhelming popularity of both social events, club exec members can be forgiven for starting the search for a potential historical excuse to entice Fergus and Carol to do it again.

Many thanks to the Groundwaters for a super day and the warm and generous hospitality.

Editor



Phil Karam's '54 XK 120SE OTS



Ed Theoret's '59 XK 150 and Gary Grant's '57 XK 140



Enjoying the Groundwater's garden and splendid sunshine



Classic Jags reposing in the shade



Fergus prepares to do the honours



Relaxing with friends and great BBQ

A Memorable Aerobatic Flying Display

For those of you who are still fascinated by flight in these jaded times, over 100 years since the first Wright Brothers achievement, we had a fantastic display in our own "back yard" right here at the Gatineau Airport on August 13th. A large group of OJC'ers and Jags (including five E-types) were fortunate enough to attend this remarkable show by the Royal Air Force Red Arrows.

The day dawned perfect with largely clear blue skies and only the odd wisp of cloud. We assembled about 11:30 AM and were parked alongside a large contingent of MG club cars near an entrance area by 12:30. The array of classic British cars alongside the aircraft displays attracted a lot of attention from the many visitors.

Having spent 40 years working in the aerospace industry designing



Glorious Spitfires soon to go flying



turbine engines I was equally interested in the aircraft on the ground

as well as those flying. I brought my camera and was able to get several good photos of static aircraft including both an original piston engine-powered example of the famous De Havilland Beaver utility or bush plane along with another later version converted to turbine power based on the



Jags in formation

uniquely Canadian PT 6 ubiquitous engine (there are over 70,000 flying today around the world). Both an RCAF Tutor trainer and a famous WWII Harvard were available for photos, as were two Spitfires with WWII 1944 invasion markings parked together with the Harvard. This trio also took to the air before the Red Arrows British Aerospace Hawks demonstration.

The sound of the Spitfires on takeoff with the Rolls Royce Merlin engines roaring was thrilling. The contrast of these roaring V12 engines with the Jaguar V12 engine's smooth and seemingly effortlessly quiet power is striking. There was a beautiful lineup of the 11 Hawks sitting in a row before takeoff.



I did manage to get some successful in-flight shots of the Red Arrows nine plane formation but they do not capture the thrilling visual effect of being there and witnessing the amazing displays for about 2 hours from 2 to 4 in the afternoon. The skill of these aerobatic pilots was simply breathtaking especially in the manoeuvre where two aircraft approach head-on across the field and at the last moment fly over/under each other clearing by seemingly feet. It is interesting to note that these British designed and manufactured aircraft are in fact powered by French Turbomeca Adour turbofan engines.

All in all, it was an amazing and most memorable day!

Dave Kenny



Jeff Poston attempting to formate on a Red Arrow

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.

*** 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
24	TECH VISIT - WEST CARLETON AUTOMOTIVE - Phil Karam
27	XK 70 YEARS BBQ PARTY - Carol and Fergus Groundwater
Aug 02	Glengarry Highland Games Car Show - Maxville
11	BOOT 'N' BONNET BRITISH CAR SHOW – KINGSTON
13	RED ARROWS AIR SHOW - GATINEAU
25	Beaconsfield Classic Car Expo
31	* 2ND NATIONAL CAPITAL CAR SHOW - WESLEY CLOVER PARKS (NEW DATE)
https://wesleycloverparks.com/wp-content/uploads/2019/08/NCCS-Exhibitor-Information_August-8.pdf	
Sep 10	HAZELDEAN MALL BRITISH INVASION AND PUB - Al Graves
13-15	Stowe British Invasion
29	* 2ND CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE
TBA	BRITISH CAR CLUBS GOLF TOURNAMENT - Dave Batten
Oct 19	FALL COLOURS DRIVE - Bonnie and Ray Newson
Nov --	ANNUAL GENERAL MEETING - St Anthony's (Sunday brunch + meeting)
24	* INTERCLUB TRIVIA CHALLENGE - MG Club
Dec --	CHRISTMAS DINNER - OTTAWA HUNT AND GOLF CLUB

OTHER EVENTS PENDING/UNDER CONSIDERATION

Hazeldean Cruise Night "British Invasion" Sept 10th 2019

9



The "British Invasion" of the Kanata Cruise Night was first held back in about 2006 or so and over the years has become a popular and successful outing for British car owners and an anticipated and a welcome addition to the Kanata Cruise Night. Please do join us for a chance to show and see these cars and then go for a bite and a pint.

The Hazeldean Cruise Night organizers have again extended their hospitality to us and will provide us with the space for our "British Invasion". There is no entry fee.

You are invited to come and join us with your British car in the "British Invasion" zone any time **after 5:00 pm on Tuesday, September 10th 2019**, at **Hazeldean Shopping Center** on Eagleson Road, just south of Robertson Road/ Hazeldean Road and about 2 km south of the 417 exit on to Eagleson/March Road.

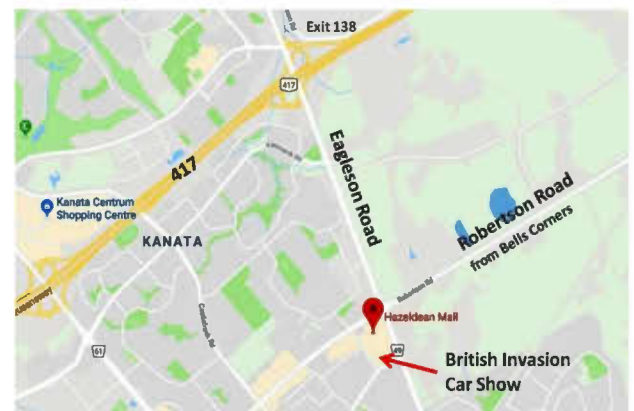


We will leave the show at about 7:10 pm and go for a 20 -25 min drive to the Old Mill at Ashton and then dine. Over the last few years we have had a great turn out – up to 55 cars, about half of which join us for the meal. Across the British car community we hope to beat that this year with your help.



If you plan to attend please contact Alan at gravesal76@rogers.com by 7 SEP.

Numbers needed to book the Ashton Pub



MERRICKVILLE 2nd Annual Classic European CAR SHOW

September 29th, 2019
10am - 4pm

Blockhouse Park, Merrickville ON

CLASSIC CARS FROM A BYGONE ERA



A heartfelt thank you to all of the participants and generous sponsors.

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tadams500@gmail.com



What is Aquapel Windshield Treatment?

Aquapel glass/windshield treatment is a product that makes water repel from glass. Ever got stuck in traffic when it's raining? Well, the traffic is often caused by slowdowns because drivers cannot see well through rain streaking on the windshield, especially at night. The conditions are tiring and very stressful and can possibly lead to accidents.

Aquapel is a very effective windshield treatment to minimize such a problem. Despite its obvious application to the motor vehicle industry, it can also be used on any window to improve visibility; marine, aviation and home as well.

Brief History

Aquapel was developed and first patented by Pittsburgh Glass Works, formerly known as Pittsburgh Plate Glass Company (PPG) industries, as a competitor to the renowned Rain-X product. PPG is a Fortune 500 company based in America with branches all over the world. They make other products like paint coatings and specialty materials.

The Product

Unlike silicone-based products such as Rain-X, Aquapel treatment lasts

longer as it is based on fluorin compounds called fluoroalkylsilanes which create a chemical bond when applied to the glass. The chemical bond causes water molecules to bead up and roll off the glass surface. Aquapel was designed for professional use on windshields, rear windows, side windows, glass shower doors, or any other kind of glass that requires a clear view.

How to Apply Aquapel Windshield Treatment

Aquapel is quick and easy to apply. First, make sure that the windshield surface is clean, giving it a thorough wash, rinse and dry. Holding the applicator between the fingers and thumb, place the pad level on the windscreen before squeezing the applicator wings together. You will hear a popping sound which indicates that the liquid has been released on the pad. Use it immediately. After application over the entire windscreen surface, dry immediately with a paper towel. Delayed drying may cause a hazy finish that would require extra buffing. The windshield is ready for use.

Aquapel is a proven product that:

- Reduces glare in the rain during the day and especially at night
- Repels rainwater to give you

- a remarkably improved vision
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