



Jaguar Jottings

October 2019 ottawajaguarclub.com



Drive with us!

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Photo Credits

Front cover - John Blais

P 2 Classic Driver

P 3 JLR

P 4 Alan Graves

P 5 Jay Hunt, JLR Alan Graves



Lightweight E-type

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





process of helping to sell them for Stacey. This has absorbed a considerable amount of their time and energy, which they gave freely.

The second case involves Beverly and John Blais, who have been very supportive for a year now to Judy O'Grady, wife of John Mulroy, who passed away on the summer drive last year. After Judy was hospitalized a few months ago, Beverly and my wife, Keitha, decided Judy needed company and visited her in hospital, seeing her several times, bringing her goodies and reading material. After John's passing, Mike O'Brien helped Judy to find a new owner for his Jaguar (now owned by enthusiastic member Jay Hunt...see his article elsewhere in the Jottings) and John's tools and equipment. We are very fortunate to have such compassionate individuals in our club. Along with these situations over my 20 years in the club I have often seen a member with car problems enjoy immediate help from other members with the knowledge and skill to solve the problem or find a source of help. This is what community (from the Latin words meaning "together within the walls") is all about; helping those in need.

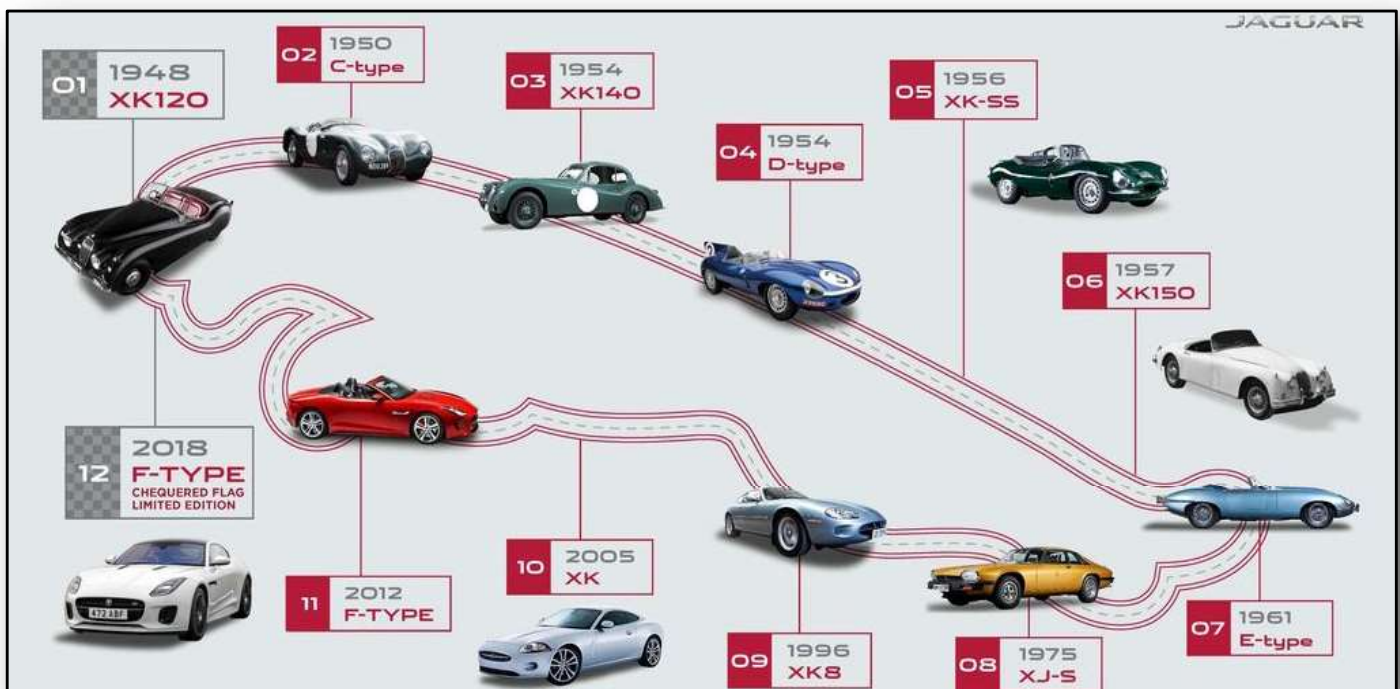
On the driving side, we had a great meet at the Hazeldean Mall "British Invasion" on the evening of 17th of

September after a very wise one-week postponement. Lots of interesting cars even Detroit products. This was followed by a late supper at a congenial country pub nearby.

The registration of candidates for the Officer and Board of Director positions opening for next year is proceeding on schedule under the guidance of John Blais. The list of candidates will be published by October 17 for the AGM scheduled for November 17. President candidate, Lee Harrington, has been meeting with other candidates to plan for next year's executive activities. Anyone else who wishes to submit their candidacy is free to do so with John Blais. Keep in mind the AGM date, which is a Sunday noon brunch at St Anthony's Banquet Hall off Preston Street (*see ad in this issue for more details - editor*) It's your club and the best way to represent and support your interests is to attend and participate in the discussions and voting.

Finally, our driving season will wrap up with our annual Fall Colours Drive October 19, this year organized by Ray and Bonnie Newson. Full details are elsewhere in the Jottings. Another long snowy and cold winter is forecasted...join us and get your Jag out one last time before shutting your beast away until 2020.
Dave Kenny

For this month I wish to acknowledge Good Samaritans. I'm sure we are all familiar with the biblical stranger, who actually stopped in his travels to succor an injured traveler lying by the road side. Well, we have several in the club. Firstly, I want to commend Fergus Groundwater, Bob Hiland and Mike O'Brien, who spent considerable time and energy aiding Stacey, the daughter of Frank Basten, to celebrate his birthday and find new homes for his two remaining Jaguars. Frank is an early member who contributed significantly to the club until a few years ago, when he began to suffer from Alzheimer's Disease and had to cease driving. Following the lunch Mike and Fergus visited the site of the two Jags and worked over several weeks to return the cars to running condition and are in the



Hazeldean British Invasion 2019



What a difference a week makes...originally scheduled for 10 September, the annual invasion of British autos to the Hazeldean Mall weekly gathering of American muscle and hot rods was postponed a week due to abysmal weather, to emerge a week later under bright skies and warm sunshine. A good dozen OJC'ers appeared representing a cross section of Jags including five E-types, several XJ saloon versions and a pair of late model F-Types. General topic of conversation amongst members was this year's particular challenge making their way to Hazeldean via the back roads (...avoiding Ottawa rush hour such as it is...) with all of the currently ongoing road construction. It's almost enough to make one think about a Jag SUV (...I said almost ...).

In addition to the wondrous selection of American iron other UK marques were well represented including an original rally Mini Cooper S, Peter's Morgan+dog, a pair of club Bentleys and sundry TRs and MGs.

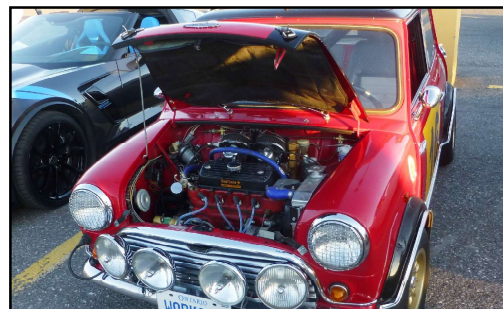
With the sun dipping rapidly below the horizon, organizer Alan Graves had most of the UK crew formed up and headed west to Ashton and the Old Mill pub for a noggin and a nosh. A tad "brisk" driving top

down into the vanishing light, it was nevertheless an aural treat to hear the various exhaust notes as cars pulled away from stop signs along the way.

We were soon settled in the Old Mill pub, in a new (to me) cosy downstairs club room, nicely decorated and totally suited to the craft brew ales and sumptuous pub grub on offer. Following lively conversation with thirst and hunger attended to...it was time to make the run home. A long trail of taillights in the darkness wended its way to the nearby 417 on ramp then home as others headed off in alternate directions (...some unintentionally apparently...) but all in all another super outing.

The organization of the British Invasion has for a number of years been the responsibility of our Alan Graves who continues to deftly manage a good showing from the various local UK car clubs. Many thanks Alan for another great event.

Rob Dunlop



I have always loved Jaguars! Ever since I was old enough to be interested in cars I thought they were something special. The first time I came in personal contact with one was in the Royal Canadian Air Force.

In 1958 I was a radar operator stationed at the Pine Tree station at Falconbridge, Ontario. An officer on the base had recently returned from a posting in Europe and brought back a 1951 Mk 5 Drophead Coupe he had bought while overseas. I thought it was the most beautiful car I had ever seen, a poor man's Rolls Royce, with shiny leather upholstery and a gleaming walnut dashboard. It was the kind of car royalty would feel right at home in. From that moment on, I dreamed



Jaguar Mark 5 DHC

of owning a Jag one day.

In the early 1960s, like all young men, I was fascinated with cool sports cars. My friends would rave about the latest Corvette while I pointed to the racing successes of the Jaguar XKE (as we called the E-type) at Le Mans and other tracks. Finally in 1968, I was visiting an uncle who had just bought a brand new Jaguar XJ6 Sovereign in British Racing Green with a tan leather interior. It was in for routine maintenance and he asked me to drive him to the shop in his other car, a BMW 3.0 Ci. When we got there he suggested I drive the Jag home. I didn't need to be asked twice. I sank into the supple leather seats and absorbed the luxurious British men's club ambience. When we got home, he asked me what I thought of the cars. I have



Jay Hunt's '04 X-350 VDP

never forgotten my reply. I said "The BMW is a well engineered, finely tuned machine. But the Jaguar is an automobile!"



'68 XJ6 Sovereign

As years passed, and I was eventually earning enough to be able to afford such a car, I kept looking at the new Jaguar saloons. I loved them but was well aware of the maintenance challenges Jaguars presented their owners. As a family man, I always opted for the more practical Volvos. In the late 1990s, Jaguar introduced the XJ8 which rekindled my interest with its V8 engine jointly developed with Ford. I thought this might offer a more practical option but never seriously considered buying one.

In 2018, happily retired and with time on my hands since airplanes no longer occupied much of it and after seeing an XJ12 sedan in a parking lot, on an impulse, I again began looking at Jaguars. I did some research and discovered an XJ sedan, V8 powered, with an all aluminum body, best known by its company development number X-350. I began looking for a good example to

buy. I found one in Vancouver and tentatively negotiated a deal. I began looking into shipping to bring it to Ottawa and contacted the Ottawa Jaguar Club with the intention of becoming a member. Having arranged transportation, I contacted the dealer only to be told that they had just sold the vehicle locally. I disappointedly called the club president to say that I wouldn't be able to join after all as the deal had fallen through. After saying he was sorry to hear that, he went on to say that one of their members had recently passed away and that a member was selling a 2004 Vanden Plas version of an X-350 for his widow. I immediately contacted him, went the next day to see the car and bought it on the spot.

The Jaguar X-350, which was sold in Canada from 2004 to 2007, is in my view a collectible car in waiting. It retains the classic Jaguar appearance of earlier XJs. Its wood and leather interior is sumptuous and comfortable. Its handling is sporty and agile, unexpected in a luxury sedan. The ride is characteristically Jaguar, smooth and quiet.



My X-350 has proven to be a reliable every day driving vehicle with few major problems. Its all aluminum body means that with regular maintenance it should remain corrosion free and last for many years. Although parts purchased from Jaguar dealers can be very expensive, many parts used in the X-350 are interchangeable with identical parts from Volkswagen and Audi and are relatively easy to source at reasonable prices. .../2

Today's Jaguars no longer have the traditional cachet of the iconic brand. Seeking to expand their market to attract younger buyers, they have adopted a look and feel that is undistinguished from their competitors. They have the same sport utility look and hatchback. Distinctive headlights and taillights have been replaced with squinty looking LEDs. Wood has been replaced with plastic and carbon fibre. The X-350 was the last of a dying breed of readily identifiable marques. This in itself makes the X350 a desirable future collectible.

There has never been a better time to buy a good X-350 as a collectible automobile. Resale prices are near the bottom of the value curve and can be expected to begin rising as time goes on. Out of a total X-350 production of just over 83,000 vehicles, about 54,000

were delivered with the 4.2 litre V8 engine, including 10,000 supercharged XJR version. It is not known how many are still on the road today but there are enough that good ones can be found without too much difficulty. Good low mileage examples can easily be found under \$15,000. This makes them excellent value as both daily drivers and a future investment.

If you don't already have an X-350, go out and buy one while you still can. If you do have one, buy another to add to your collection. One can never have too many Jaguars.



X-350 supercharged XJR

Jay Hunt

(Many thanks for the article Jay ...fully agree with your final point! - editor)

????? INTERCLUB TRIVIA CHALLENGE ?????

Hosted by OMGC

Sunday, 24 November 2-5 PM

RC Legion, 3500 Fallowfield Road

OJC CHRISTMAS DINNER



SATURDAY, 14 DECEMBER

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

OTTAWA HUNT & GOLF CLUB

1 HUNT CLUB ROAD (ENTRANCE OFF HUNT CLUB)

FURTHER DETAILS AVAILABLE NEXT MONTH

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 iland (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
Oct 12	BRITISH CAR CLUBS GOLF TOURNAMENT - Dave Batten - DETAILS TBA
19	FALL COLOURS DRIVE - Bonnie and Ray Newson
Nov 17	ANNUAL GENERAL MEETING - St Anthony's (Sunday brunch + meeting)
24	* INTERCLUB TRIVIA CHALLENGE - MG Club
Dec 14	CHRISTMAS DINNER - OTTAWA HUNT AND GOLF CLUB

FALL COLOURS DRIVE

SATURDAY, 19 OCTOBER 2019

**Departure point: McDonalds in Bells Corners
(2126 Robertson Road) at Moodie Drive.
Arrive by 0930 AM for a 1000 AM sharp departure.**

This year's Fall Drive is being hosted by Ray and Bonnie Newson. The drive will head out through Richmond, Franktown, Smiths Falls, Perth, and Portland, ending in Rideau Ferry where we will stop at CC's Restaurant for lunch. This route, with a break around Smiths Falls, will take approximately 2 ½ hours.

The afternoon homeward bound route will go through Port Elmsley, some backroads heading back to Franktown, and ending up in Ashton where we can stop at the Old Mill Pub if you wish for a beverage and/or snack, say goodbye and head onto Hwy 7 for return to our respective homes.

BTW - Bring a pen or pencil. Your observation skills will be tested along the morning route.

PLEASE LET BONNIE KNOW BEFORE MONDAY, OCTOBER 14 IF YOU PLAN TO PARTICIPATE AS WE NEED TO NOTIFY THE RESTAURANT OF THE EXPECTED NUMBERS. (BONNIE@NEWSON.CA)

Finalized instructions will be sent out via email a week before the event.

Bonnie & Ray



OJC ANNUAL GENERAL MEETING & BRUNCH



Sunday, 17 November 2019

**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

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BACON

WAFFLES

HASH BROWN POTATOES

COLD CUTS SELECTION

MARINATED VEGETABLES

CHICKEN CACCIATORE

PENNE WITH MARINARA SAUCE

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(WITH CLUB SUBSIDY)**

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**PLEASE RSVP
IF ATTENDING.**

**ESSENTIAL
NUMBERS CONFIRMED BY
13 NOVEMBER:
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"FREEBIE TABLE"

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

How to use a tire tread gauge

Incorrect air pressure, vehicle alignment, loose or worn parts, driving conditions, load, etc, can cause rapid or uneven tire wear. An accurate tread depth gauge can detect developing wear patterns earlier than simply looking at the tread. This often allows the cause to be identified and corrected before excessive or irregular tread wear ruins the tire.

Minimum tread depth should be 2.5mm or about 3/32. Any groove under this minimum depth is designated unsafe and the tire or tires should be replaced. At this depth, your vehicle's tires will not adequately evacuate water and snow. The result is hydroplaning, sliding, and decrease braking efficiency. While coins can be used to estimate remaining tread depth as a tire approaches the end of its useful life, the established method of measuring remaining tread depth in Canada is with a gauge that reads in millimeters (or in 32nds of an inch). Some tire tread depth gauges measure up to 25-26mm (or 32/32nds) since almost all passenger car and light truck tires begin with less than one inch of tread depth.

To use a tread depth gauge, follow the steps below:

Step 1: Confirm which measuring scale you are using. Some tread depth gauges measure in 32nds of an inch, while others measure in both 32nds of an inch and millimeters.

Step 2: Push the tread depth gauge against a hard, flat surface to confirm it "zeros out" when fully compressed.

Step 3: Push the measuring scale into the gauge as far as it will go.

Step 4: Place the probe into the center of a circumferential tire groove and push down on the gauge's base.

Step 5: Do not place the probe on the molded tread wear indicators or on any raised surfaces of the tread design.

Step 6: Carefully remove gauge by holding its barrel (without touching the probe) and confirm the tread depth reading.

Step 7: Place the probe into additional locations around the central circumferential tire groove at least 15 inches apart and repeat.

Step 8: Place the probe into the inner and outer circumferential grooves and repeat.

Step 9: Average all readings.

Step 10: Identify the percentage of tire wear by confirming the tire's original/new tread depth in its specs compared to the remaining tread depth just measured.

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