

Jaguar Fottings



Etta's Story—see page 5

Drive with us!

August -2020 - ottawajaguarclub.com

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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, Jay Hunt. 613-521-6839 (leave message)

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.

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August 2020

It seems these days the most common phrase I am hearing is "Be Safe", who would have thought that just a few months ago. Moving into the third phase of reopening, most reasonable people are very cautious of social gatherings and indoor events. As a club we will remain in a suspended mode until we can be social without worry.

It has been a strange driving season, even though I can be out in my car, I am spending more time on the boat. I think it is the idea of being out doors and in the fresh air after being indoors for so long. My work life is very different as well, in one month I have had more virtual or zoom meetings than previously in my entire career. That would be a segue into my next thought. I believe that is time for the Club to move into the use of technology for Meetings and the AGM. We also have to update the Club's Constitution to allow for this to happen. I believe that social distancing will remain in everyone's thoughts for some time forward. We will seek input from the membership to gain a consensus of how to move in that direction. The JCNA's AGM on August 22nd will be the first virtual meeting in the Clubs history. There will be over one hundred partici-

pants. We should be able to use the positive and negative points from this meeting as a model that we may be able to follow. Just something to think about for the future. We need to increase the participation of our members and keep everyone better informed.

At the present time Lee Keeley is using Facebook and the Club's website to try and keep the membership informed. Ray Newson is doing the same with the Jottings. Drop them an email to say Thanks, they have a hard job to do during these trying times.

You may have been contacted by the Club's Social Director Josee Dubois regarding her social event survey she is conducting. She needs your input to put forward events for the Club in the future.

Stay Safe, **Lee**

Lee's 1987 XJS-C Temperature Repair

The temperature gauge on my 1987 XJS-C always read that the coolant was hot. Always read three quarters of the way to hot and never close to the normal reading. I decided it was time to do some preventative maintenance and carry out a coolant flush, install new thermostats and temperature sending units. I had done this before but never on a V12.

So let's get out the trusty Haynes manual. The Haynes instructions were simple, "drain the rad".... this became a chore as the manual showed a picture of a drain tap.... for some unknown reason to me there wasn't a drain tap on my rad. Maybe it was a rebuild or maybe one wasn't installed due to the transmission cooler being in the way.... V12 automatic, fuel injected and air conditioning but no drain tap.

So under the car I go to release a rad

hose. I put a drain pan in the general vicinity of the hose, removed the rad cap and the expansion tank cap, then released the hose clamp. I bet you don't know how fast 21 liters of coolant can fill a 15 liter drain pan, and the fluid flows in 2 directions toward the front of the car from the hose, and toward the back from the rad.... there goes a bag of kitty litter and an hour I will never get back in my life time.

The replacement of the sending units and thermostats went pretty much by the book. Haynes that is. As you know the replacement is always the reverse of removal.

The rad is refilled and like a good wine is allowed to breathe (no air locks), caps installed, it is time to let it run and check the gauge. At this point of the story any intelligent person knows that the gauge is

reading exactly the same as before. Time to re-think and re-group.

After some sole searching, (yes it is spelled correctly) that is, walking around in circles in the garage with a couple of wobblely pops missing from the fridge, I remembered something. When I was laying on my back under the front of the car releasing the hose clamp, or in truth getting covered in coolant, I saw dirt and debris on the lower portion of the rad and on the rad frame so maybe that is the issue.

I got out the shop vac with my home-made hose reducers down to a half inch PVC. I could not believe that I picked up an acorn, cigarette butts, sucker wrappers and silver foil from gum wrappers. Now I get out the air gun and finish the process with compressed air.

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Lee's XJS-C Temperature Repair - Continued - 4

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Start her up, let it warm up, yep you are right again, the gauge is reading exactly the same.

Time now for some serious business, go big or go home time. The rad is coming out to be recored. Haynes Manual page 64, "Radiator removal on fuel injected car". Have the A/C discharged, I did not need to do that as it was already discharged, (that is a story for another a another time.)

Haynes manual states to remove the hood and front grille, you don't need to do that. I removed the bonnet pistons.... after removing the driver's side piston, and moving over to the other side, I soon realized why there are two pistons. As I start to loosen the piston I suddenly had a great pain as the bonnet fell on my head. I lifted the bonnet to ninety degrees and tied it off.... close the barn door after the horses get out!!!! Haynes manual stated to "remove the A/C components" but I found that I had enough room by just loosening them off.

Now I am ready to remove hoses, this time a load of kitty litter at the

ready, and a long 25 liter drain pan in place. I only encountered one issue in the removal of the rad. The hose clamp at the expansion tank was almost impossible to remove, the space between the inner fender and tank is very tight... of course, Haynes states to just "undo the clamp" you need a hand the size of a six year old with fingers 6 inches long. But soon the rad is out and at the rad shop.

The rad is reinstalled, all of the equipment is re-installed, in reverse of the removal of course, coolant refilled, now time to warm up the engine.

Check the gauge and guess what? Boy you guys are getting good at this! Yes sir, the gauge is reading exactly the same. I am now at wits end but that is a relatively short trip.

What to do now? I decided I needed professional help, in more ways than one. I decided to make contact with Jag Lovers to see if anyone else had experienced this issue. Within a very short time I received a response which offered a very simple and fast

repair. First off measure the temperature of the coolant at the rad and thermostats to ensure it was the gauge and not the coolant really overheating. I go to an electronics store and by a three ohm resister and install in on the gauge lead. Seemed way too easy, but I fell for it and installed the resister, what is \$4.00 in the great scheme of things. I warmed up the engine and guess what (not this time.) The temperature gauge was reading just under normal. Eureka, I have the results that I was always after, and it only cost about \$604.

So "My" lesson in all this was, why do something simple when with a little more effort you can make things much more difficult? As a contractor I thought that if I ever write a construction manual I would write that building a structure is simple. just the reverse the demolition. I hope you enjoyed my learning curve, car repair lesson, next time I will tell you of my A/C experience on the same car.

Thanks to Lee Harrington

Adams Probe 16 - Ready for the Auction



Many of our readers would already know of Phil Karam's Adams Probe 16, better known as "Durango 95" in the 1971 film Clockwork Orange by Stanley Kubrick.

The car has been on loan by Phil to the Petersen Automotive Museum in Los Angeles for the past year. With over 300 cars on display, the Petersen is one of the most prestigious Automotive Museums in the world.

With it's time at the Museum coming to an end Phil's Adams Probe 16 is going up for auction by Bonhams at the Petersen Museum in Los Angeles, on August 14th.

Bonhams is a world renowned auction house specializing in fine

art, antiques and automobiles.

You can view the Adams Probe 16 at www.bonhams.com/quail , lot #36. You can also tune in to watch the auction at the above website, follow the link; *Watch live auction now.* Please note, we were unable to test this link at this time, so no guarantee that it will work.

Ray



Adams Probe 16

A relatively new member to the Ottawa Jaguar Club, but a long time member of the Ontario Jaguar Owners Association (OJOA), Mike Milton is currently restoring his 1970 E-Type Coupe, with a twist. Mike has chosen to enhance his car for the driving experience. When completed, Mike expects his car to be judged in JCNA class S2 Mod. Mike has offered to take us through the restoration process, documenting the modifications that he has chosen, and the reasons why. Etta's story starts here;

Ray

Etta: Restoration & Mods

Introduction

This is the first in (hopefully) a series of articles about the restoration of Etta, the E-Type. For now, let's begin with a bit of background about the car, the restoration project, and the goals of the restoration.

Etta

I bought Etta in 1975 from British United at Church and Young streets in Toronto.

She was my daily driver for several years.



August 15th 1975 - Etta Arrives

In that time I also bought an 1962 OTS as a project car. In 1980 both were stored.

Over the years, Etta has saved me a great deal of money. Every time I thought it might be a good idea to spend too much for some new car, she would remind me that she was there, just waiting to spring back to life.

For most of that time a series of Miatas have filled the need to have something providing an enjoyable driver's experience. As my second generation Miata was getting long in the tooth, one possible choice was a Lotus Elise or, possibly, a newer Jaguar. Once again Etta was an alternative. In the end,

finances, time, and knowledge constraints led me to buy a 4th generation of Miata, named Mattie.



Mattie

Mattie and I have a lot of summer fun together. I KNEW Mattie would be a great car, something I was less sure about with the other choices.

The idea of restoration was even more daunting: how would I proceed? What would it cost? How could I be sure of success? What would be the goals? Should Etta or the OTS be restored? With Mattie to drive, I had the time to think about these questions.

Most people anticipate that the proper goal of a restoration is originality and that the purpose would be to show and, possibly, drive the car. If online discussion forums are to be believed, the majority of other owners seem to feel that anything other than originality would be wrong-headed.

I would argue that there are extremely few cars that can aspire to true originality. Certainly, neither of mine could hope to achieve either a driving or show state using *only items originally delivered on the car*. With cars like mine, if one's goal is the restoration of that specific car to the condition it was on delivery (or better), then we must settle for *authenticity* rather than originality.

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My main goal was to reclaim (or improve upon) the driving experience I'd enjoyed. At the same time, the work being done could result in a car that could pay homage to the *iconic* stature of the E-Type. The second goal, then, would be to create a car that honoured the design aesthetic and mechanical design of the breed of cars without particular concern for originality or authenticity for this specific car.

Decisions would be driven by **drivability and "Iconicity"**. The goal of sharing and showing the car would be added later, when I learned about the S2MOD category; specifically designed for such a car to compete.

With these goals in mind, it became obvious which car to work on. Etta had in her favor that she was the car of my driving memories and not a rarefied E-Type. It really would be a wrong-headed to take a early E-Type and damage its authenticity.



Etta had been stored for a very long time and it is surprising how much a car degrades. I had driven her in, but I would need help with the restoration to get her back out of the garage.



If you are interested, key factors in choosing a restoration partner could be one of the next articles.

In the end, I chose Alex Plestid at Exotic Motorworks in Newmarket. He collected the car in November of 2018.

Early on, we worked hard to make sure we were 'on the same page'. Finding someone who will work with you like that is a critical factor in selecting a restoration partner. Alex has welcomed and improved many ideas and decisions while gently nudging me away from the crazy ones.

It would be fun to share some of the better ones with you in follow-on articles on topics like:

- Lightened Flywheel: What does a flywheel do, Pros/Cons of lightening, possible extremes.
- Pre-Oiler / Dry-sump alternative: What, Why, Pros/cons, how-to. I'll argue that we should all want a pre-oiler
- Oil Filtration: the clear view billet filter... what, why, pros/cons again.
- Interior replacement. We went with Suffolk and Turley. Who are they? Was that worthwhile?
- Salisbury Limited slip: What we found on tear-down, what the heck are ramp blocks / why upgrade them?
- Classicfabs Stainless steel headers / exhaust with ceramic coating for heat.
- The JLR Classic Infotainment system.
- Clayton Classic air conditioning / heater replacement.
- Possibly controversial mods (removing lights, covering headlamps, LED headlights, electronic rearview mirror)

Thanks to Mike Milton

Stay tuned:

Next month, The pro's and con's of lightening a flywheel explained.



GARDENING

Ah, gardening! When Spring arrives, we have a blank canvas to play with in our garden. Freshly turned earth, what a great smell!

I decided, years ago, that my garden will be my main passion for the season. It can't be more laborious than, let's say, restoring a Jag! Lee would say no. But oh my friends, it is, it is. But is it worth it?

What do I put in it? Same as last year? Potatoes, tomatoes, peppers, onions, cabbages, brussels sprouts and the list goes on. Will I have time to keep the weeds away? Yes, let's do it!

Weeks later, lots of rain at that time. Oh my, the weeds have taken over, there goes a weekend! But it looks so pretty when you are done. Good exercise too.

Gardening, it is a never ending love affair. Let's add flowers, herbs; watch out for those mints!!! They spread like weeds! I'll add trellises around the garden, more flowers (never enough flowers), more herbs. Did I buy that one already?



We're in July, the veggies and herbs are now growing, fast! Looks great, but what to do with them. Well, eating them of course but after a while eating tomato sandwiches start to get tiring. Ya, right! The honey bees are loving the flowers, particularly from the herbs!

Too much... so now we need to give our friends lots of 'goody bags' filled of fresh veggies.

This part is fun. The look on their faces. Priceless. Not starting the canning yet though, too hot in the house! I want to play outside.

Veggies, veggies... time to make stir-fries.... The garden is now exploding and we're not even in August yet! I'm in deep trouble. I need more jars!



At the end, and to answer my first question, yes, all the work to have a garden is so worth it! You can't beat the taste of fresh veggies, herbs, fruits taken just a few minutes from your garden.

The smell, well it's just heaven. The beautiful animals that come and use the garden (birds, butterflies, honey bees). It's fantastic to see them enjoying the garden.

I will be extremely busy doing canning in September, running around with my head cut-off, but I will be enjoying every moment!

I will do it again, every time, every year. It's therapeutic, relaxing and yummy! Now, time to go out there and build my shed/chicken coop!!!

Stay safe, healthy, and most importantly stay sane. We're all in this together.



Josée

Your OJC Executive – 2020

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The Calabogie Run

On Sunday Sept. 13 we have a unique opportunity to drive our cars on the race track at the Calabogie Motorsport Park. The Calabogie Motorsports facility is a world-class racing facility with the longest track in Canada, 5.05 km in length, consisting of 20 turns, measuring 40 feet wide, and featuring a 2,000 ft long straightaway.

We will meet at a convenient location in the morning, possibly for breakfast depending on coronavirus situation at the time, followed by a 2 hour drive up to Calabogie. The track will be ours from 12:00 to 1:00 PM for a 3 lap drive around the race course. We will be led in a group around the track by track officials, no racing permitted. Following that, we will have a picnic lunch somewhere nearby, so bring your own brown bag lunch. This will be followed by a leisurely return drive home in the afternoon. Details of route, starting point, etc. will be included in the September Jottings.

All cars must be in good condition and free of any fluid leaks before being allowed on the track.

NOTE: Because of social distancing requirements, only drivers and their navigator are permitted to attend, no visitors.

The only cost to us is a donation to the Renfrew Food Bank. A minimum donation is \$25 per car but we encourage you to donate as much as you can to this important charity.

Join us for this exciting drive. We need to let the track know how many cars to expect so would you:

Please notify Jay Hunt: Jay.Hunt@sympatico.ca as soon as possible if you plan to attend, and let him know what car you will bring.

Let's have a great turnout for this rare opportunity these days, and put on a good show for the club.

Thanks to Jay Hunt



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Some event times and locations are still in the process of being organized and arranged. All dates are accurate at this time, to the best of our knowledge. Activities for the current month will always be highlighted in **red**, Ottawa Jaguar Club Activities will be highlighted in **bold** lettering. Associate club activities and activities of interest to our members will also be included here as appropriate. Time, location and any pertinent information will be updated on the website and via Facebook as it becomes available, and updated here in the Jottings monthly.

All August events and some beyond continue to be cancelled due to the C-19 virus and Social Distancing concerns.
You will be notified of any changes and/or further cancellations as they become known.

September

Cancelled	8th	Tuesday	Hazeldean British Invasion	Hazeldean, Ontario - Dinner follows, location TBA
Cancelled	12th	Saturday	National Capital Car Show	Wesley Clover Park, Kanata, Ontario
"NEW"	13th	Sunday	Calabogie Run	Calabogie Motorsport Park, Calabogie, Ontario
Cancelled	11th	Friday	British Invasion at Stowe	Sept. 11th to 13th. Stowe, Vermont
Cancelled	16th	Wednesday	OJC Bi-monthly meeting	Time & Location to be announced
Cancelled	20th	Sunday	British Car Day at Bronte Creek	Bronte Creek, Provincial Park, Ontario
	27th	Sunday	Classic European Car Show	Merrickville, Ontario

October

1st	Thursday	Carlisle Fall Show	Oct. 1st to 4th. Carlisle, Pennsylvania
3rd	Saturday	OJC Fall Colours Drive	Time & Route to be determined
3rd	Saturday	OJC Fall Harvest Party	Time & Location to be announced
4th	Sunday	OMGC Fall Colour Run	MG Club event, Time & Route to be determined
18th	Sunday	OJC Club Brunch	Time & Location to be announced

November

15th	Sunday	OJC 2021 Membership	May be paid anytime now
23rd	Monday	Interclub Trivia Challenge	Time & Location to be announced

December

12th	Saturday	OJC Christmas Dinner	Time & Location to be announced
21st	Monday	First Day of Winter	Looking forward to spring
25th	Friday	Christmas	OJC Wishes you all a Merry Christmas
31st	Thursday	New Years Eve	Drive Carefully & All the Best in the New Year

Can you guess what this is?

A stylized Leaper, just plain modern art, a special tool?

Watch for next months issue of the Jottings to find out.

Ray



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