

JAGUAR JOTTINGS



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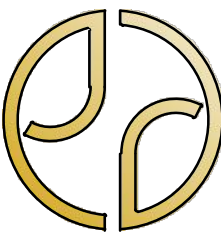
Ottawa Jaguar Club members always receive parts at cost plus 15% and 10% off labour.*

*Contact dealer for details. Ottawa Jaguar Club Members only. Some restrictions apply.

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MEMBERSHIP

with the Ottawa Jaguar Club entitles you to enjoy all of our regular and numerous activities that include regular meetings and summer drives, to name only a few, along with a copy of our on line monthly newsletter, Jaguar Jottings.

If interested in joining our club please contact Ray Newson via email at:

membershipottawajagclub@gmail.com for additional information and an application form.

Your OJC Executive – 2025

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President's Musings for July 2025

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On a recent visit to my home town of North Bay I went to a great used bookstore that has stood over 50 years. To my surprise they had some old Jaguar magazines...and among them were issues that announced new models of the modern era. The S-type (1998) and the X-type (2001).

Both cars marked a renewed effort by Jaguar to offer mid-size models to reach a younger market that was embracing German near-luxury offerings. Both models benefited from Ford ownership and deep pockets. Great effort was taken to make them more than "rebadged Fords".

Despite both being hailed as great cars in design and build, they essentially flopped in North America. Seeing well cared for used examples today is rare and even then, they command little money and languish in owners driveways as they await a new owner.

It is a reminder of how difficult it is to maintain success in the market and bring new models forward that will be met with sales success. We all watch with great interest to see how Jaguar Land Rover (JLR) brings Jaguar back to the public. A daunting task indeed.

Ben Farmer
President

IN THIS ISSUE

- Get an education on the effects of ethanol on our cars.
- Ottawa Jaguar Club; the beginning
- Jaguar's humble beginnings
- Judging our cars; a beginners guide

David Seabright
your editor and publisher



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OJC Events - July 2025

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Events may be added or dates altered from time to time. Updates will be emailed to all Members as and when this may happen.

*Note: Events listed in **BOLD PRINT** are **OJC** organized events or an **OJC organized drive** to a non OJC event*

DATE	EVENT	DETAILS
Saturday, July 12th 10am-3pm	All British Car Day (ABCD) Free Admission. Fundraising for the Heart & Stroke Foundation. This show is an all-time favourite local car show. Admission \$10 britishcardayottawa.ca	Clarke Fields Park, 93 Houlahan Street Ottawa, Ontario (Barrhaven)
Sat, July 19 9am-3pm	Westport Car Show Registration required. Advance registration includes a Welcome bag with show T-shirt and dash plaque.	{Possible drive if someone would like to organize.) More information and registration www.westportcarshow.com
Sunday, July 27th 11am-4pm	Annual OJC Jaguar Day - Register Jags for judging or show. Beautiful cars, beautiful grounds. Awards, prizes, lunch, comradery. Details are being finalized.	Cumberland Heritage Village Museum 2940 Old Montreal Road Cumberland Ontario More info ottawajagclubsecretary@gmail.com and in regular updates
Saturday, Aug. 2nd	Leisurely morning drive to the famous St Albert Cheese Co-op https://fromagestalbert.com/about/st-albert-cheese/?lang=en then onto Beau's Brewery in Vankleek Hill for lunch beaus.ca	Details are in the works. Stay tuned!
Friday, Aug. 8th to Monday, Aug. 11th	Drive to Hamilton to the OJOA (Ontario Jaguar) Owners Association) JCNA sanctioned <i>Concours</i> . <i>Always an interesting and comprehensive itinerary set up by OJC Member Al Graves.</i>	*This event has been cancelled*
Sat, August 9 11am-2pm	Bring your Jag to the Lanark Lifestyles Community 240 Gore Street in Perth. Large parking lot, free BBQ, 50/50 draw with proceeds going to Children's Wish Foundation. Red carpet talks about your car for those who wish.	Arrive before noon to be included in the "Resident's Choice" Trophy. This is an annual fun day event. Bring your family & friends. Contact wit_lewandowski@yahoo.ca for more details.
Sunday, Aug. 10th 10am-3pm	Boots'n Bonnet British Car Day, https://bootnbonnet.ca/events This is another well organized British car event that never fails to be well attended. Entry fee \$15 (pre-registration available on website).	Ken Garrett Memorial Park, Inverary, On. 4010 Perth Road (Kingston area)
Sat, August 23 11:30am-3pm	"Lunch in the Garden" hosted by Helen & Kester Hamilton khamiltonASMI@rogers.com Lots of parking space, possible guest speaker, food, refreshment, music incl.	Further details and location to follow closer to the date.
Sun, Sept. 21st	Merrickville European Classic Car Show Well attended annual classic car show. It's always a nice day trip to visit historic Merrickville, shopping, history, museums, etc. Watch boats go through the 3 historic Rideau system locks (#'s 21-23). <i>Another opportunity for an OJC drive.</i>	Merrickville Fairgrounds 446 Main St. West, Merrickville More details to follow closer to the date. Check out this video of the 2023 show. https://youtu.be/uiFaLpUwF90?si=jqHIn-w9vgem7EY9

(continued next page)

DATE	EVENT	DETAILS
Sat, Nov 8th 11am-2pm	Breakfast and OJC General Meeting	Busters Bar & Grill, 420 Hazeldean Rd. Kanata More details to follow closer to the date.
Sun, Dec 7th	OJC Christmas Dinner	Location and time to follow

Other Possible Events to Consider.

If you would like to take the lead on a drive or help coordinate any of the following drive suggestions, please contact Bonnie Newson ottawajagclubsecretary@gmail.com

- Opinicon Lodge, 1697 Chaffeys Lock Road, Elgin, ON Beautiful historic Lodge, great food, ice cream store on site. www.opinicon.com This would be fabulous for a September or early October drive.
- Organize a drive to the Merrickville European Car Show in September.
- Calabogie Motor Sport Nascar Canada Race Weekend - July 26-27
https://calabogiemotorsports.com/nascar-canada/?srsltid=AfmBOoqWESqU_3gao7YjDKIM_for7CiorKf6CxoytmCmYWruPJWihzB
- Calabogie Track event for OJC cars
- Merrickville in summer for lunch, shopping and "touristing", or just plain relaxing by a lock.

Check out <https://ottawacarscene.com> to keep up to date on car events in and around the Ottawa area.



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(Photo from 2024 OJC Jaguar Day)

2025 OJC JAGUAR DAY

An invitation for all Jaguar owners and enthusiasts to the 2025 OJC JAGUAR DAY, held once again on the grounds of the **Cumberland Heritage Village Museum, 2940 Old Montreal Road, on July 27th, 10:00am until 4:00pm**

This Year's Event will be **dedicated to the memory of Lee Harrington**, our dear friend and long time OJC Member, contributor and supporter, who passed away in February. We will be creating a book with sentiments from OJC Members and family who knew Lee. If you have a memory or a story you would like to share with Lee's family, please sent a note to Bonnie Newson, OJC Secretary, ottawajagclubsecretary@gmail.com and she will put together a "Memory" book for them.

Judging of vehicles (Optional)

A friendly assessment of the vehicle's operation and cleanliness in 2 classes; **Classic** - Pre 2000 model year and **Modern** - 2000 model year and newer. Some additional inspection for quality & originality to establish **Overall Best in Show**.

- **Note:** having your car judged is optional. Please consider bringing your car(s) to be displayed as "show" if you do not want it "judged".
- Additional awards for **Peoples Choice, Oldest Jaguar in Show, and the Jaguar Driven the Farthest to Attend**, will also be awarded.

REGISTRATION FEE AND LUNCH

\$20 per judged vehicle, which includes lunch for the registered member. No charge for non-judged cars, display only.

A charge of \$10 for additional lunches (Lunch is included for those who register their vehicle for judging). All lunches being requested must be confirmed in advance.

REGISTRATION AND LUNCH FEES are to be e-transferred to

Jim Butcher ottawajagclubtreasurer@gmail.com .

NOTE: To help us keep our records straight, **please identify on your e-transfer**, what the funds are for - (eg \$20 could represent 1 registration for a car to be judged, or for 2 lunches; \$30 could be 1 registered vehicle for judging & 1 lunch, or 3 lunches, etc)

Non Members - All Welcome! contact ottawajagclubsecretary@gmail.com for registration forms and updated information

MEMBERS ARE ASKED TO PRE-REGISTER THEIR VEHICLES.

IMPORTANT NOTE: For the organizers to be able to calculate the numbers for **lunch** and the **preparation of registration packages**, we require your registration and lunch rsvp's **before July 23th** - the earlier the better!!.

IN CLOSING.... Many hands make light loads. Volunteers are an essential part towards hosting an enjoyable and successful event and OJC Members have always carried through. If you can lend a hand for a short part of the day please let Bonnie know ottawajagclubsecretary@gmail.com. An updated list of volunteers needed will be sent out in a Member Update note. A sincere thank you to Members who have already volunteered!

In 1984 Chuck Cowie and I went to the Jaguar Concours in Toronto. After all the scrubbing, shining and the use of an absurd number of Q-tips, we retired to the Pub. Now, as you know, Pubs can be the laboratory of many hairbrained ideas and once in a while, a few great ones.

After a few glasses of the fuel of great ideas, we said, why not start a Jaguar Club in Ottawa? A short time passed and on August the 4th, 1985, we held our inaugural club meeting.



The names of the first members shown here will be revealed next month along with a reenactment of the very first meeting of the Ottawa Jaguar Club. Stay tuned.

Want Ad

I'm looking for a 1964 to 1967 Jaguar Etype 4.2 with covered lights convertible, if anyone is interested in selling one. I want one that's in hopefully excellent shape.

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wit_lewandowski@yahoo.ca



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COMMENTS ON THE RECENT SCARE RE. 15 % ETHANOL /GASOLINE APPROVAL BY EPA
by David Kenny

I decided to research the physics and chemistry of the effect of increased ethanol content in gasoline/ethanol fuel mixtures. If you remember from my note in Jottings discussing the fuels gasoline and diesel, ethanol and other alcohols have an affinity (hygroscopic) for water because of their OH or hydroxyl radical searching for another hydrogen atom to form water. There is a limit to the amount of water ethanol will absorb in solution, which is a function of ambient temperature. Beyond this limit the water will come out of solution and form a separate layer in the container under the ethanol as water is denser/heavier than alcohol.

What I found was that the key is the relation between ambient temperature, water solution strength and fraction (% age) of ethanol. I have attached a display graph which plots ambient temperature vs. water solution level for ascending levels of ethanol fraction i.e. 5, 10 and 15 %.

This graph shows that for a given ethanol concentration or % age there is a dividing straight line which defines the point at which the water will come out of solution i.e. for 10 % ethanol at say 70 deg. F the water will come out solution at 1.015 % dissolved water. Above this level the water will form a separate layer under the ethanol and will be drawn into the exit pipe to the engine first leading to a stalled engine. At any solution level below 1.015 % water will continue to be absorbed into a pure solution which continues to be combustible until 1.015 % is reached.

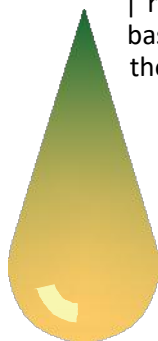
Because of the positive slope of the line increased ambient temperature leads to increased capacity to absorb water and decreased temperature leads to less capacity to absorb water. Thus, if the temperature decreases to say 0 deg. F , the water solubility reduces by 48.8 % i.e. almost half of the water must come out of solution to maintain a combustible dissolved mixture. This is important for Winter storage as the tank should either be emptied entirely or maintained full to prevent both the dissolved water coming out of solution and additional condensed water from the bare tank walls pushing the fraction of water above the solution limit fraction.

This is even an issue for summer driving as the drop in temperature at night will reduce the allowable dissolved fraction so that, if the mixture is at the limit during the day (generally unlikely as fuel vendors and suppliers keep the moisture content as low as possible), the water could separate, fall to the bottom of the tank and form a layer of pure water to be drawn into the engine first on cranking i.e. keep your tank as full as possible.

The other point is that as the ethanol fraction increases the slope of the temperature/solution line reduces , thus increasing the allowable water in solution. Therefore, for an increase from 10 to 15 % at 70 deg F the allowable water in solution increases by 72 %. This means that, if condensation occurs in the holding tanks, the 15 % mixture can tolerate 72 % more water before this water comes out of solution. This is a distinct advantage for the 15 % level of ethanol. Also, the reduced slope means that if the temperature drops to 0 deg. F 48 % of the water must come out of solution to maintain a combustible mixture, which is very similar to the case of 10 % ethanol. However, the actual amount of water remaining in solution at 0 deg. F is 75 % more than for 15 %; another advantage.

Thus increasing to 15 % ethanol is generally better re. the dissolved water content. The negative in this is the effect of dissolved and free water on the flow system to the combustion chamber. Steel or cast iron lines or containers will be much more prone to rust. The other issue is the increased volatility of the fuel mixture and the need for timing adjustment. Also, the reduced heat release as the ethanol fraction increases requires an increased flow of fuel to maintain power. In modern computer controlled engines with fuel INJECTION, sensors in the line can alert the computer to the changes in ethanol content and the computer can automatically adjust the fuel flow rate through the injection nozzles and adjust the timing. This is more true of models since 2001 and particularly the FLEX FUEL versions. Since 2001 most modern cars also have knock sensors in the block which can signal the computer to adjust the fuel flow rate to avoid knocking.

I read the AAA bulletin re., all of this and it may not be based on a clear physics analysis and may be overstating the issue.



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COMMENTS ON THE RECENT SCARE RE. 15 % ETHANOL /GASOLINE APPROVAL BY EPA concluded

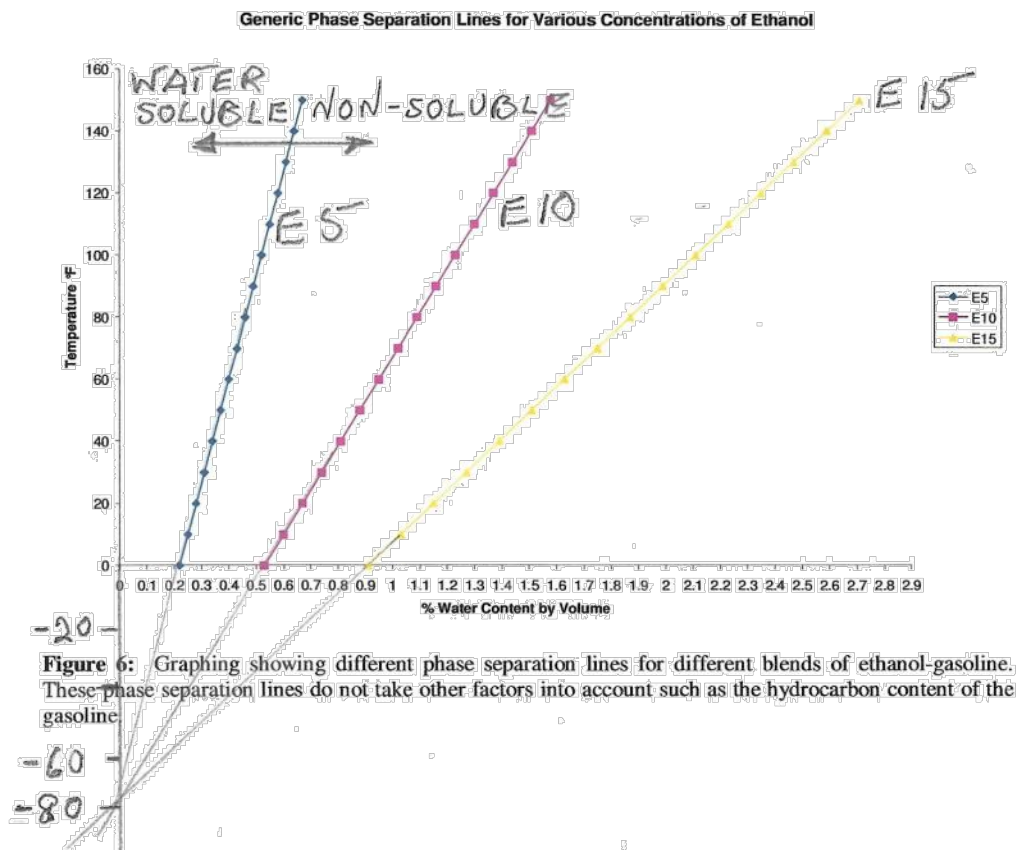
For our old Jags with the XK engine models we should note that, if the tank is generally maintained full there is a very limited chance of surface rusting occurring due to moisture availability; if the line to the fuel filter is steel, there could be rusting there although a full line with no air exposure severely inhibits rusting; similarly the filter chamber is a non — ferrous casting and the bowl is glass inhibiting any problem; the original equipment line from the filter to the carburetors is some kind of neoprene type material and will not be affected by water exposure although there could be some effect from the alcohol concentration itself; the carburetor housings are aluminum and the original equipment floats are copper, which are impervious to water; neoprene seals could be affected by the alcohol concentration itself; the needle may be steel and could rust; the intake housing is aluminum as is the head and won't rust. The block, being cast iron could rust if moisture gets through the oil film and, if somehow condensation of the steam from the combustion could occur, but it is highly unlikely. The largest issue is the possibility of pre - ignition and knocking occurring. However, if max throttle movements at low RPM and high load are avoided, it is unlikely that knocking will occur and, if you hear it, back off the throttle immediately and/or reduce the gear ratio and raise the RPM.

Alcohol Concentration

The phase separation line will move with the alcohol content of the fuel. As a general rule of thumb, for alcohol concentrations of 20% or less, the greater the proportion of alcohol the more water it will take to cause phase separation (Owen and Coley). However it is actually a little more complex than that. The phase separation line also tends to decrease in slope with increasing concentrations of alcohol (Owen and Coley). There is also a temperature at which the phase separation lines for two different concentrations of alcohol cross (Owen and Coley). At this temperature the two concentrations of alcohol will phase separate at the same concentration of water. Below this crossing point the general rule of thumb reverses.

The crossing point for two ethanol phase separation lines is generally much lower than that of two methanol phase separation lines. Figure 6 shows a generalized graph of three blends of ethanol-gasoline. The blue line represents 5% ethanol by volume or E5. A 10% blend or E10 is represented by the pink line and a 15% blend or E15 is represented by the yellow line.

The graph clearly shows that the slope gets steeper as the ethanol concentration decreases. This generates another scenario. A scenario that might take place due to ethanol shortages is worthy of discussion here.





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A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, and the man is in the passenger seat. They are both smiling and looking towards the camera. The background is a blurred green lawn, suggesting the car is in motion.

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Before Jaguar There Was the S.S. 90

A summary by Ray Newson

Still under the Swallow Sidecar banner, the **S.S. 90** sports car was introduced to the public in March of 1935. Built on a shortened frame borrowed from the S.S.1 Roadster, this two-seater sportster was considered the most beautiful car produced by S.S. Cars Ltd so far.



1935 S.S. 90 - By Swallow Side Cars Ltd.

Continuing with the bold radiator shell, large headlights and the long multi louvered hood of the S.S.1 Tourer, a trend was started for Jaguar sports cars yet to come. The prototype was delivered with a rounded tail, housing the spare wheel and gas tank. The more cost efficient production model however had the spare wheel mounted upright with the exposed gas tank behind it.



S.S. 90 prototype



S.S. 90 production model

The body was aluminum paneling over a wooden frame with hand formed fenders. The car was powered by a 2.5 liter, 2663cc six-cylinder engine with (2) R.A.G carburetors producing 70 bhp, the same engine that had been used in the S.S.1. With a 4-speed gearbox, synchronized in 2nd-3rd-4th, the car weighed in at 2250 pounds.

(continued next page)

Before Jaguar There Was the S.S. 90 *(concluded)*

A summary by Ray Newson

The seats, although nicely upholstered in leather, were a little cramped, as was the interior in general, although the gear shift and hand brake were well placed and instrumentation was adequate, as the British say, 'it ain't a sports car unless it hurts a little'.

The S.S. 90 was capable of 0 to 60 mph in 17 seconds; it could cover a standing $\frac{1}{4}$ mile in 20.5 seconds and attain a top speed of over 89 mph. (This starting Jaguar's trend of hinting at the vehicles anticipated top speed in the model designation, i.e. - S.S. 90) Gas mileage averaged about 19 mpg.



Jaguar S.S. 90



Note the S.S. symbol and 90 on the light bar

The original cost of the S.S. 90 was £395 and a total of only 22 cars were made plus the prototype. Production ended in November 1935, making way for the SS Jaguar 100 to follow.

Thanks to Ray Newson

All About Judging on Jaguar Day

(a beginners guide to judging our Jaguars)

With the Ottawa Jaguar Club's annual **Jaguar Day** only a few weeks away, (Sunday July 27) it's time to think about having your Jaguar on the field as a display model at this event or have it judged against similar models for cleanliness and condition, inside and out.

We all like to show what's special about our particular Jaguar(s) and be recognized for the effort that we all put into maintaining them.



Since leaving Jaguar Clubs of North America, we have adopted a much more relaxed approach to judging our cars with a focus on Cleanliness and Condition as opposed to very detailed originality along with cleanliness, condition and how it left the dealer's showroom.

The Judging categories and Awards are based on:

Best Classic Jaguar (1999 model year and older)

Best Modern Jaguar (2000 model year and newer)

Best in Show (all judged Jaguars).

Additional Awards are presented for; **People's Choice, Oldest Jaguar in Show** and **Jaguar Driven Farthest to Attend**. These last three categories include all Jaguars on the field, both judged and show only.

The benefits of having your car judged, besides the opportunity to win an award and the bragging rights that come along with it, you will find out how others view your car and what areas you might focus on to improve your car for future events and award opportunities.

Don't forget; the Ottawa Jaguar Club's annual **Jaguar Day** is Sunday July 27th at the Cumberland Heritage Museum in Cumberland, just east of Ottawa. The cost to have your Jaguar judged is \$20 per vehicle, includes lunch for 1 person.

If you do intend to have your Jaguar judged, or are interested in being a Judge at this event please notify our club secretary - Bonnie Newson ottawajagclubsecretary@gmail.com .

Ray Newson

Jaguar Jottings

Editor/Publisher: David Seabright

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 23rd 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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Full Page \$25/month, or \$250/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 Editor and your cheque to the treasurer, or e-transfer to:

ottawajagclubtreasurer@gmail.com

Jim Butcher, OJC Treasurer

1020 Rick Hansen Cresc.

Greely, ON

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As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Your Membership will be verified by your Membership card at time of purchase.

Jaguar Hunt Club — Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, receive parts at cost plus 15% and 10% off labour. (some restrictions apply).

Stinson Fuels — 4726 Bank St., offers a 10% discount on any kind of specialty oil.

CAA-North & East Ontario—You will receive a group discount based on your CAA membership level. See our OJC website in the Member Information Section for more information and membership application. ***Our discount is based on a minimum of having 10 members subscribed.***

Don't forget, CAA membership includes much more with many discounts on Hotel stays, vehicle service and more. Members also enjoy 3¢/L discount on fuel at Shell Service Stations.

Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page. If you have Facebook, just search for 'Ottawa Jaguar Club'



Advertising in Marketplace is free to OJC members, \$20 to non members.

Ads run for 3 months. Contact the Editor with your advert (ottawajaguarclubjottings@rogers.com)

Forward payment to the OJC Treasurer or e-transfer to:

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

JAGUAR

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RETAILER
2023/2024



At Jaguar Land Rover Ottawa, we are proud to have been awarded the 2023/2024 Award of Excellence, recognizing our outstanding achievements across all areas of our business, including our exceptional service operations. Additionally, we have been certified as a J.D. Power 2024 Dealer of Excellence, reflecting our commitment to delivering the highest standards of luxury, performance, and customer care.

2025 F-PACE



DRIVE WITH DISTINCTION

Whether you're exploring the refined elegance of the Land Rover lineup or experiencing the dynamic capabilities of the Jaguar F-PACE, every moment with us is designed to be exceptional.



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