



Jag Jottings

November 1999

Executive:

President: Paul Davis
Vice President: Ricarda Smith
Secretary: Stewart Robertson
Treasurer: Roger Gough
Membership:
Ernie Bayliss 824-5448
Activities: Yonn Robin
Concours Chairman:
Paddy Robertson
Technical Advisors:
Ted Powell 722-9397
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Jag Jottings is the monthly publication of The Ottawa Jaguar Club and represents the opinions of those who input articles and not necessarily those of the Club. It is produced for the information of its members and welcomes your participation.

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Next Meeting
The Xmas Party
December 3rd



**Late registrants
for the Xmas
party must
contact Yonn
Robin at 233-
5560 ASAP**

Notes from November Meeting

By Paddy and Stewart Robertson

The meeting began with Paul Davis introducing David Monahan, Curator of the Land Transportation Collection at the National Museum of Science and Technology.

Dave has been the Curator for ten years and is in charge of anything to do with transport – railway equipment, motor-cycles, automobiles, public transit, bicycles, sleighs, carriages, snowmobiles. There are 110 vehicles in the collection at the moment.

While everyone takes it for granted, we seldom sit back and examine the role the wheel plays in our society. Trying to establish a basis for a collection that will enable future generations to examine the development and impact of machines on Canadian life. As the curator, he is responsible for the development of the collection including engines, power plants, etc.

The theme that the six curators work on is the transformation of Canada and the role that science and technology have played. The Museum is unique in Canada; the only institution of its type that has taken a comprehensive view of the subject. The museum was founded in 1967, influenced by Dr. Baird. It tries to tell the Canadian story of transporta-

tion. They have an excellent library of trade material, books and literature for everyone's use.

The oldest vehicle in their collection is an 1857 Seth Taylor steam car, which was repatriated from the United States. It was built in Stanstead, Québec and recovered in the 1950s by an American, Mr. Stuart, who restored it as best he could. It has the original chassis. The car has no breaks, but it does have rack and pinion steering and differential gears.

The museum has an extensive bicycle collection from which you can understand "technology transfer"; i.e., without the bicycle, we would never have had the automobile! Dunlop and Michelin both developed pneumatic tires for bicycles. They were the first vehicles to introduce "model years". After many permutations, the basic modern design was arrived at in 1885 and has remained much the same since.

Early motorcycles relied heavily on the design of bicycles. The evolution then came from motorised buggies to automobiles. The depot, or station, wagon used to carry passengers and baggage to the train station. The Model T was the car that changed the automobile industry. Large numbers were produced in Canada.

Ricarda Smith thanked Mr. Monahan for his excellent presentation and slides.

Activities – Yann Robin

The Colour drive was on October 17th. Five cars went up to Shawville, we all had lunch and travelled back to Ottawa via the Quyon Ferry and Fitzroy Harbour. A lovely day.

On November 7th, several members joined Hill Goldberg at the Capital City Diner for the once-a-month All British Breakfast. There were many more people there than planned for, and Hill had lots of door prizes on hand. CJOH-TV filmed some of the cars and there was a 30-second spot on the 6th o'clock news. The All British Breakfast will be on the first Sunday of every month.

Christmas Dinner – If the costs exceed \$25 per person, the Club will pay the balance. Yann will look into whether the room is licensed and what is required to get a license. The party is scheduled for 7:00, with dinner at 8:00. Ed Theoret volunteered to bring a CD player, and several members offered Christmas CD music. A sign-up list was passed around.

Executive Reports

Vice President – Ricarda Smith

She spoke to Dave Monahan after his presentation this evening and verified that the Club could arrange a viewing of the Museum's warehouse.

Secretary – Stewart Robertson (not present)

Treasurer – Roger Gough

The Club has \$3,575.25 in the bank.

Membership – Ernie Bayliss.

Dues should be paid by December 31st - \$50.00, \$55 after January 1st. There are currently 64 members.

Miscellaneous

Phil Karam demonstrated a wire stripped he picked up at Princess Auto for \$3. It was quite impressive.

Remember to bring the ballots for the NE District elections to the Christmas Party. They are in the latest Jaguar Journal. The address label on the magazine peels off and sticks to the ballot. We can mail them all in at once, saving significant postage costs.

Jack Buchanan received a beautiful trophy at the Renfrew car fair. He met a fellow with a 1933 Austin 10, who is looking for a valuation. Ed Theoret said he'd let him know who could do it.

Elections

Paul Davis asked for nominations from the floor.

Concours Chair – Bob Hiland has volunteered to head up the committee. He will be

assisted by Paddy Robertson, Barb Woods, Ed Theoret and Michel Lalonde.

Chief Judge – Harry Brownell has consented to take on the position for another year. His name will be added to the masthead of the newsletter.

Newsletter Editor – Jim Walker volunteered to take on this job.

Membership Director – Ernie Bayliss is stepping down after many years. Harry Brownell volunteered and was handily acclaimed.

Activities Director – Yann Robin agreed to a second term, with everyone's thanks.

Treasurer – Roger Gough kindly agreed to continue for a second term.

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Market Place

This newsletter accepts advertisements in good faith but we suggest it is your best interest to make every effort to check offers personally.

For Sale: - 1988 Souvergn. 140KM, brown, in good shape. Asking \$7,000. Call Frank Manitta - Wk - 736-1441, - Hm 521-7251

For sale: 1983 Vandenplas - 4 door - black with tan interior - excellent tires - new battery - clean - \$10,000 cdn - US title. - call Phil Tarbell - 518-358-3044

MORE ADS MORE ADS - As a member, this space is free to use if you wish to sell any of your vehicles.

Secretary – Paddy Robertson nominated Guy Larabie for the position. Barb Woods seconded the motion. He was elected by acclamation. (Guy was not present, but had told Paul that he was willing to stand for any executive position, but not to do double duty. Therefore, he will now take on Secretary and pass Newsletter Editor duties on to Jim Walker.)

Vice President – Graham Smith nominated Wendy VanderMeulen for the position. Ray Redshaw seconded the motion. Carried by acclamation.

President – Wendy nominated Nishika Sardana for the position. Barb Woods seconded the motion. Carried by acclamation.

Ricarda Smith thanked Paul Davis, on behalf of the Executive and the members, for holding the position of

President for two years and doing such a good job. Paul in turn thanked everyone for their participation in the Club, and especially Michael Bell and Jaguar Ottawa for their strong support of the Club.

More Miscellaneous

Barb Woods moved that Michael Bell and his wife be invited to the Christmas Party at the Club's expense. Wendy seconded the motion. Carried.

Wendy reminded everyone about the traditional gift exchange at the Christmas Party (bring a gift if you would like to receive one – about \$10). Paul suggested we pool the money for a charity. Roger Gough suggested doing both. There will be a bowl put out for donations to the Snowsuit Fund.

Rob Dunlop sent greetings via e-mail from Berlin, wish-

ing everyone a merry Christmas and a great 2000. He'll be back in Ottawa in 2001.

We are looking for a new address for John and Evelyn Carr (in Kelowna, BC). If anyone has it, tell Paul Davis.

Car Badge project – Harry Brownell brought a sample from the Antique Auto Club. It is quite impressive and cost only \$15 a copy. Guy checked out a company in Aylmer which could put together one for about \$30. Harry will get more information for the next meeting.

We have received back the signed Trademark Agreement for the Club logo from Jaguar Cars.

The newsletter is not on the website but is e-mailed. If anyone has a new e-mail address, advise the Editor.

It's all about market share.

By Guy Larabie

As an Economist and Statistician I cannot help being fascinated by a graph or a chart whenever I see one in a publication.

Last week I was at the Doctors office when I came across an article in a waiting room magazine. Oddly enough, the magazine was not ten years old and contained interesting

statistics for **world wide sales in 1998**. You will understand that this peaked my curiosity. I quickly took out pen and paper and made a few notes.

I have simplified the graph and listed the top 10 **world-wide** sales rankings in the following table:

GM (including Opel, Holden, Vauxhall, Saab and interests in Isuzu and Suzuki) 16.4 %

Ford (including Jaguar, Aston Martin, Volvo and interests in Mazda and Kia) 13.0 %

Toyota 9.1 %

Volkswagon (including Audi) 8.0 %

Chrysler 7.5 %

Honda 5.8 %

Fiat 5.4 %

Nissan 5.3 %

Peugeot/Renault/Citroen 3.9 %

Hyundai 2.3 %

Total 76.7 %

The remainder of about 23.3 % is taken up by a number of well known European and Asian marques (in no particular order) such as Mercedes, BMW, Porsche, Rolls Royce, Austin, Rover, Daihatsu, Mitsubishi, Subaru, Suzuki, Deawoo, Alfa Romeo, Lamborghini and other similar Exotics.

It should be noted that this does not include truck sales. While this may seem in- consequential to some, it isn't.

Consider the number of Chrysler " Magic Wagons" or Ford Windstar minivans on the road. These are all classified as light trucks, and so are the ever popular SUV's. With all the Cherokees, Blazers, Broncos, Durangos that populate shopping centre and country club parking lots these figures may not tell the whole picture. And speaking of trucks, did you know that the Ford F-150 Pick up is the most popular vehicle in north America? Dodge and GM

aren't far behind in this category either.

If we factored in truck sales, the **big three** would quickly gain a few percentage points. Manufacturers such as Toyota and Nissan would also benefit.

So now you know. Let's see you at the next breakfast meeting.

Let the debates begin!

Tip of the month

by Walt Osborne

Spoke wheels are both neat and neglected. Nearly all spoke wheels, which are original equipment on Jaguars, are of the 52 mm Rudge Whitworth Spline drive type. They require some maintenance, especially the splines.

The splines should be cleaned periodically and re-greased. If you wait too long to re-grease the splines- the lubricant dries out and the wheel may even become stuck on the splines. If this happens, use penetrant and patience.

Probably the best penetrant is kerosene or diesel oil (referred to as paraffin in older manuals). Jack the car up, block it, and remove the knock off nut. The wheel will usually move a little bit but will not come off. Soak the area between the wheel and the hub splines with penetrant. Move the wheel around for a minute or two and keep the splined area wet with penetrant.

Be patient and do this often over the course of a day or two. Do not force the wheel off by beating on the back side. Usually after much soaking, patience, and wobbling the wheel around, it will come off.

After it is off, clean the internal wheel splines and the external hub splines thoroughly and examine them. You will notice a wear pattern on the hub splines particularly. As the splines wear- they allow the wheel to work back and forth- accelerating the wear until either the wheel splines or the hub splines give way on hard braking and strip the splines- the wheel turns on the hub. Now, the wheel spline and hub spline must be replaced.

It is better to replace, before the spline strips, than after. The question arises- how much wear is acceptable? The generally accepted gage is when the hub splines become sharp on the peak, they are worn out (new splines have a flat area on the peak about .010 to .020 inch

wide). Compare the large worn area of the spline to the small unworn portion.

If you have been doing your maintenance and kept notes and/or remember how it was, you can get a feel for the rate of wear. If the hubs are cleaned and re-greased periodically (often enough) and the knock offs are tightened sufficient time- nearly forever! Drive your car often, daily or at least weekly if possible.

This Tip Service is provided by Walt Osborn and his company, Vintage Jag Works. Address: 1390 West Hwy 26, Blackfoot, Idaho 83221 USA Phone: (208) 684-4767, Fax: (208) 684-3386 Email: mailto:walt@vintagejag.com Internet: <http://www.vintagejag.com> Accepting VISA, MasterCard, American Express, Discover. Please direct any requests to subscribe/unsubscribe, questions or tips to Ray at mail to ray@vintagejag.com

President's Message

By Paul Davis

November is the month of remembrance. A month to especially remember those who fought and died so that we can enjoy this great country and all that it has to offer. Among our membership are several veterans and serving members who, on behalf of the Club, I'd like to take this chance to thank very much for their past and continuing efforts.

I'd also like to remember the many great events in which our membership participated over the last two years while I have been President. The assistance show me and all others in the Executive was much appreciated.

Over the last month, several were able to take in the last couple of driving events of 1999. Our Colour Drive on October 17th was up to the Pontiac region of Quebec. We had 4 Jags and 8 members out on a threatening day (but not a drop fell!) for the drive up to Shawville for lunch at the Kountry Kitchen. Instead of coming back the same way, we took the Quyon-Fitzroy Harbour ferry across the Ottawa River and cruised back through Kanata. A good outing and, for many, the last chance to exercise their cats.

Also, on November 7th, a group of OJC members togeth-

er with 4 Jags met at the Capital City Diner for the British Breakfast. This event has been going on for some time and will continue throughout the winter on the 1st Sunday of the month. Many were there from several British car clubs and the event was filmed by CJOH for inclusion, as a short clip, in the evening news. I watched the clip and could only see one Jag that made it past the editing floor - Yann was seen pulling out of his parking spot!

Our November meeting was very well attended. The meeting led off with an excellent presentation by David Monaghan of the National Museum of Science and Technology. He is the Curator of Land Transportation and gave us an hour long slide show and discussion on the Museum's collection of not only land transportation devices but also literature and brochures relating to them. Many suggested that we should schedule an event next year to visit the Museum and take part in a tour of the collection.

The latter part of the meeting centered on the election of the Club's 2000 Executive. Starting on January 1st, your new Executive will consist of:
President: Nishika Sardana
Vice President : Wendy VanderMeulen
Secretar y: Guy Larabie

Treasurer: Roger Gough
Membership: Harry Brownell
Activities : Yann Robin
Concours Chair : Bob Hiland

In addition, elected as **Newsletter Editor** was Jim Walker and continuing as **Chief Judge** is Harry Brownell. As the outgoing President, I'd like to thank all those who ran for positions and extend best wishes to those elected to our new Executive. It's especially rewarding to see new members getting involved in the running of our Club.

Also at the meeting, Paddy announced that we have a date and location for our 2000 Concours d'Elegance. It will be held on **Saturday , June 10th** on the grounds of the National Museum of Science and Technology (at the base of the rocket). Roger reported that we are still in the black with \$3,575.25 in the bank. Ernie reported that we have 64 OJC members. As well, Harry is still looking at a better price for an OJC car badge and hopefully, he will know more by the Christmas Dinner.

Our last event of 1999 will be this Christmas Dinner. Note that I wrote Dinner as the plans are to have a sit-down meal similar to our March Dinner. It seems our Club has become large enough that a Christmas Party at a private



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house is now very difficult to run. Although I'll miss the more informal nature of the private parties, it's very good to see we've grown large enough to require a larger meeting spot.

As I write this, Yann is busy

arranging for the Christmas Dinner. The plans are to hold it in a banquet room at the Hampton Inn (southeast corner of Coventry Road and the Vanier Parkway, next to the Ottawa Lynx baseball stadium) and have it catered by Capone's. At the meeting, we

chose a main course of turkey (it's Christmas after all!) which will cost approximately \$25 per person including taxes and tips. It will be held on

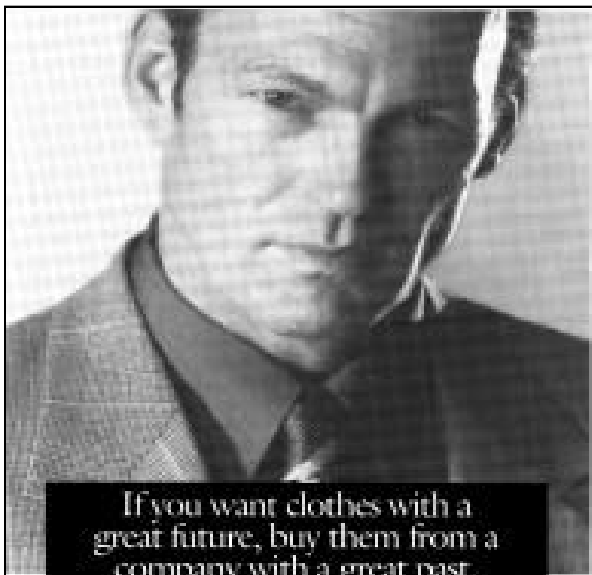
Friday, December 3rd to start at approximately 7:00 PM. and will be BYOB. As in the past, we plan to have an exchange of "recycled" gifts. Again we will operate on the "bring a gift/ get a gift" principle. In addition,

there will be a bowl into which you can place some money that will be given to the Snowsuit Fund on behalf of the Club.

When you come to the Dinner, please remember to bring (a) your completed 2000 JCNA Ballot (found in the September/October Jaguar Journal) and (b) a cheque for \$50 to cover your 2000 OJC membership dues (as in the past, the dues will be \$55 come January). See you at the Christmas Dinner and remember that our first meeting of 2000 will be held at Capone's on **January 10th**.

As this will be my last President's Message, I'd like to say thanks to all of you who have served on the Executive with me over the past two years and to all the Club members who have made the Ottawa Jaguar Club the Club it is today. I'd also like to especially thank Michael Bell and the staff of Jaguar Ottawa for all the support they have shown to the Club and its members.

Cheers!



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