



Jag Jottings

February 2000

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Technical Advisors:

Ted Powell 722-9397

Ron Sierolawski 729-9489

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.

General information:

Ron Sierolawski

351 Island Park Drive

Ottawa Ont.

K1Y 0A6

Phone 729-9489

Editor: Guy Larabie

445-2173

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Next Meeting
Feb 14th
(Valentines day)
Bring your Spouse

A meeting of the Concourse Ctee will
be held after the regular meeting.



Guest Speaker
Shannon Lee
Manion

President's Message

January 2000
By Wendy
VanderMeulen

We are well on our way into the new year by now and it's turned out that it is just another new year. Contrary to popular opinion, I believe that the new millennium does not begin until next year – which, of course, means that we can have a REAL millennium party this coming December 31. We shouldn't have a problem finding a venue for some festivities seeing as everyone else did theirs last year! How's that sound to you? I would like to think that my term as President will be full of new ideas and opinions a little against the mainstream. First of all, for the first time, the Club has a female President. I'm not sure that's anything to be proud of, but it is against the mainstream of what the Club's done since its inception in August 1985.

A new year. A new executive. A female President! For those of you who don't know me, let me tell

you a little bit about myself. My name is Wendy VanderMeulen. My partner (spouse, husband, the guy I live with) is John Charman. We have two Jaguars, a '94 Sovereign and a '95 red, XJ-S convertible. We've been members of the Ottawa Jaguar Club for 12 or 13 years. In the past, John has served as vice-president, President, and Concours Chair. I have been Activities Director twice.

In the real world, I work at several different things, but there are two jobs I actually get paid for. First of all, I'm the Office Administrator for a small, private consulting firm in Ottawa. This is a job-share position and I only work alternate days at it. On the other alternate days, I'm an Independent Travel Contractor, working out of home. I enjoy both my jobs, although I prefer the travel one, because I work at home and don't have to get up at an ungodly hour to get to work.

Outside of that, we keep very busy with modern square dancing; not only do we dance 4-6 times a week, we are co-chairs of an international square dance organization called LEGACY. I do a Newsletter for the clubs we call for, and we're organizing a weekend clinic for new callers and a new Club. And now I'm President of the Ottawa Jaguar Club. Thank GOODNESS I don't have any kids!!!

Anyway, back to the new year, new executive theme. What I'd really like to see is the Club become a group that everyone wants to be actively involved with. I'm not sure exactly how to go about doing that. For that, I need your input and your ideas. We all have different ideas of what we expect from the club what it can do for us and what we can do for it.

I'd like to hear from you so please e-mail me at wendyv@sympatico.ca, phone me at 613-833-3543; fax me at 613-833-

0553; or mail me at 1255 Millburn Crescent, Cumberland, ON K4C 1C9. Let's use this new year to rejuvenate the club. Let's get our members interested in the Club, not just for the discount they get at Campbell Jaguar, but for what the Club does and what happens when we get together whether it's at our monthly meeting or one of our social activities or our annual Concours.

A lot of what we've done in the past is activities and, as we are a social club, that is and should remain a large part of what we do. I would like

to remind everyone that we have an Activities Director, Yann Robin. If you hear of something going on somewhere that you think would be of interest to the Club, discuss it with Yann. If it conflicts with an already-scheduled Club activity, well ...maybe we can do it next year. If it doesn't, Yann can mention it at the next Club meeting to see if there is interest in participating. Too many times, our meetings turn into suggestions of things to do from half the members. Yann is our Activities Director; it is his responsibility to coordinate Club activities.

So, to start things off with a bang, I would like to see EVERYONE out to the February meeting. That would be different! With everyone there, we might get some ideas of what to do with the Club for the remainder of the year.

You will have seen on the cover page, that we have a speaker, Shannon Lee Mannion. Shannon is a writer, photographer, and broadcaster in the automotive field. She is sure to have some great stories about people she's met, places she's been, events she's covered. See you there!

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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.

On the Auction T rail

By Guy Larabie

In mid- January Phil Karam and I decided to head down to Arizona to catch a few of the big auctions being held in the Phoenix/Scottsdale Area.

We first drove to Windsor so that we could pre-view the Detroit International Auto Show before catching our Cleveland to Phoenix flight. On our way to Windsor we dropped in on the RM auto restoration facilities in Chatham Ontario.

This widely renowned shop is now located in expansive new facilities only a few miles from the QEW. We were quite surprised when we walked in and saw 7 brand new 1993 XJ-220 on the display floor.

After some discussion with the company controller, we found out the Rob Myers (RM) had in a sense cornered the market on new 1993 XJ-220's by buying the remaining Jaguar inventory. They are now all

for sale at around \$ 250,000 U.S. You can put your order in any-time !

It is interesting to note that these cars are now legal to drive in the U.S.A and in Canada. For a number of years both Jaguar and Ford tried unsuccessfully to get these cars "federalised" but to no avail. Fortunately, Bill Gates got into the picture as he had always admired the cars and wanted at least one for himself. With his "connections" this was enough to get a special dispensation for the cars as special collectors items, allowing them to be driven a maximum of 2,500 miles per year. Thanks to Bill, the cars are now available for sale to the public.

While at RM, we also saw about 60 restored cars, including a lightweight E-type, as well as several cars undergoing partial or total restorations. Their facilities are really top rate and their work exceptional! If you

can afford it, I would not hesitate to recommend them for your own restoration projects.

The next day, we drove to Detroit and visited their famous auto show. There were a very large number of "Concept Vehicles" including a fabulous Jaguar F-Type. This car was a real surprise on Jaguar's part as no one was expecting Jaguar to unveil anything. It literally stole the show!

Size wise, the car is marginally larger than a Mazda Miata, being about 6 inches wider and maybe a foot longer. Style wise, it is the direct descendant of the beloved E-Type of the 1960s. While power options have not been finalised, one could expect the new 3.0L V-6 to be a likely candidate.

All other manufacturers exhibited a bevy of Concept Vehicles with Daimler/Chrysler being at the head of the pack, by a wide margin, with an exceptional array of

vehicles ranging from trucks, to SUV's to automobiles and several vehicles that blurred the lines between the aforementioned categories.

After having been thrilled by Detroit, we drove to Cleveland and met up with some friends. All of us then flew on to Phoenix to attend 4 different auctions. The first one we attended was the Kruse Auction on the grounds of the prestigious "The Phoenix Club" host to the PGA Phoenix Open Golf Tournament.

Approximately 800 cars were on the block and I would estimate that 40% to 50% actually sold. There was a solid variety of automobiles but there seemed to be a lack of enthusiasm amongst the prospective buyers. There were a number of cars in the 90 to 95 point range but buyers appeared to be wanting for 100 point cars. I was told by regular attendees that this auction was not as interesting as in previous years.

We then attended the Silver Auction in Mission Hills, a suburb of Phoenix. This company operates mostly in the western U.S. They were running concurrently with the Kruse Auction and had about 500 cars on the block. Again there was a good mix of cars and the level of actual sales seemed to run in the 60% to 70% range. One car of particular interest was a 1953 XK-120 Fixed Head Coupe that sold for \$ 21, 500.

While this was a very reasonable price for this particular model in good to excellent condition. However, for a Canadian bidder, it was not such a bargain given the extra burden of the 47% exchange rate, a 10% bidders premium, the 7.2% local sales tax, transport fees and the ever present 7%GST and 8% PST one has to pay upon entering Canada. Needless to say, neither Phil nor I put in a bid.

We then moved on to the RM sale (the same RM who's shop we visited)

the Arizona Biltmore Hotel. This was a prestigious auction and the site was both elegant and grandiose. The bidding began in the afternoon with collector watches and cameras being offered to a distinguished assemblage of buyers. I believe a diamond studded Swiss watch from the thirties sold for somewhere around \$ 200,000.

Seeing an opportunity, I contemplated consigning my trusty "Timex" but found little incentive as I was told the "listing fee" was \$ 500.00 per item. If anyone is interested in a fine 1950's collector "Timex", that is sure to appreciate, see me at the next meeting. I also have some unique waterfront Florida land for sale.

Finally, we attended the famed Barrett-Jackson Auction. Some of you may have followed this on SpeedVision and are aware of some of the record setting sales that were realised there. I estimate that there were over 1,000 cars for sale.

This is not only an auction but an outright extravaganza of things automotive.

The main auction tent was 300' X 1,200' (roughly 9 acres) and contained the actual bidding ring, an impressive display of classic and antique automobiles and dozens of vendors. There were also three other 100' X 200' large

tents where the more expensive cars awaited inspection by prospective bidders. There were also at least 10 rows of cars sitting under the warm and sunny Arizona sun.

A number of world records were set, mostly for 1955 -1957 Chevrolet convertibles and hard tops as well as for several race cars

including a lovely Ford GT-40, a Porsche racing car and several others. To get a good feel for this event, I strongly recommend that you tune in to SpeedVision over the coming weeks.

Both Phil and I will have some pictures and freebies to pass around at the next meeting. I look forward to seeing all of you there.

2000 Club Executive:

President
Wendy VanderMeulen
1255 Millburn Cres.
Cumberland, ON K4C 1C9
Tel: 613-833-3543
Fax: 613-833-0553
E-mail: HYPERLINK
mailto:wendyv@sympati-
co.ca wendyv@sympati -
co.ca

Vice President
Michael Stott
15 Nesbitt St.
Nepean, ON K2H 8C4
Tel: 613-596-9484
Fax: 613-596-9015
E-mail: HYPERLINK
mailto:
m_stott@neodym.com
m_stott@neodym.com

Membership
Harry Brownell
RR#1
Winchester, ON K0C 2K0
Tel: 613-774-3649
Fax: 613-821-2064
E-mail: HYPERLINK
mailto:brownell@achilles.co
m br ownell@achilles.com

Treasurer
Roger Gough
1289 Turner Cres.
Orleans, ON K1E 2Y5
Tel: 613-837-2464

Secretary
Guy Larabie
924 North Russell Rd.
Russell, ON K4R 1E5
Tel: 613-445-2173
E-mail: HYPERLINK

mailto:guylarabie@igs.net
guylarabie@igs.net

Concours
Bob Hiland
6109 James Bell Dr.
Manotick, ON K4M 1B3
Tel: 613-692-4459
Fax: 613-692-4753
E-mail: HYPERLINK mail -
to:hiland@attcanada.net
hiland@attcanada.net

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Tip of the month

By Walt Osborne

I have been working every Saturday the past month or so on a black series 3 XJ6 that I acquired rather in-expensively. As expected, it is in run down,

decrepit, condition. I will bring it back up to safe operating status and it will become my daily driver.

I drove it to town last week to mail some packages and noted among other things that the

left front upper shock bushing is loose.

Further investigation showed the top bush is completely dis-integrated. The right front shock appears to be an original Girling and the one on the left is a Boge replacement.

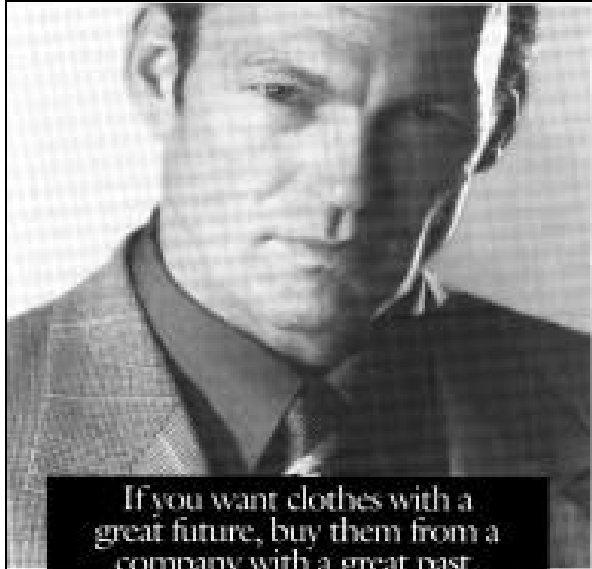
Since I have a pair of slightly used KYB front shocks on the shelf, I decided to replace the front shocks.

This tip involves the removal and installation of the front shock.

These shocks are gas filled and try to stay extended, making them difficult to handle while removing and installing. Remove the top attaching nut (nuts). Tie the end of a piece of wire about 18 inches long (such as tie wire) around the bottom of the shock right above the mounting and below the cylinder. Pull the top of the shock down and collapse it as far as possible and wrap the wire around the top mount stud two or three times and pass the end of the wire between the shock and the wire. This should hold the shock collapsed. The shock can now be removed or installed easily.

Good Luck!

This Tip Service is provided by Walt Osborn and his company, Vintage Jag Works. Address: 1390 West Hwy 26, Blackfoot, Idaho 83221 USA
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