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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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August Meeting

Topic: Defensive Driving

Monday, August 14th
7:30 at Capone's Restaurant
Industrial Road, Ottawa



A pretty impressive lineup! Gary & Kathy Barrett's rare XKSS alongside Merv Clarke's E-Type, Dave Boon's XK150 and Phil Karam's XK120 on the Blainville, Quebec Race Track – see page 3

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Editorial Comment

Not very long ago I spoke with OJC President Wendy VanderMeulen and suggested that she might want to include some controversial topics in her monthly message. Something to break down the shyness of our club members. There's nothing like a little controversial comment to stir up the emotions and perhaps break the silence of the comfortably situated.

Well, Wendy, in her inimitable style, turned the tables on me and, because she and John are away tramping the wilds of Alaska for the month of July, asked me to produce an "editorial" for the August issue of our *Jaguar Jottings* in lieu of the usual President's message.

I thought my first editorial should be on a very positive note – you know, the kind of rambling where it says how nice it is to belong to such a dynamic group whose caring massaging make the editor's job a dream. In all honesty I feel like a dentist who goes to work and does nothing but pull teeth. No fillings, no clear check-ups and no paid endorsements for "Crest" or "Colgate", but most important of all, no input from the staff. *Jaguar Jottings* is an important feature of the OJC and it is one of the many bits of glue that supports the exchange of information for Club members as well as at least endorsing or, at best, enhancing the camaraderie that most members seek. In my previous life in law enforcement

I heard a saying that may fit this little piece. It was about the F.B.I. and originated with a member of the Bangor, Maine, police department. He said, when talking about the exchange of information, "the F.B.I. would give you an apple for an orchard any day of the week."

If our *Jottings* is to reach the "orchard" status, I need more apples from you. You can telephone, fax, e-mail, write or simply pass on comments verbally but you must communicate if the newsletter is to be meaningful. Our July meeting was a good example of the kind of information that is of interest to most members. With the "no show" of our guest speaker, President Wendy

opened up the floor and asked that perhaps the discussion might centre on technical experiences that would benefit those members having similar problems. The discussion on "tires" alone could have filled a complete issue of *Jottings*. While I believe that these kinds of discussions are important in an open forum like our meetings, I also think there is a wealth of similar information that could be shared through the newsletter and I implore you to send me your apples, sweet or sour.



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Our Apologies!

Publishing, being an inexact science, can often get the editor in hot water. Such was the case with **Raymond Redshaw** who complained vehemently that the photo in the July edition of the OJC *Jaguar Jottings*, next to the one of him receiving his 1st in Champion class, was not his Mk II 3.8. Furthermore the photo of his car on page 6 was a rear shot only and did not give the vehicle or Mr. Redshaw the credit they deserved. Unfortunately, we cannot locate a good photo of Ray's car on the day of the Concours. Has anyone seen one?

Yet Another ... In July's *Jottings*, the Concours results posted on page 6 included an error: In Class D-1, Phil Karam's 9.804 pts. should have earned him a 1st place note. Sorry, Phil.

Vintage Jags and the Canadian Grand Prix

by Dave Boon, OJC

Early in May, a few members of the Ottawa Jaguar Club received a phone call from Karen Miller on behalf of the Jaguar Clubs of North America. Karen has been active with the JCNA for decades and is currently the Associate Editor, Clubs, for *Jaguar Journal*.

Karen was looking for some volunteers who had vintage Jags to appear at a press affair at Blainville, Quebec on Thursday June 15th to help celebrate and honour the recent re-entry of Jaguar into the prestigious world of Formula 1 racing.

Merv Clarke and his Series 3 OTS, **Phil Karam** with his XK120 Roadster and me with my XK150 FHC willingly accepted her offer to appear at what sounded like a most interesting event.

I had carefully explained to Karen that my 150 was not a show car but she quickly assured me that neither "prima donna" show cars nor their owners were wanted. For this event they wanted cars that would be

employed, even if it rained, and owners who were game to let other responsible drivers pilot the cars, with verve, on a small one mile circuit that was to be laid out for the event.

The prime "responsible" drivers were to be the two Jaguar F1 drivers, Eddie Irvine and Johnny Herbert, who were to be flown in by helicopter, and who would give short spins around the circuit to Jaguar's guests.

In action, along with our three Ottawa cars, was an historic XKSS, one of only 16 made. This million dollar car was hauled to our Hilton Hotel/Laval base by Gary and Kathy Bartlett of Muncie, Indiana. The Bartlett name will be recognized by anyone who has been involved in refurbishing the interior of their Jaguar. Gary's XKSS is not a "trailer-Queen" and on that

Thursday morning it received a good wringing-out by both of the F1 drivers. For added insight on the "circuit" activities please talk to Kristine Clarke, Merv's



Merv and Kristine Clarke and their Series 3 ready to tackle the one-mile Blainville circuit

daughter and a Jaguar enthusiast, who had quite an experience.

At the same time, Jaguar had a group of their current production cars readied to give the guests a trip around the high speed oval. These cars were driven by pro-drivers and every few minutes a load of three press people, equipped with crash helmets, were given a 150 mph tour of the four mile track.

A large tent had been set up and the caterer had prepared a delicious morning meal prior to our arrival at the track. My wife Frances commented that this was the first time she had ever breakfasted on caviar!! Not bad for some Ottawa Valley folk!! The mornings activities ended with an equally sumptuous luncheon and the press people in attendance then started to make their way home.

Events Calendar

July 28-30	Granby International, Granby, Quebec (incl. Flea Market)
Aug 13	Aylmer, Quebec Auto-Show / Swap Meet
Aug 20	Place d'Orleans Car Show
Sept 15-16	British Invasion, Stowe, Vermont
Sept 17	Bronte British Car Show
Sept 24	Y2K Northeast Regional JCNA Slalom, Springfield, MA

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At that point, Chris Gilson of Jaguar, who oversaw the occasion, advised us vintage-jag owners that since Jaguar had arranged for the use of the track facilities for that full day, as soon as all the other guests had departed we could play on the slow track or the high speed oval. The slow speed track was a two-lane oval that ran around the outer circumference of the four-mile high-speed track. It was longer than four miles but not as fast as it was unbanked. The straights were at least a mile in length which would have allowed for a good head of steam but the organization that manages the track facilities, PMG Technologies, had installed a set of chicanes at intervals on the straights in order to slow up the traffic. We had all tried the slow oval with our cars and it was fun but we were more anxious to attempt the high speed track with its highly banked turns.

Phil Karam and I had an idea as to what to expect, as we had a turn at being chauffeured around the high speed track by the pro drivers, who would almost scrape the outer guard-rail at a 45 degree angle while travelling at 150 mph.

As soon as the track was cleared for our use, we three Ottawa owners fired up our engines for our turn to play. In the meantime Gary Bartlett had loaded up his treasured XKSS in order to prepare for an early departure to Muncie.

Phil and I were first out on the track. I've had my XK150 wide open on other occasions, mostly

on Highway 7, but was always wary of the presence of the OPP. Here on the four mile oval, with no other traffic, I could go fearlessly as fast as the 43 year old car could manage. I had pumped up the 16 inch bias ply tires to 32 lbs. but had left the car "dirty". It still had the wing mirrors mounted and the door windows were down, but the old 3.8 engine pumped out enough HP to get me up to 4400 RPM in OD which calculated out to about 115 MPH. "Autocar" magazine of 1958 states that the top speed then approached 130 MPH.

Meanwhile, Phil was enjoying running his 120 at speed and I'm sure the spectators got a nudge of nostalgia seeing him race by, à la Sterling Moss.

Merv Clarke wasted no time in putting his V12 to task and as he booted it up through the gears on the one-mile long back straight he ran it to the red-line in second and third, but felt satisfied when he shifted into high, to loaf along at 120 MPH!!

However the Series 3 didn't stay long on the big oval. Merv, who was keeping a good eye on the instruments, noticed an alarming sharp drop in the oil pressure.

As soon as he neared the pit entrance he left the track and

coasted into the pit area, with the oil pressure gauge showing almost zero. He decided it would be best to simply let the engine cool down a bit before making any decision as to his next step. After a lengthy cool-down period and an hour of worry, Merv restarted the engine and found the oil pressure had returned to normal. The diagnosis was that because of the high RPM's, and the subsequent high oil pressure that was created, the oil pressure relief valve had been pushed further up in its bore than it had ever been before and had stuck, even against the pressure of the return spring. When the engine had cooled down sufficiently the spring was able to pop the valve down to its normal position.

In the interim both Phil and I took turns burning up the four mile high-speed track in one of Jaguar's supercharged XJR's

which had been placed at our disposal.

Phil was first on the track, and after watching him scream by at speed, I waited until he came into the pit area, and climbed into the

passenger seat beside him. I believe that he might have felt a bit uncomfortable having a passenger, but if he did it didn't seem to slow him down. While we were going down the



Dave Boon with the rare XKSS

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backstretch I heard a buzzing noise from the dash and asked Phil what it was. He answered quite nonchalantly that it was the car computer alerting the driver that the car was at its maximum speed -- 150 MPH!!

When my turn came behind the wheel of the XJR, I carefully eased it onto the track and accelerated into the #1 turn. The curves had the radius of a fishbowl, but I didn't have enough nerve to go any further than half way up the radius. The car ran effortlessly around the almost one mile curve and in the back straight it accelerated easily up to a point where it almost seemed to hesitate, that was when the buzzer sounded. The computer wouldn't allow the car to go faster, even though it felt easily capable of gaining more speed.

I put on about four full laps at speed and rang the buzzer every time on the back straights. I was reluctant to go full throttle down the front straight as there were still many spectators and track personnel trackside and I didn't want to put them at risk.

The Blainville activities ended soon after and we all returned to the Laval Hilton. Later that evening we were escorted to an Italian restaurant for dinner, courtesy of Jaguar. Thus ended the most exciting day of our stay.

For Friday, Saturday and Sunday, Jaguar had a mini-bus for our use and it transported us to a VIP parking area just across the walkway to Isle Ste. Helene.

On the Friday visit to the track my wife and I took some time in the morning to wander around the facility prior to heading to the grandstand seats that Jaguar had provided for us. We visited the pit area where the New Beetles, the Formula 1600, and the cars in the Ferrari Challenge were being serviced.

In the afternoon we joined Merv and Kristine Clarke and Phil Karam in the grandstand to watch the Formula 1's practice until it was time to go back to our bus. On Friday night, Phil brought his two sons, Victor and Vincent, and his wife Fadia to Laval while Merv's wife Lise also arrived.

Saturday saw the men going to the track and the ladies, Frances, Kristine and Lise going on their own little shopping ventures.

On the big day, Sunday, we were all lined up to leave at 8:30 am and had a full bus load of about 15 to make the swift trip to the track. We went under that same viaduct that collapsed on highway 15, but one hour before the tragedy.

The crowd was humongous, a reported 105,000!! Every grandstand seat was filled. The general admission spectators were ten deep along the fences. The vendors were selling their overpriced products, particularly beer and earplugs, to long line-ups of purchasers. The port-a-potties gave off foul odours but there was always a continuous and lengthy line-up in front of each one.

Nevertheless, when "O Canada" was played the crowd was electric with tension. The sight of the pace car with the long line of F1 cars behind brought the crowd to its feet, and they rarely sat down for the next five or ten minutes.

The race was a runaway for Ferrari. The crowd favourite, Villeneuve, had clipped Ralf Schumaker in the hairpin turn, near where our seats were, and ended up 15th. "Our" Eddie Irvine finished 13th.

The rain that started later in the race made life a little unpleasant, but after the race had ended and we made our way back to our transportation, we all gave thanks to Jaguar for a memorable five days, something that will be, for most of us, a once-in-a-lifetime event!!!



Jaguar's F1 driver Johnny Herbert autographs a photo for Phil Karam as Dave Boon waits his turn

Interesting Web Site

www.jag-lovers.org

Check out this site – there's lots of information, pictures and links to great sites dedicated to Jaguars.

Tip of the Month

Oil Leaks on the S-1, 2, 3 XJ6

On my 1984 XJ-6, I've had an on going oil leakage problem from the cam cover gaskets and the front crankshaft seal. On the cam cover gaskets, we've come up with the best solution so far. New, aftermarket cam cover gaskets of thicker design are now available. They are thicker and more resilient than the stock black gaskets. This time I used black RTV sealant called "Right Stuff" from Loctite Corp. as gasket dressing on both sides of the gasket.

Clean the metal surfaces with either lacquer thinner or brake cleaner. Rub them dry and apply "Right Stuff" sealant (a small bead) to the gasket surfaces of the cylinder head and the cam cover. Also clean the copper

sealing washer surfaces on the cam cover. Use new copper washers or anneal the old ones. Put "Right Stuff" on the washers. Now put it all together and torque to factory specifications. DO NOT OVER-TIGHTEN! You should see a little bit of black RTV sealant squeeze out of all joints. Wipe off the excess so it looks neat and clean and let it sit for several hours before starting.

Good Luck!

Walt

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This weekly 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: walt@vintagejag.com



L'Oree du Bois Outing July 22nd

Eleven OJC members showed up for the dinner at L'Oree du Bois and a great time was had with good friends, excellent food and fine wine. One of the highlights was a 2-hour power outage. No problem - the kitchen was lit by a Chevette parked outside the door. The cooking stoves are all gas fired so that didn't pose any difficulties at all. Some of the members thought that if the computer cash registers were down they might get some kind of break -- NOT!

A Warm Welcome to our New Member

- **Tony Stevenson** and his 1985 XJ-6

CONCOURS Notes

Don't worry about those VINs. **Bob Hiland**, Concours Chair, has been in touch with JCNA and received dispensation for this year. For 2001, however, we must collect VINs.

Did some of you receive unusual items in the boxes containing the JCNA awards? Please let Bob know.



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Notes from the July Meeting

by Guy Larabie

Our July meeting was very well attended and started unofficially in the parking lot where no fewer than 23 Jaguars had congregated. As is often the case these days, I showed up in my new Japanese Jaguar (Toyota Solara) as I am currently having some electrical problems with my XJ-6.

Once inside, President **Wendy VanderMeulen**, welcomed

everyone and introduced two new members, **Tracy Durette** (**Stephane's** wife), and Tony Stevenson and his 1985 XJ-6. She then asked **Stewart Robertson** to introduce his guest, **John Geci**, who is 'Jaguar-less' but looking.

The first order of business was an update on the estate sale mentioned last month. **Dan Thompson** of Montreal went out and viewed the cars, a 1950 Mark V, a 1967 420G, a 1972 E-Type, and a late model XJS cabriolet (probably 1987-88). All of the cars were reported to be in reasonable driving condition but if you look closely you may find things that need fixing to bring them up to Concours condition.

Our guest speaker, who is a driving instructor, and who was to speak on defensive driving did not show up. He had to go to Toronto on an "urgent" basis to meet with Ministry of Transportation officials. Should we read anything into this? Who knows, but it makes for interesting speculation.

President Wendy also received information on the upcoming Meadowbrook show. This is a pretty serious event, aimed at attracting the 'cream of the crop' i.e. 100-point trailer-queens. No one indicated any interest in participating. The Club also received a letter of thanks for our participation in the Children's Hospital of Eastern Ontario Duck Race held earlier this summer.

We received information from JCNA as to what a typical Jaguar owner looks like. The description appeared to fit about 25% of our members. The other 75% must be a bunch of misfits, but they are loads of fun! Apart from the marketing types, who really cares about the demographic profiles of Jaguar owners? We were also invited to participate in a show sponsored by the Queensway Carleton Hospital for the following Sunday.

A quick financial report was given with the focus being on the production status of our new monogrammed golf shirts. Our treasurer, **Roger Gough**, eagerly collected \$30 from interested members, and if you wanted a pocket (right or left) it would cost you an extra \$2.00. You can phone in your orders for golf shirts to Wendy or Roger but be sure to bring the money to the next meeting on August 14th.

Roger's wife, **Doreen**, gave an interesting report on their recent holiday trip to Ohio where, quite unexpectedly, they attended a Jaguar Concours and came away with a 1st prize for Driven Class. Congratulations, Roger and Doreen!

Yann Robin gave his report on upcoming activities which you can check out in the Events Calendar. The one new addition was the September 17th Bronte British Car Show. Wendy indicated that we could turn the

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DICK AMES

3963 Wilshire Circle
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Bronte show into a pleasurable weekend and possibly visit a few local wineries or see the sights and thus kill two birds with one stone. There seemed to be sizeable interest in this suggestion.



I mentioned (for Yann and his new Beetle) that on August 6th there was the Embrun Volksfest, the biggest Volkswagen show in Eastern Canada. I guess Yann is part of the 75% group of OJC enthusiasts who are not necessarily "typical" Jaguar owners.

After the meeting, an unusual number of members congregated in the parking lot, probably to stretch the truth about the merits of their individual cars. All seemed to have a good time and we are looking forward to seeing all of you at the next meeting on August 14th.

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Full Page \$20.00/month or \$200/year (12 issues)
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Business Card \$2.50/month or \$25.00/year
MarketPlace: Free to members; \$5 to non-members

*Submit advertising copy to:
 The Editor, Jaguar Jottings
 Ottawa, Jaguar Club*



**15
 Years
 Already**

Thanks!

On June 9th, at the Meet 'n Greet before OJC's Concours, **Barb Woods** organized a splendid evening and specially recognized the members of the Club who started it all 15 years ago. **Ted Powell** accepted the first of the certificates Barb presented, and graciously cut the cake.

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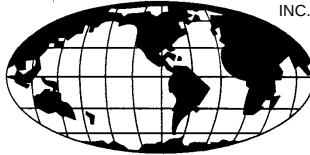
MarketPlace

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

NO ADS FOR AUGUST!!!

This space is free to OJC members if you wish to sell parts or vehicles. Contact Jim Walker, Editor.

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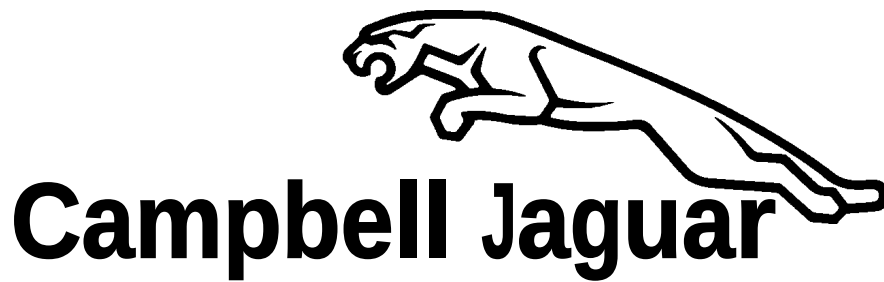
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