



Jaguar Jottings

March 2001

Executive 2001

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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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The March Meeting
would normally be on Monday, March 12th

instead, we offer you our annual

March MUNCH

Friday, March 23rd
at the National Press Club
150 Wellington St., Ottawa

6:30 Cocktails, 7:00 Dinner
\$40.00 per person
(guests welcome)

- Table d'Hôte -
Roast Duck or Roast Sirloin

Contact **Stewart Robertson**
to reserve by March 17th
(613) 729-8859 or stewart@travel-net.com
(specify any special dietary requirements)

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"DUCK RACE" CAR DISPLAY

SATURDAY — MAY 12, 2001
on
COLONEL BY DRIVEWAY
(BETWEEN HARTWELL LOCKS AND BRONSON AVE)

11:00 TO 2:00

ALL MARQUE CAR CLUBS WANTING TO PARTICIPATE IN A
COMMUNITY-ORIENTED EVENT CAN ASSIST IN A DISPLAY OF
THEIR MARQUE (CARS OR BIKES) TO SUPPORT THE
CHILDREN'S HOSPITAL OF EASTERN ONTARIO (CHEO)

DISPLAY WILL BE ORGANIZED ON A PORTION OF THE ROADWAY
FACING HARTWELL LOCKS FROM 11:00 AM TO 2:00 PM

CHEO WILL PROVIDE ON-SITE WASHROOMS, COMMERCIAL FOOD
VENDORS, ASSOCIATED RADIO ADVERTISING

MARSHALL ENTRANTS AT PARKING LOT # 6, CARLETON UNIVER-
SITY AT 10:30 - USE BRONSON AVE.
ENTRANCE - MOVE TO COLONEL BY DISPLAY LOCATION AT 11:00

CONFIRM YOUR COMMITMENT EARLY !

CONTACT:
Wayne Ellwood, 990-3087 (W), 741-2879 (H)

Market Place

This newsletter accepts advertise-
ments in good faith, but we
suggest that it is in your best
interest to make every effort to
check offers personally.

For Sale - Reduced Price

- **1992 XJS V12 Convertible;**
black/sand/black, 98,000 kms,
transferable FADA Platinum
warranty to March 2002. Was
asking \$25,000. Now \$20,000.

- **1994 XJ12** (6 litre) Sedan;
burgundy/sand, 102,000 kms,
transferable FADA Platinum
warranty to January 2003. Was
asking \$25,000. Now \$20,000.
If you are interested in either of
these two vehicles contact
Michael Jackson at (514) 937-
7605 or (514) 720-8543.

**This space is free to OJC and
JOA-Montreal members. If you
wish to sell parts or vehicles,
contact the Editor to provide the
information.**

OJC Events Calendar

March 23	March Munch, National Press Club (6:30)
April 22	The Famous Leaper Invitational Car Rally (SEE PAGE 8)
May 12	CHEO Duck Race - Hartwell Locks
May 27	JOA Montreal's "British Car Celebration", Beaconsfield, QC - 40th Anniversary of the E-Type
June ?	Annual By Ward Market car show
June 16, Sat.	OJC Concours d'Elegance at the Canada Science & Technology Museum
24-28 July	Jaguar Heritage Celebration, Franklin, Tennessee

President's Message

This has to be about the worst time of year for a devout Jaguar owner. Most have probably put away their 'pride and joy' for the salty months and we have but distant memories of last summer and fall. A lucky few take their cars south to warmer climes but the rest of us must now look forward to the time when all the white stuff finally melts (will it never end?) and we can get rolling again. Take heart, however. We have our annual March dinner

coming up on 23rd March (our March regular meeting is, as usual, cancelled). After that it can't be long till our other activities program begins. I certainly look forward to that time when we can get back to doing what the OJC is all about, enjoying and driving our Jaguars and giving them the tender loving care they deserve.

Mike Stott
President

Notes from the February Meeting

by John T. Smiley, Secretary

The meeting was called to order by Michael Stott at 7:30 p.m., at Capone's Restaurant with 17 members in attendance.

Michael welcomed three members from the Montreal Jaguar Club. They discussed the new website which is available at www.ncf.ca/ojc.

The Concourse will be held at the Museum of Science & Technology on 16 June 2001. Frank Basten enquired how many cars will be at the Concours, and suggested it would be advisable to get registration forms in as soon as possible.

The 23 March 2001 dinner at the Press Club will be \$40.00 per person.

Paul Davis talked about the upcoming Jaguar Heritage Celebration that will be held in Franklin, Tennessee from 24 to 28 July 2001. Paul also mentioned that the Boots and Bonnets Club of

Kingston, Ontario will be holding an All British Car event on Sunday, 8 April 2001 from 10:00 a.m. to 4:00 p.m. at the Portsmouth Harbour. For further information call (613) 386-3797.

The Club received a letter from Michael Jackson in Montreal advising that he still has his two cars for sale. (See description in the Market Place section).

Harry Brownell reported that we now have 53 paid up members and 15 to 17 still outstanding. There are 34 paid up members of the Montreal Club with 10 memberships still to come in. Meetings in Montreal are held the third Tuesday of each month.

The Beaconsfield British Car Event will be held on 27 May 2001.

Our guest speaker for the evening was Alan Cullan who spoke on Auto Accidents using statistics gathered in Belgium, France, Switzerland, Austria and Germany.

News from Abroad

Hi Stewart & Paddy,

The newsletter gets better with every edition. Great work you guys! Jean and I are starting to think about coming home this summer (around 15 August) and I'm anxious to see how the E Type has weathered the last year. I've been able to get back to Ottawa and check the car in storage a couple of times since we've been away, and all seems OK so far.

We're very busy and expect lots of visitors to Berlin in our last few months, but I still hope to get to Coventry to visit the Jag factory and Donington in June for the 40th anniversary of the E Type. I've been slowed down a bit by managing to break my arm skiing in Austria over Christmas, but I guess after 35 years on the slopes I was due.

On the family front our oldest son Jeff (my trusty rally nav) got married and we are expecting a granddaughter in March. True to his rally interest, he bought a Subaru Impreza RS...all wheel drive and all beast!!!

We were very saddened to hear about Chuck Cowie's wife. Unfortunately I have no way of reaching him, so would very much appreciate it if you passed our condolences should you see him in the near future. On a brighter note please pass on our best wishes to the "old timers" in the club that may still remember us. We're looking forward to seeing everyone at Capones when we get back.

Best regards,
Rob & Jean Dunlop

January 30th Meeting Notes - JOA-Montreal

*Monthly meeting: January 30th, 2001
at the Cote St. Luc BBQ, 4175 Jean
Talon West, Montreal.*

Thanks were expressed to all by **Daniel T.** for the effort. A snowstorm made travel all but impossible but 12 members still fought their way through to participate. A good sign!

It was agreed that Cote St. Luc BBQ makes a good compromise location for the meetings. It is centrally located, the food is good and not expensive and in the summer months we can park our cars in front where they can be seen by us. Note that there is no rental charge as the owner of the restaurant is an enthusiast himself. The owner (**Alain Camus**) has asked that we provide a poster or other artwork associated with Jaguars so he can hang it on the wall. Daniel T. to investigate. We can also bring videos and Alain will show them on his TV screens during the meeting. Members who are attending monthly meetings can show up before the scheduled start time (7 p.m.) to enjoy a meal. Typically we start talking at 7:30 and finish at 9 p.m.

Norm C. asked how many members typically could be expected to show up at the monthly meetings. Daniel T. answered that he expected about 20 on a "non-snowstorm" evening. Numbers should go up in summer months when it will be possible to bring the Jags!

Daniel T. had investigated other clubs as to the frequency of meetings and it was agreed to follow the Toronto example. There will be a meeting on the third Tuesday of every month

except for July, August (vacation periods) and December. The December meeting will be replaced by the Club Xmas party, which will be held at the home of the Club president (date to be confirmed).

The Ottawa Club holds its meetings on the second Monday of every month. Daniel T. drives up to attend every second meeting and is always looking for volunteers to share the driving.

Daniel T. talked about the vision for the Club. It will be bilingual, non-political and friendly. The underlying philosophy is to share. Owners of both the older models and the newest models will be invited to join. The Club will have a solid base of knowledge pertaining to parts sources, repair/restoration shops and technical help. Overlaying this expertise will be the social aspect with activities designed to bring members together for some fun.

Cost of membership is \$50, payable in January of each year. There is no decision yet on part-year costs but probably run it around a June 1st cut-off. Note that \$15 US or \$22 Canadian of our dues goes directly to JCNA. For this we will all receive the JCNA Journal magazine and official JCNA sanctioning of any events we wish to hold (concours, slalom etc.) That leaves us \$38 per member for our own budget. Daniel T. expects about 60-70 members in the first year so the total budget will be in the \$2,300 to \$2,700 range annually. There is a possibility

of corporate sponsorship for some of the major events (Decarie Motors, Goodyear, BritAuto, GBC Asset Management Inc., etc.).

The issue of "commercial" members was raised. It was agreed that an individual who makes a living repairing or restoring Jaguars or sells parts can become a member in his/her personal name. Commercial use of the membership list or the Club name is prohibited and the Club reserves the right to cancel the membership privileges of any member who breaks this rule. The Club will not actively endorse any Commercial entity nor will it publish any material designed to denigrate same. In simpler words, the Club will remain neutral in any matters regarding personal opinion about the abilities of any specific professional organization or individual! Speaking in a strictly legal sense (if that is possible), the Club cannot refuse the membership application of any individual.

Daniel T. explained his vision for events in the year 2001. JOA-Montreal will host the Beaconsfield event on May 27th. Once again, it is to be an "All-British" event. It is not intended to be a replacement or competitor to Stowe. Rather, it is a one-day picnic where people with British cars of all makes and ages will gather to share experiences. There will be no prizes for "Best of" but this year we will have a prize for best tailgate picnic display. The event will be held every two years in Beaconsfield; another group has already come forward to hold an event in Hudson in alternate years.

Continued on page 6

Montreal Member Profile

JOA-Montreal will try to profile a different member of the Club every month. This month, we profile one of our most distinguished members, **Art Chesmer**.



Art Chesmer's 1962 E-type at a JOA-Montreal get-together, looking as beautiful today as it did when Art bought it new in 1962

Age: let us just say "happily retired"

Marital Status: Married to Mabel for 65 years!

Profession: retired; for 24 years owned and operated "Westmount Hobby Shop" on Sherbrooke St. Following that Art repaired and restored wood furniture at the same location.

Car history: first car was a 1957 Jaguar 3.4 Mk1 saloon. Following that Art purchased a 1959 XK150 FHC and joined JOA-Montreal. In 1962 Jaguar Eastern Canada was offering free airfare to those who wished to travel to Coventry, England to pick up their new E-types. Art took them up on the offer, travelling to Coventry with Ron Louttit and Roger Peart to pick up their cars at the factory. The price was \$5,400 and Art still owns this marvelously original E-type FHC today. Over the years Art also owned a MkX and a MkIX and bought a new XJ12 VandenPlas in 1988, which he still owns. A few other British cars were

mixed in, among them Hillman's, but Jaguar was always the first love. Art has always enjoyed doing his own maintenance on his cars.

Other information: Art was born in Kent, England and served for a time in the Birmingham City police force. Art and Mabel have been involved in motorsport for a long time, having done lap charting and timing at St. Eugene and St. Jovite in the 1960's. Art and Mabel were awarded the "Timers of the Year" award in 1964 and 1969. Art was also presented with the "Charles East Award for Sportsmanship in Motorsport" in 1962. Club memberships over the years include the Lakeshore Sports Car club and Canadian Capers. Needless to say, we are honored to have Art and Mabel as members of JOA-Montreal.

Contact information: Art resides in the Montreal suburb of Beaconsfield and can be contacted through JOA-Montreal.

JOA-Montreal Calendar of Activities for 2001

March 20 th	JOA meeting at Cote St. Luc BBQ
April 14 th	VSCCA vintage racing at Lime Rock, Connecticut
April 17 th	JOA meeting at Cote St. Luc BBQ
April ??	JOA drive in the countryside and brunch
May 15 th	JOA meeting at Cote St. Luc BBQ
May 27 th	JOA hosts the Beaconsfield "all-British" celebration at Centennial Field
June 1-2-3 rd	"Rendez-Vous British" at Lac Beauport, Quebec
June 8-9-10 th	Formula One Grand Prix of Montreal
June 16 th	Ottawa Jaguar Club Concours d'Elegance
June 29-30 & July 1 st	VARAC vintage racing festival at Mosport
July ??	JOA "Open House and Garage" meeting at a member's house
September 7-8-9 th	"Zippo" U.S. Vintage Grand Prix, Watkins Glen, NY
September 14-15-16	British Invasion in Stowe, Vermont
September 18 th	JOA meeting at Cote St. Luc BBQ
October ??	JOA drive in the countryside and brunch
October 16 th	JOA meeting at Cote St. Luc BBQ
November 20 th	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

J.O.A. Montreal



J.O.A. Montreal cont'd. from page 4

It was agreed to hold two "drives" in 2001 to tour around nice country roads and eventually end up with a brunch at an Inn or restaurant. Suggestions included the Willows in Hudson or Chateau Montebello (hooking up with the Ottawa Club). We require one volunteer for the spring drive (April or early May) and one volunteer for the fall drive (October).

JOA-Montreal will participate in the JCNA concours to be held in Ottawa on June 16th. All members are encouraged to attend whether their car is in "concours" condition or not. We will arrange to drive up as a group on Saturday morning (volunteers needed).

Daniel T. will start the ball rolling by having an "open house-open garage" event in July or August. Basically, a member invites all other members to his house (garage) in order to show off his cars, pile of rusty parts, tool chest, book collection etc. Participants are

usually limited to 20 or so and the food is provided by the host member. Lots of fun and a great way to swap war stories about the "restoration from hell" etc.

Members are also encouraged to participate in events such as the Stowe British Invasion, the Lac Beauport "Rendez-vous des Anglaises" and so on.

In order to formalize the "official" JCNA Club, we will have to name a vice-president, membership chairman, activities director, treasurer, newsletter editor etc. Several people volunteered for active duty at the meeting including **Norm C., Roger T., Bill T., Robert C., Michael S., Jacques B., Michael R., Jim D.**, etc. Many more who could not be present because of the weather have also volunteered to help. All in all, we have the talent and enthusiasm in place to make it happen. Formal "appointments", if required, will wait until next meeting.

The newsletter publishing and treasury duties are currently being shared with Ottawa. Daniel T. or another member will likely open a bank account and take on the treasury duties within the next month. The idea of sharing a newsletter appeals because of the tremendous amount of work required in setting up and the constant scrounging required for material.

The Club needs volunteers to publish

material and or translate material in French. Several people have volunteered already. We will decide next meeting how much needs to be translated or simply "mirrored".

Daniel T. is currently looking at the possibility of setting up a Club website where members could view the most recent newsletter, photos of events, contact information, events schedules etc. He wants to obtain a permanent location where all the Jaguar Cubs in Canada can be hosted under one roof. More details as they become available.

The Club will explore the future possibility of hosting a "Concours d'Elegance", perhaps a rally or slalom competition, and even the idea of hosting the JCNA national meeting at some point in the future.

There was a brief discussion about "etiquette" between Club members as it pertains to the perceived condition of member's cars. Daniel T. noted that he always complimented a member's car ("nice car!") and encouraged them to bring their car to events regardless of the perceived condition. If we start getting into the "my car is nicer than your car" game then we won't have a Club for very long! Members who wish to practice obnoxious behavior are encouraged to buy a Porsche!

Next meeting Tuesday, March 19th at 7 p.m. Cote St. Luc BBQ, 4175 Jean Talon West.

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Associate

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Tip of the Month

S-3 XJ6 - Rough Idle

Here are several causes of a rough idle including (but not all inclusive) cracked distributor cap, leaky plug wires (look at night to see if plug wires are arcing), partially plugged, plugged injector, poor electrical connection at injector, burnt valve (or valves that have used up their tappet clearance), vacuum leak, and on and on. If everything seems to be in order, clean the throttle body around the butterfly valve with an aerosol spray carburetor cleaner or similar. Remove the air inlet elbow and hose. Hold the throttle wide open and using the spray and a clean rag- wipe down the area around the throttle valve. Check the throttle valve to body clearance with a feeler gauge and adjust if necessary. (See paragraph 19.20.11 in factory manual-.05 mm or .002 inch clearance measured 90 degree to butterfly axis at rear edge). Put it back together and see how it runs.

XK Engines

On most of the older Jags it is often difficult to check the oil in the engine because it is hard to see the hole in the block where the dipstick goes. It is best to check the level before the engine is started but because the car is usually in the garage it is often dark and difficult to see the dipstick hole. Clean the little flat area around the hole with some spirits or solvent and paint it white. Brushable white-out works well here. This small white area was standard on some of the later E-Types.

Good Luck!
Walt Osborn

This weekly Tip Service is provided by Walt Osborn and his company,
Vintage Jag Works
1390 West Hwy. 26
Blackfoot, Idaho 83221 USA
PH (208) 684-4767 FX (208) 684-3386
Email walt@vintagejag.com
www.vintagejag.com

Need Help!

I'm looking for a very special Jaguar E-type or issues of Track & Traffic circa 1961.

I am looking for information pertaining to the first Jaguar "E-type" to be imported to Canada. The serial number of the car is 875004, it is a roadster (convertible, OTS), the exterior color was red. The car may have come with a hardtop, interior color is not verified at this time.

I am an enthusiast who is looking to document the existence of what (I feel) is a historically important car. I would like to be able to verify that the car still exists and is still located in Canada where I hope it will stay.

Jaguar Cars Inc. build records indicate that this car was essentially the 4th LHD roadster built and left the factory around March of 1961. It was designated as "Jaguar Canada Show Car" and likely was displayed on the show stand at Auto shows in 1961. This is the first clue to the story; I am looking for documentation or first hand recollection that can place the car at an Auto show either in Montreal or Toronto in 1961. I believe 1961 was the first year a car show was held in Montreal. If anyone has recollection of this show (in either city), or has photos or a copy of a magazine or newspaper article which shows what might be this car please contact me.

In particular, I am looking for all the 1961 issues of "Canada Track and Traffic" magazine; it is my feeling that



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Mystery Car - Cont'd

this magazine would contain documentation on this car. I would be willing to buy these issues outright or borrow them.

Folklore has it that this E-type was raced, apparently straight off the showroom floor. A relatively famous Montreal-based racer by the name of Norman Namerow apparently took the car to St. Eugene in 1961 and raced it. Legend has it that the Jaguar factory advised him not to race it, as the rear uprights were prone to failure. But he raced it anyway, and the expected failure occurred. I have a picture in my files of Norm sliding an E-type through the hay bales at (I think) St.

Eugene. It is a B&W picture and impossible from the camera angle to tell if it is the same car.

The car shown is a roadster, may be red, and has a full width roll-over bar installed. My own father recalled seeing Norm race this car. If anyone has any recollection of this incident, or the car, or has photos or magazine articles to prove it, please get in touch with me. I would also like to know if any family members who may shed light on the subject (he passed away in the early 1970's) survived Mr. Namerow.

There was a rumor (unconfirmed as far as I know) that this unique car was discovered in very rusty condition in Ontario in the late 1980's and was advertised for sale. If anyone can confirm this please let me know. There are distinguishing features of an

early E-type like this that should make the car easier to identify. The most obvious is the "outside bonnet latches". Basically the bonnet (hood) was held on by two little chrome latches that are visible from the outside of the car just behind the front wheel arch. The reverse lamp would be located on the left side of the car under the rear bumper rather than in the middle above the exhaust pipes. The bonnet louvers would be welded to the bonnet rather than pressed in. Also, the headlight "scoops" would be painted body color (red), not silver like later cars.

I would very much like to locate this car and document its history. If you have any information, pictures, magazine articles or the like, please get in touch with me. If you think you know where the car is located, or if you feel that you know someone who may be able to point me in the right direction, please let me know. I am not a speculator but more of a historian/enthusiast who wants to see the car get restored properly and stay in Canada.

I can be reached via email – dthompson@gbc.ca – or toll free from anywhere in Canada at 1-800-667-0716 or locally at 514-848-0716.

Thank you,

Daniel Thompson
President, Jaguar Owners Association-Montreal

Famous Leaper Invitational Car Rally!



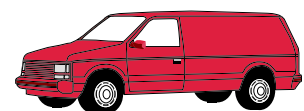
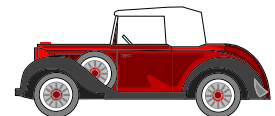
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Small Cover Charge (TBA)

Come One, Come All
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Jaguar Parts Sources

I often get asked the question: "Is there a place in Canada where I can buy parts for my Jaguar?" The answer is yes, but you have to understand who you are dealing with.

Brown's Lane Jaguar Parts is located in Markham, Ontario and they sell parts for all models. Tom Owen runs the business as a Canadian distributor of Terry's Jaguar Parts in the U.S. They have a web site www.brownslane.com and Tom can be reached by phone at 1-800-832-8986 or email at towen@tamcotec.com. Tom is very enthusiastic and knowledgeable so feel free to ask him questions about your particular need. You have to keep in mind that Tom is importing parts from Terry's in the U.S. and, for the most part, Terry's is importing these parts from England to the U.S. You can therefore figure out that it won't be the cheapest way to go by the time the part gets to your door. I find that Brown's Lane is excellent for parts that you need RIGHT NOW or parts that you know you have a reasonably high probability of returning/exchanging. Anyone who has tried to return the wrong part to a supplier in the U.S. or



the U.K. will know how frustrating that is. Be sure to tell Tom that you are a member of JCNA and JOA-Montreal and he may give you a discount.

Right now the big parts distributors in the U.S. are XK's Unlimited (1-800-444-JAGS or www.xks.com) and British Auto USA (1-800-452-4787 or www.britishautousa.com). Over the years these two have developed into genuine parts houses, they both have huge catalogs and operators standing by to take your order. In other words, the person answering the phone may not be very knowledgeable but simply an "order taker". One thing you have to admit, they are fast and dependable. The prices are usually quite competitive (if that is possible with Jaguars), but I am still shocked by the cost for some of the simplest items. It pays to comparison shop when dealing with the big parts houses. You have to have the stuff shipped across the border, so expect to pay tax and maybe brokerage fees. An additional note: British Auto USA employed a great guy by the name of Tom, but he has since left in the aftermath of the takeover by SNG Barratt of the UK.

Probably the biggest parts supplier in the world is Martin Robey in England, although I find he prefers supplying parts to re-sellers rather than retail. He can be reached at 001-44-2476-386903 or on the internet at www.martinrobey.co.uk. It is cheaper to buy your parts directly from England rather than in Canada or the U.S. Remember that shipping is quite expensive so try to "group" your orders and have them send it over in one big box.

Another one of England's biggest suppliers is SC Parts, they can be reached at 001-44-1293-547841 or on the web at www.scparts.co.uk. They have an excellent catalog. Once again, shipping is expensive so order lots of parts at the same time.

Here in Canada we have a couple of good suppliers of used parts. You can try Richard Copple at 613-476-8074 or www.longrun.com

Another supplier of used parts in Canada is Eli Mucsi at 613-756-2286.

I have had good experiences with Dan Mooney at Classic Jaguar www.classicjaguar.com or 1-877-PART-JAG ; they lean mostly towards high performance E-type parts.

So that's it for this month, JOA-Montreal is currently negotiating for Club discounts with these suppliers, don't forget to ask! Next month we will look at Montreal and Ottawa area repair shops.

Advertising in Jaguar Jottings

Full Page \$20.00/month, or \$200/year (12 issues)

1/2 Page \$10.00/month or \$100/year (12 issues)

1/4 Page \$5.00/month or
\$50/year (12 issues)

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