

October 2001

Executive 2001

President: Michael Stott (613) 596-9484

Vice President: Daniel Thompson

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Treasurer: Roger Gough

Membership: Harry Brownell

Activities: Barb Woods (613) 592-8571

Concours Chair: Frank Basten

(613) 342-0467

Chief Judge: Harry Brownell

Technical Advisors:

Harry Brownell (613) 774-3649

Ron Sierolawski (613) 729-9489

General information:

Guy Larabie

924 North Russell

Russell, Ontario K4R 1E5

(613) 445-2173

email: guylarabie@igs.net

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

Editor:

Jim Walker (613) 692-0220

Fax (613) 692-0220

manotickwalker@yahoo.com

Layout and production:

Paddy Robertson

(613) 729-8859 Fax 729-4984

stewart@travel-net.com

OJC Website: www.ncf.ca/ojc

October Meeting
Monday, October 15th
7:30 pm at Capone's Ristorante
831 Industrial Road



Fall Drive to Montebello!

JOA-Montreal is teaming up with the Ottawa Jaguar Club to invite all members and their families to a fall drive, which will end up with a delicious brunch at the Château Montebello.

The date has been set for **Saturday, October 13th** (rain date is Sunday the 14th). The Montrealers will meet at the Hudson Inn at 9:30 a.m. and the brunch is scheduled for 11:30 a.m. at Montebello.

Ottawa will meet at St. Laurent Mall, north side parking lot in front of Toys 'R Us, near the road, at 9:00 - departure by 9:15.

You must book a spot in advance. In Montreal call Jacques Bernard at 514-846-8937 and in Ottawa call Barb Woods at 613-592-8571.

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Photos: Daniel Thompson (Stowe),
 Bob Hiland (p.3), and anonymous



Notes from the September 10th Meeting



Wendy VanderMeulen
Associate

Tel: 613-833-3543
Fax: 613-833-0553
wendyv@sympatico.ca

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Anthony Pearson MRAIC

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John T. Smiley, Secretary

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

Daniel Thompson of the Montreal chapter gave an outline of the activities of JCNA. Over the past number of years, there has been an ongoing controversy on how the senior executive is elected and who is eligible to set the Concours judging rules. In the past, several attempts have been made to establish Judging Manuals that

would pertain to various Jaguar automobiles.

Frank Basten received a reply back from
Stephane

Bruneau of the Museum of Science and Technology offering us a date of 15 June 2002 for next year's Concours. This date met with general acceptance.

A letter of thanks was received from the British High Commissioner for the Concours photos that Frank had sent to him.

Long-time member **Rob Dunlop** has moved back to Ottawa from Germany.

Guy Larabie attended the Pebble Beach Concours and told us of all the wonderful cars that were there.

Michael Stott adjourned the meeting and the usual informal discussion and socializing took place.

Market Place

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

Major Reduction in Price: 1994 XJ12 Sedan, burgundy/sand, transferable FADA Platinum warranty to January 2003. Now asking \$15,000. For details 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

October 13 -

Fall Drive with JOA Montreal (see page 1 for details)

October 15 - Monthly Meeting

November 12 - Monthly Meeting

June 15, 2002 - OJC Concours d'Elegance

Bonnets and Boot!



An Open Letter to All Jaguar Club Members in the U.S.A.

On behalf of the Ottawa Jaguar Club, I want to express our deepest sympathy in the aftermath of your recent overwhelming tragedy. The enormity of the devastation makes it almost impossible for us to comprehend the grief being experienced by those who lost family members, friends and co-workers in New York, Washington, and Pennsylvania.

Our thoughts and prayers go out to all of our friendly neighbours to have the courage and strength to maintain your steadfast spirit in these most difficult times.

**Jim Walker, OJC
Editor Jaguar Jottings**

*Terrorist Attacks on U.S. - How can you help? Donate cash, emergency relief information
http://dailynews.yahoo.com/fc/US/Emergency_Information/*

President's Message

Those who were able to be present at our regular September meeting will recall with fascination the descriptions given to us by **Dan Thompson** of the inner workings of the JCNA and some of the recent changes occurring therein.

I think, that to most of our members, the JCNA has been a distant "Eminence Grise", an organization with which we are affiliated. It kind of hums away in the background without much of our attention. As I said last month, almost 50% of our membership dues flow directly to JCNA and I think it is important to make sure we get our money's worth in return. When I asked the members present, "What do we want from JCNA?", it was not surprising to find out that we're not really sure what we want from them.

The visible things we get include the trophies for the Concours (which, by the way, we have to pay for), the *Jaguar Journal*, the Concours judging rules etc.

A number of members present outlined some of the things we don't get that

they thought would be good to have, ranging from discounts at parts suppliers to better notification of activities in neighbouring clubs so we could arrange more joint events. I'd like to ask all members to put on their thinking caps and make up a 'wish list' of things we, as a club, would like to see from JCNA. Then we can set about getting them.

In order to exert whatever influence we want on JCNA we need to zealously guard the power of our votes at election time. The percentage of people casting votes in JCNA elections is remarkably low, frequently in the 5-10% range. So we really can make a difference if we act in concert.

At our upcoming October meeting I'd like to take a 'straw poll' and see if we can develop an initial list of wants from JCNA. So I would ask all our members to develop their ideas and put them down on a piece of paper. We'll collect these ideas up and see if we can generate the start of our position on the issues.

Mike Stott

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JOA-Montreal: Stowe Report

Daniel Thompson



*This is what it is all about.
The view down the bonnet of
an E-type at speed in the
Green Mountains of Vermont*

This report actually starts several weeks before Stowe. I had planned on taking my recently acquired '68 E-type down this year but first a few issues had to be resolved. The car was imported from California last November and I spent many hours during the winter getting it back into driving condition. I will write a full report in another issue of *Jag Jottings*. This car basically sat untouched for the last 12 years and I needed to rebuild every operating system on the car including the full braking system, rear suspension, cooling system, carburization, etc.

I got it running by the Spring, however I knew that I would have to get the car inspected and licensed before trying to cross the border with it on September 15th. As always, time was running short and I still needed to rebuild the front suspension and replace the

steering rack mounts and tie rod ends before inspection. I managed to get it done with some outside help and aligned the car using the old "bit of string" method. I phoned and booked my inspection and was given Thursday the 13th of September. As I prepared the car to go I remembered that I had no windshield washer mechanism, so a quick "dodge" was arranged to insure that blue stuff came out of the little jets when the button was pushed!

I pulled up to the inspection garage with the car running well but absolutely covered with greasy fingerprints; no time to wash it! I was given a number and asked to wait. It was then that I found out that taxi drivers must have their cars inspected every six months, so the waiting room was filled with grumpy men. They saw my car and were genuinely interested in it. However, they also said that nobody passes inspection on the first try and were willing to bet with me that the car wouldn't make it through! After a lengthy wait a mechanic came over to get my car (you are not allowed to drive it in yourself) and parked it on what can only be described as a "rolling road machine". This consisted of a large set of rollers that spun the front and back wheels. The mechanic then applied the brake and a computer

tested braking efficiency. While this was happening I noticed that the E-type's exhaust system was about 1" away from the ground!

The car apparently passed the braking tests and was then driven by another mechanic onto a lift for inspection. Normally civilians are not allowed in the garage while this happening but they had to let me in as the mechanic was unable to figure out how to make anything work on the car or even open the bonnet! He tested every operating system on the car, pushed every button and fiddled with every knob. Fortunately, everything worked! He was impressed by the underside of the car (it was all new or re-done) and even called a few of his buddies over to take a look.

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Correction

In the last issue of *Jaguar Jottings* I profiled **Michael Rasmussen** and incorrectly identified him as being a native of Norway. He is, of course, a native of Denmark. My apologies to Michael and his family.

JOA-Montreal Calendar of Activities 2001

October 13	JOA drive in the countryside and brunch in Hudson (see page 1 for details)
October 16	JOA meeting at Cote St. Luc BBQ
November 20	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

J.O.A. Montreal



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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

"It's easy to make my buy list every year. All you have to do is be like Ian Soutar and the gang here at Pembroke Management: beat your peer group by a mile in three out of every four years. Earn top grades in both rising and falling markets and for that extra measure of safety charge lower fees than the rest of the pack."

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Duff Young - FundMonitor 1998

"You won't see any of this company on TV this RRSP season. You won't find glossy brochures in your mailbox extolling their virtues. They don't care if you see them as an athletic team, or as world travelers, or possessing the strength and cunning of a wild animal. But we think there is plenty in it if you get acquainted with this company. And with a stable corporate philosophy, proven investment capabilities and participation by management in the ownership of the company, we expect that will continue for years to come."

Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

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To make a long story short, the car passed with flying colours and I was able to travel down to the Quebec license bureau on Friday and obtain my plates. This was also not without drama as the people there stared at my California title documents for a long time before agreeing to complete the transaction. A bit of good luck too as the very nice lady decided to charge me tax on the purchase price as stated on the sales receipt without bothering to convert the amount to Canadian dollars. A quick phone call to the nice people at Silver Wheel insurance and I was all set to drive the car.

Saturday, September 15th

I had made arrangements with the club "Rendez-Vous des Anglaises" to join their gang for the early morning drive from Montreal to Stowe. So there I was parked by the side of Highway 10 at 7:45 a.m. Saturday morning waiting for a group of MGB's and TR-6's to come rolling off the Champlain bridge. They arrived about 20 minutes late and I got in my car to follow the queue.

This is when I noticed problem #1: these guys like to drive at 50 m.p.h., so in the E-type I was either stumbling along in fourth gear or constantly having to downshift into

third to avoid running into the back of the car in front of me. I tolerated this for about 10 minutes before I signaled the driver of another E-type that I was "going ahead". We then settled down at a nice 80 m.p.h. cruising speed and

took the back roads to Frelighsburg. There we stopped to stretch our legs and have a coffee. As we were pulling out the "gaggle" of MGB's was just arriving.

I pulled up at the border crossing at about 9:30 and noticed that I was the only one in line. The grumpy guard looked at my car and asked "what year is this car?" I replied "1968" and he waved me through! So much for long waits! The twisty back roads of rural Vermont were a delight in the E-type and I arrived in Stowe in good time. Problem #2: they moved the location of the show field this year and it was just about impossible to find it. Finally, after several U-turns, I decided to follow a group of MGA's that were leaving their motel. Sure enough, they went straight to the new field. I paid \$2 to park, walked onto the field, and enjoyed the spectacle.



Daniel Thompson's E-type in the parking lot at Stowe. He made it!

The new show field is a big improvement. It is flat, well manicured and very large. The set-up with cars and booths is much more logical than before. It is easy to get to (once you know where it is!) and they have ample room for a thousand cars if need be. The

organizers decided this year not to let any car onto the show field unless they had registered in advance. As a result, there were probably 200 to 300 British cars in the parking lot, creating essentially two shows! The only other

disadvantage was the loss of the Land Rover demonstrations and the organizers were very apologetic about that.

I found the quality of the cars on display this year to be quite mixed

with some very impressive cars on display and then some quite poor cars as well. Apparently there were 530 cars pre-registered and I would estimate there were about 350-400 on the field.



The E-type of Jacques Bernard on the show field at Stowe

Naturally, given the dramatic events in New York, there must have been some last-minute cancellations.

Oh, and one more thing, the weather was the nicest I have ever experienced in over a decade of British Invasions! This show seems to be going through a bit of a re-birth so let's hope this is the beginning of an up-trend.

Everybody's talking about Raymond!

The show field at Stowe is divided into two classes: the people's choice class and, for the really nice cars, the Concours class. Among the Jaguars in Concours class there were two very nice XK140's and a beautiful XK120. Sitting next to them on the field (and for some reason put in the same class) was the lovely 1962 3.8 Mk2 saloon of the Ottawa Jaguar Club's very own **Raymond Redshaw**. Raymond, as usual, was as modest, friendly and self-deprecating as can be, politely answering questions about his car and

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STOWE: Continued from page 7

commenting on how beautifully restored his competitors' cars were.

At 3 o'clock in the afternoon a large crowd gathered around the main tent area to hear the results of the concours judging. After a parade of very impressive Rolls-Royces, etc., it was time to announce the winners in the Jaguar class. The announcer blared over the loudspeakers asking the XK140 fixed head to drive by the podium: 3rd place in class. Then they asked the XK120 roadster to come up: 2nd place in class. Finally, they asked the XK140 roadster to drive up to the podium to accept the award for first place in class. Sadly, no mention was made of Raymond Redshaw's car. The judges seemed to have passed him over completely. Raymond took it all in stride, smiling and laughing while congratulating the other competitors on their well-deserved trophies.



Raymond Redshaw accepts his award for "Best in Show" at the Stowe, Vermont British Invasion

About a half-hour later the announcer came onto the P.A. system and asked everyone to get ready for the "Best in Show" award. Normally I don't pay much attention to this because it is inevitably won by a 1929 coach-built Bentley or some such classic. Well, imagine my surprise when Raymond Redshaw was asked to drive his Mk2

up to the podium and be presented with his gleaming trophy! The proverbial "little guy from Calabogie, Ontario" had up-staged them all and walked away with top prize! Raymond was positively vibrating with excitement as he accepted his trophy. His fellow competitors were very gracious and came over to acknowledge all his hard work. So you see, hundreds of hours, skinned knuckles and buckets of sweat still do count for something.

Congratulations to Raymond on a job well done. The car really is beautiful and about as original and correct as any I've ever seen. It is a pleasure to have a gentleman like you as part of our club!



Raymond's gleaming trophy rests on the seat of his beautifully restored Mk2

Tip of the month

Clogged Radiator - Ser 3 XJ6 & XJS

This week we had a customer with a 1987 XJ-S tell us that the car was showing signs of overheating when he ran the air conditioner for more than a few minutes. We suspected radiator tube blockage so we removed the radiator and took it to the radiator shop for a flow test. The flow was sluggish. The right end tank was removed and the problem of tube blockage was discovered - approximately 40% of the tubes were blocked partially or completely.

It's amazing the car cooled at all! The radiator was "rodded" and reassembled. The "rodding" of a radiator is where a metal rod of correct length and cross-section is forced through the tubes pushing the debris out the other end.

These cars, from the early 80's on, use a high efficiency radiator which has small tubes which clog with debris more readily than the older large tube version radiators.

As the cars age, the build up of scale on the water side of the cylinder head casting begins to flake off and these pieces of scale start blocking off the tubes (plus other debris that finds its way to the radiator).

The preventative maintenance is to use distilled water only and use quality recommended anti-freeze. Every four years, flush the system and change the coolant, thermostats, hoses and fill caps.

The solution to suspected blockage is to have the radiator professionally cleaned.

Good Luck!
Walt

This weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works, 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA
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Jaguar Dominates NASCAR Road Race

No, I have not been inhaling the Connolly Leather Cleaner. For you see, when NASCAR was trying to get off the ground back in the early fifties, they made a dreadful mistake. To increase interest they allowed foreign cars to race at their first road race. Use this information carefully. You may be able to win a bet or two with your NASCAR friends.

June 13, 1954, on a two-mile course formed from the airport runways at Linden, New Jersey, Al Keller drove the XK120 Fixed Head Coupe of band leader Paul Whiteman to the only NASCAR Grand National win by a foreign car.

Starting from seventh, Keller took the lead less than half way through the 100 mile race running away from the 43-car field. Jaguars also came in fourth, fifth and sixth. Embarrassed, xenophobic NASCAR has restricted participation to American iron ever since.

An illustration of the NASCAR winning Jaguar (below) and many more tidbits of information may be found at <http://www.execpc.com/~oldcat/race1.htm>.

Ira Bridger submitted this web-sourced



When the AutoDentist makes housecalls ...

...he can guarantee a line-up of eager cat lovers! These are scenes from the parking lot at Capone's before the June meeting - the AutoDentist (Doug Best) made a special call to take out small dents from any cars lined up. There were a lot of members out that evening to take advantage of his very fair price.



Paul Davis's door gets a little TLC

The **Robertson's** XJS gets a small crease taken out of the driver's door under the watchful eye of **Dave Brooks** - it's a miracle - no more damage!



Needless to say, the audience was vastly entertained by the process and offered many comments and helpful hints (not that the AutoDentist needed them! **Peter Whitworth, Hugh Siddons** and **Roger Gough** look on.

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