

March 2002

No March Meeting

Next meeting is Monday,

April 8th

7:30 pm at Capone's

Ristorante

831 Industrial Road

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Over Our Shoulder ... Looking Back

Above: The OJC Lineup at the Richmond Car Show - probably 1996

Left: Chuck Cowie judges Dave Boon's XK150 FHC at the 1993 Concours d'Elegance

OJC March Dinner

Saturday, March 16, 2002

at the National Press Club

150 Wellington, Ottawa

\$40 per person

7:00 p.m. cash bar; 7:30 p.m. dinner

RSVP 729-8859 or stewart@travel-net.com by
 March 12

Executive 2002

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. It is produced for the information of its members and welcomes your participation. Deadline for contributions is the 23rd of each month.

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Notes from the January 2002 Meeting

The meeting was called to order by Daniel Thompson at 7:30 p.m., at Capone's Restaurant with 22 members in attendance.

Daniel announced that he received 80 votes in his successful bid to become a JCNA Director for the Northeast Region. He will be attending the March JCNA meeting in Kansas City.

Daniel also reported that there have been some changes made to the JCNA website.

A half-hour video on Slaloms, produced by the Jaguar Association of New England in 1997, was shown.

Frank Basten would like to organize a Slalom, probably in August. The place and time to be announced.

The Concours will be held 15 June

OJC Housekeeping

We have found the **Broken Piston Award** in all its splendour. It will be presented in style at the next Concours in June.

Check out our updated Website (www.ncf.ca/ojc).

Jag Jottings is always looking for articles and ideas and, especially, PHOTOS. Contact either Jim or Paddy (details on page 1).

Dues are \$60 for 2002. Send your cheque payable to Ottawa Jaguar Club Inc. to Roger Gough, 1289 Turner Crescent, Ottawa, ON K1E 2Y5, or call him for information at 837-2462.

2002 at the Museum of Science & Technology.

The annual March dinner will be held at the Press Club on 16 March 2002. The cost will be \$40.00 per person, payable at the door. Paddy Robertson is taking reservations – 729-8859.

Guy Larabie is organizing a Go-Kart event in Hull on 13 April 2002. Cost will be approximately \$20.00 per person.

Phil Karam gave a short report on his latest trip to Phoenix and his experience at the car auctions.

Daniel Thompson adjourned the meeting and the usual informal discussion and socializing took place.

John T. Smiley
Secretary

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.

For Sale – Michelin H Rated Performance directional snow tires, size 225 X 55 R16. Tires are in next to new condition. Asking \$350 (or B.O.) for all four. Call Guy Larabie, 613-445-2173.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor (details page 1).

New JCNA Website Features

As indicated in a previous announcement posted on JCNA.COM, new important features have been implemented on the JCNA web site. Please take a moment to review these new features, especially the membership application as clubs need to update their on line data as soon as possible.

Online Membership applications:

Each Club information page now includes a link to an on line membership application visitors can fill out and submit via Email. They are prompted to print the form and are given the club's postal address to mail it with their check before clicking on the submit button.

When they click on the submit button, the form is emailed directly to your club to the address of your choice. This allows you to follow up in case the applicant doesn't send his dues right away. You can also send them a thank you letter or email, or even send them a complimentary issue of your newsletter which will serve as a reminder and incentive.

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OJC Meetings Calendar 2002

March 24-25 - JCNA Annual General Meeting, Kansas City

OJC Monthly Meetings:

April 8	May 13
June 10	July 8
Aug. 12	Sept. 9
Oct. 14	Nov. 11
Dec. - no meeting	

OJC's Activities for 2002

The following activities are being planned for 2002. If you have any suggestions or want to help, please contact **Wendy VanderMeulen** (613-833-3543) or one of the team members mentioned below.

Sat., Mar.16	7 p.m.	Annual March Dinner (National Press Club)	Coordinator(s) Paddy & Stewart Robertson
Sat., Apr.13	11 a.m.	Go-Karting (Top Karting, 200 Edmonton St., Hull, next to Hull Casino)	Guy Larabie
Sun., Apr.28	TBD	Rally/Bar-b-q (details TBA; cost \$10 per person)	Barbara Woods
Sun., May 26	11 a.m.	Drive to Hudson, PQ for British Car Show (leave from St. Laurent Mall)	Wendy VanderMeulen
Fri., June 14	7 p.m.	Concours Hospitality Night (at Capone's)	Concours Ctee
Sat., June 15	All day	Concours d'Elegance (Museum of Science & Technology)	Concours Ctee
Sun., July 7	10 a.m.	Picnic drive to Fort Henry	Paddy & Stewart Robertson
Sat., July 20	11 a.m.	Slalom (Rain date, July 21) (Aviation Museum confirmed)	Frank Basten
Sun., Aug.18	10 a.m.	Tentative - Picnic drive to Buchanan's in Burnstown (leave from Pinecrest Mall)	Wendy VanderMeulen
Fri., Sep.13–Sat., Sep.14		British Invasion , Stowe, Vermont	
Sat., Oct.5	3 p.m.	Colour Drive and Dinner	Wendy V.
December		Christmas Party	

Book reviews: four classic books by four legendary drivers

By Daniel Thompson

In the following book reviews, I will attempt to illustrate that being a great racing car driver and being a great author do not necessarily go hand in hand! All four books are written by motor racing drivers of the 1950's and 1960's whose careers are forever intertwined with the history of Jaguar. I have chosen four stars (****) as representing the cream of the literary crop and one star (*) as being akin to taking a sleeping pill.

***A Turn at the Wheel* by Stirling Moss (1961)**

Stirling Moss is considered by many to be the greatest racing car driver of all time. Certainly he is considered to be one of the greatest of the late 1950's to early 1960's era and he can claim the dubious distinction of being dubbed "the greatest driver never to have won a world championship". Here we have him writing a book describing his racing experiences covering the period 1957-1960, one of the most exciting periods in the history of motor racing. Stirling was known to have kept a very accurate personal diary and we can assume that this book represents an attempt to "fill in the blanks" by Stirling while consulting his race notes. I repeat here: the book only covers the four-year period 1957-1960. No attempt is made to document his early years, how he came to choose motor racing as a vocation, his personal life or anything else outside of his racing experiences during these four years. To say that this book is "dry" would be an understatement. Stirling had a reputation as a "bon vivant" but we see

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Montreal

Living with the New X-type - Part II

Last month we published Daniel Thompson's account of the first days of his new X-Type. Here are some of his comments on his decision to buy, some of the X-type's features, and a driver's review of his choice for a "second car".

On the choice of second car; a list of "gotta haves" took shape: four seats, four doors, a decent winter car (no wide-tired monsters with peaky power bands), not too expensive, classy enough to mildly impress business associates and clients, reliable; and you should be able to leave it in a dark parking lot and return to find it still there. I prefer a manual transmission and I'm not a big fan of front wheel drive, so it would have to be rear or all-wheel drive. With those criteria, the list shortened dramatically to Audis, BMW's, Volvos, and a couple of Infiniti-Lexus models. One more note: I'm not a believer in sport utility vehicles. Some interesting options were considered but discarded: the new Acura RSX-S, the Subaru WRX, the new small Mercedes coupe and the upcoming Mini Cooper. All were rejected on the basis of being too small, too cheap, or too "boy racer".

On the X-Type

I represented the minority of buyers at Decarie Motors. I wanted a "stripper": a base 2.5 liter model with manual transmission and no options. Here in economically-challenged Canada, the manual shift 3.0 liter model costs a whopping \$10,000 more than a

manual shift 2.5 liter model (about \$6500 U.S. dollars). With a horsepower difference of 37, that works out to \$270 for every horsepower (\$175 U.S. dollars). As one of my car crazy friends put it, "does it really cost them \$10,000 to bore out a couple more c.c.'s in the engine block at the factory?"

The Extras

I ordered: a set of winter floor mats, a rubber trunk liner, a tool kit and (horror of horrors) a block heater. For those of you who do not live where sub-zero winter temperatures are normal, a block heater is a small heating element affixed to the side of your oil pan or block and then plugged in to an exterior household electrical outlet. It provides a few hundred watts of heat to warm the oil during cold winter nights. In the morning, you unplug the block heater and start the car. The pre-warmed oil helps the engine to lubricate faster and helps the car warm up more quickly.

I give credit to my dealer. They have been selling and servicing Jaguars for many years, well back into the 1970's when it was British Leyland and they sold Spitfires and TR6's alongside Jaguars. Just imagine trying to start a Stromberg carb'd TR6 in the middle of

winter after a long night of 20-below-zero [Celsius] temperatures. These guys know what a block heater is! Well, it turned out that I was the first person to order an X-type with a block heater and this caused some confusion.

The dealer was accustomed to buying their block heaters from a local Canadian company and installing them themselves.

However, in the new

"quality con-

scious" world of Jaguar (Ford), this practice had to be signed off by the engineering team in England. To make a long story short, until the day I went to pick up the car I wasn't sure if I would have a block heater. In the end, the dealer installed one (not sure if the



JOA-Montreal Calendar of Activities 2001/02

March 19th, 2002 –
JOA Montreal regular monthly
meeting at Cote St. Luc BBQ

June 15, 2002
Ottawa Jaguar Club Concours
d'Elegance

engineers in England are still dissecting this strange Canadian contraption) and all is well. I should caution some buyers as to the cost of "extras": being a tool kit collector, I ordered one, but you may decide not to when you see the price tag!

I did not order the "Sport" package with my car for four good reasons. First, it costs money! Second, road tests I had read said the car was a fine handler even without the Sport option. Third, I think the car actually looks better with the chrome highlight strips and grille instead of the body colour stuff they give you when you choose the sport option. Fourth, I will be driving this car in snow and the idea of wider, lower profile tires is just not worth the extra money.

I also invested in one of these super-duper car covers, but the jury is still out on this decision. We don't have to worry too much up here in the Great White North about blazing sunlight and ultraviolet rays, but I figure the car cover can protect the car from the regular snow and ice. But, what the heck are you supposed to do with a car

cover that is full of ice and snow? I'm still searching for a solution to this one. For now I've taken to hanging the cover on the backyard fence and brushing it off with a large broom. Not perfect but it works. The other problem is that I shouldn't put a car cover on a dirty car, so essentially I will have to wash this thing every time I use it if I want to cover [the X-type] again. For now I've decided to move my wife's minivan outside, bring the X-type in, wash it, give it an hour to dry, bring the cover in and cover up the car (in the garage), give it another hour to dry, then uncover it halfway and drive it back outside to its parking spot, returning my wife's minivan to the warm garage. We all know Jaguar owners are a bit crazy!

I have also designed and built my own "salt buster" washing system. I took a six-foot long piece of 2'x4' and nailed a garden sprinkler to one end of it. I then attached a length of hose to the sprinkler and secured the hose to the 2'x4' by means of several bent nails. I get on my hands and knees and slide this contraption around the garage floor underneath the car, thereby thoroughly dousing the underside and hopefully washing away most of the salt and crud. The car gets this treatment at least once a week. After the underbody rinse, I wash the whole car with lots of rinsing.

Driving the X-type

I noticed something immediately I sat in the driver's seat: there is a "bolster" or some other piece of padding (air bag?) on the underside of the dash right where my left shin wants to be. It got in the way and made it hard for me to operate the clutch. I remember

reading that road testers complained of this on other models (Mercedes comes to mind); it would seem that it has to do with making room for airbags and safety bolsters and there is no getting around it. I moved the seat further back and all the way down to the bottom of its travel to alleviate the problem. I should mention that I'm 6'3" tall, 200 pounds, with long legs and a wide torso, so fitting in cars is not always easy.



Two things you notice about the car straight away: it is eerily quiet and the clutch is VERY light. The sound deadening and door sealing are first class, you really can't hear anything above a whisper from outside and the engine is completely inaudible. The clutch is so light it is almost impossible to get a feel for when it engages. Here I must offer a direct comparison with the other car I drive regularly, the six-cylinder E-type whose clutch pedal is very heavy and engagement is very positive. There is no doubt as to whether the clutch is "in" or "out". On the X-type, the pedal is so light you cannot feel it engage. This fact combined with the inability to hear where the engine is in the rev range (either with your ears or by the seat of your pants), means it is quite difficult to move smoothly from rest. I stalled it three times in my first day – how embarrassing! The alternative is to either slip the clutch (accompanied by



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a burning smell) or rev it up and let it out (accompanied by a chirp of the tires and rapid progress). I'll get used to it, but for now it takes concentration.

Throttle response is excellent, power is abundant and instant. The all-wheel drive does a wonderful job, never feeling like a front or rear driver but rather quite neutral. The chassis is rock solid, no feeling of flex or twist. The brakes are excellent, as is the steering. Again, when comparing to a 34 year old E-type, I find the brakes and steering to be almost too good, almost too perfect. Personally, I like to feel the road through the steering and the brake pedal, but on the X-type everything is so fluid, so smooth as to be a bit numb. I realize that I am in a minority, but if I had the choice I would put a little "harshness" and feel back into the controls. The suspension is a marvel, it soaks up small and medium size bumps extremely well, only when hitting the really big ones do you hear a sharp "bang" from the suspension, almost as if it is scolding you for driving over such an obstacle in the first place.

On the second day of ownership, I got the first of many chances to drive the car on snow covered roads. The traction is excellent, even with the stock all-season tires. I do not plan to buy snow tires for this car, something that is usually mandatory in this neck of the woods. In a straight line on snow it will leave almost anything for dead; it is only when you get into turns that you realize you have limited grip with these tires. It does make for some great 4-wheel drifts! The heated seats work very well, and with the help of the block heater the whole car is warm and up to normal operating temperature within a minute or two even with the outside temperature hovering around -10C (12 degrees Fahrenheit).

The heated windshield is not engineered to de-ice in the morning, but rather to keep the screen fog-free during cold weather driving. I have not tried the power headlight washers yet, and frankly cannot even figure out how to get them to work!

Problems?

On the first cold morning start up, the "airbag" light on the dash stayed lit for about the first ten minutes of my trip. However, it went out and has behaved normally since.

I've heard stories about the operation of the automatic trunk opener and my car is no different. If the car is locked, you can open the trunk by pushing the button on the remote twice. On my car, the locking device goes "clunk-clunk-clunk-clunk" as if it's having trouble getting the trunk to open. I put it out of its misery by opening the trunk by hand. If the car is unlocked, you have to push the little Jaguar head button on the trunk lid to get it open. This works fine on mine, but after that the trunk will not close no matter how many times to push on it or slam it. My solution is to electrically lock the doors and then press the trunk-opening button on the remote twice. This seems to satisfy the "gremlin" and the trunk will then close easily. I've heard from others who have returned the car to the dealer to have this fixed that Jaguar is

unable to correct the situation. It makes a difference on automatic transmission cars because apparently the computer won't let you put the car in gear if it thinks the trunk lid is open. I don't really care, so I'll just leave it as is until the first service. If they can't fix it, fine with me.

... and the risks

Of course, the other risk in leaving a car outside all night is theft. My nice little middle-class suburb is known for cars being stolen from driveways at night. I will admit that it has me a little paranoid so I heeded my insurer's request and installed a "Boomerang" tracking system on the car. I don't think this brand name is known nationally but basically it is a satellite tracking system for cars. A small transmitter is hidden somewhere in the car and allows the car to be tracked and located if it is ever stolen. When this technology was first introduced, it was up to the customer to phone the Boomerang people and inform them that the car was stolen before tracking commenced. Two problems with this system: first, what happens if you are away for the weekend and the car is stolen from your driveway? By the time you call to inform them of the theft, your car could be in Kuwait! Second, the thieves had figured out how to get around the Boomerang "problem". They would steal the car

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anyway and immediately park it in a large public parking area. Then they just let it sit for a few days. If nobody comes to get it, it means there is no Boomerang installed and they can proceed with the theft. So now we have the "Boomerang 2", in this case the ignition key is equipped with a small transmitter which "talks" to the unit hidden in your car. If anybody tries to move your car without the key, the transmitter is instantly activated. The Boomerang dispatcher then tries calling the owner to see if they are actually using the car. If not, they call the police and start tracking the car's location. This leads to the potentially amusing scenario of receiving a phone call in the middle of the night to tell you that your car is headed up the street without you! "Hello, Mr. Thompson?" "Yes." "Are you currently using your car ... ?"

I admit to being nervous about leaving the car sitting in the driveway all night. Last week, my wife and I were turning out the lights and heading upstairs about midnight when I heard the sound of a car with a sick muffler coming up the street. As I peeked out the living room window, a rusty black late 1980's Pontiac slowed then stopped completely in front of our driveway. In the near darkness, I could see two young men with baseball caps staring at my car. They lingered for about ten seconds, seemingly satisfied that they had identified what kind of car it was, and then accelerated up the street. Now, call me paranoid, but this was either two local teenagers checking out the new car on the block, or two guys "casing" their next car theft. Time will tell if I get that phone call at 3 a.m. to tell me my car is on the move without me in it!

(Daniel Thompson can be reached at dthompson@gbc.ca if you want to talk about X-types, E-types or anything else Jaguar)

BOOK REVIEWS

Continued from page 3

little or nothing of that in his writings. Those of you who are looking for insight into his driving technique will be better served looking elsewhere.

Rating: *

Challenge Me the Race **by Mike Hawthorn (1958)**

Mike Hawthorn had time before his death at an early age to write a book about his experiences in motor racing up until the 1957 season. It is quite a similar effort to that of Stirling Moss (although it pre-dates it). Again, we have a very dry account of a busy racing career, void of any personal insights or lessons on motor racing technique that could benefit the reader. At least Mike took the time to write a quick chapter describing his childhood days and a brief accounting of why he decided to become a racing driver (his father was also car crazy). Hawthorn spends an entire chapter describing the sequence of events leading up to the 1955 Lemans tragedy, the worst in motor racing history, which was seen by many at the time to be the result of a mistake by him. His narration is a bit on the cold side, quite detached and lacking in human insight. Mike Hawthorn was also noted to be quite the prankster and a lover of life, but we see little of that in his writing.

Rating **

Life at the Limit **by Graham Hill (1969)**

Graham Hill enjoyed a reputation as one of the most successful and the most versatile racing drivers of all time. It seems as though, if it had four wheels, Graham raced it (and won with it). He was one of the grand gentlemen of motor racing and one of the last survivors of the "old school", a time when racing driving was done for the pure pleasure and sport of it. He

wrote this book while recovering from a particularly nasty accident. If I remember correctly, the accident was the result of one of the new high-mounted rear wings falling off his F1 car at speed, sending Hill out of control. Hill, ever the gentleman and team player, does not mention the cause of the accident in his book. Once again, the early years of a driver's life are ignored, Hill choosing to start his narration at the age of 24. He may be forgiven, however, for history notes that Graham Hill commenced his career behind the wheel of racing machinery quite late in life. In this book we are treated to some personal insights into the life of a racing driver. Hill describes some of the more light-hearted and personal moments of a man who was not known to shy away from the sport's social scene. There are also some insights into his personal driving style, illustrating to the reader why Hill was always known as a driver who was easy on his cars and always coaxed them to the finish line. It is one of the true tragedies of motor racing in the twentieth century that Graham Hill was taken away from us in a plane crash before he could establish himself as a team manager, a career that may have even overshadowed his illustrious feats as a driver. Rating: ***

Touch Wood! **By Duncan Hamilton (1960)**

Although his accomplishments in motor racing do not allow him to occupy the same rarified air as Moss, Hawthorn or Hill, Hamilton managed to produce an autobiography that is perhaps one of the best written by any athlete in any discipline and in any era. His bravado, crazy antics, boozing and partying, practical joking and out-and-out courage are legendary. To write a dull and

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The Fun of Occasional Driving

And Almost Continual Tender Loving Care of my Mk I

By Hugh Grice

Have you thought very deeply as to why you own a Jaguar or Jaguars? Obviously this brief soliloquy cannot hope to be complete, however I can mention a few thoughts and perhaps reveal the irrationality and naivete of someone who caught the bug a few years ago.

I do admit that in my youth I thought a Jaguar would be a very desirable

everyday sort of car. Thankfully I did not suffer the frequent 'surprises' experienced by the owner of a new 1966 E-type reported in the May-June issue of JCNA's Jaguar Journal. The cost of his surprises in the first five years totalled 60% of the purchase price! My infrequent "surprises" included an early morning brake failure (a pressure retention valve?) in the first month of operation. Fortunately this could be corrected by pumping the brake pedal on daily start-

up and was never repeated after the friendly attention of a Jaguar dealer, who already had instructions from Coventry on what to do.

I enjoyed the conservative 80 mph cruising of the Mk1 and the comfortable ride in spite of non-adjustable seat backs and no head-rests or side-bolsters. In retrospect, I cannot remember finding the non-power steering particularly heavy (see below) and it may not have been a problem in 1958 as my wife found handling at low speed acceptable.

Now, many years later, my Jaguar is still a very desirable possession, though only to be driven when the weather is fine and the intended destination unimportant. I drive for the fun of it and watch those six dials as carefully as I watch the road and the other traffic. This is in complete contrast to driving my everyday other brand vehicle in which the unexpected seldom occurs. In other words, the fun of driving for me is in the expectation of the unknown and the challenges presented in finding a solution.

For example, I had a radiator leak which I fixed with Prestone powder and then had the sudden thought that the water passages of XK engines are notorious for plugging and causing overheating. The question is, how this could be detected painlessly. The water temperature gauge in my car shows a steady rise to 95C as the engine warms, then drops to 85C as the thermostat opens, rising to a steady 90C. After the Prestone anti-leak treatment, the initial gauge behaviour was the same but the temperature

Continued on page 11

BOOK REVIEW continued

dreary book about the life of this larger than life figure would truly have been a literary disgrace. Mr. Hamilton, however, does not let the reader down! Finally we see a humorous and insightful recounting of a driver's early years, filled with childhood pranks, disobedience and near misses. As a bonus, we are treated to a lengthy recounting of his time in the British Navy (they thought he was too crazy and destructive to be in the Air Force). The narration is straight from the heart, drawing the reader in and making him feel like he as known the author all his life. The book is filled with personal touches, yet it never fails to bring a smile and yes, even a tear on occasion. Hamilton knows only one way to live life: flat out. After reading of his childhood, war time and racing exploits a reader cannot help but be amazed that he lived through it all and was intelligent enough to hang up his string-back gloves before it was too late. Pretty well all of his racing contemporaries were killed, some of them right before his eyes, and one can sense the despair mounting in Hamilton as the book goes on. He never let it get him down though, driving at the absolute limit and partying at the same

pace throughout his career. All of it is detailed in side-splitting hilarity in this book. You simply must read his detailed account of the Portuguese surgeon, ashes hanging off his glowing cigar, operating on a critically injured Hamilton in a ramshackle local hospital devoid of any luxuries like anesthesia. It is the stuff of legend and they don't come any bigger than Duncan Hamilton! Rating: ****

Note: with the exception of Duncan Hamilton's book, which has recently been re-released, all of these books are out of print. They can frequently be found in second hand bookstores, in flea markets or autojumbles, or can be purchased through one of the excellent internet-based classic book stores. Happy reading!

Note about the author: Daniel Thompson is president of the Ottawa Jaguar Club and past president of the Jaguar Owner's Association – Montreal. He is JCNA Communications Chair and Regional Director for the Northeast. He owns a 1958 MkIX, a 1968 E-type, a 2002 X-type and two Healeys. If you want to talk about books or cars, Daniel can be reached at dthompson@gbc.ca

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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

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"Oh yeah, then they put their own money in the fund, right alongside yours."

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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continued to cycle between 85 and 95C for ten minutes or so before settling again to a steady 90C. Possibly there was some temporary obstructions in the thermostat rather than plugging of water passages near the back of the engine. I am still searching for an answer and plan on flushing the cooling system in the Spring.

Let's consider oil pressure and what we can see on the gauge. A wet line gauge, such as fitted on the Mk 1 and other 50s cars, is generally considered to read almost immediate accurate pressure and its changes. Younger cars have gauges with electric senders that are affected by the variable voltages obtained with dynamo-equipped cars and may take an appreciable time to settle at the final reading. (Jaguar Enthusiast, Oct, 2001). So, after startup, with low revs, say 1000 -1500 or so, the cold oil pressure may take alarming time to reach 60psi (alarming

for the pessimist).

Fast forward to today after my car spent 15 months with an experienced restorer who had been given the broad task of getting the car roadworthy after twenty-five years of unheated storage.

I am probably not alone in finding the steering of my Mk1 very heavy. Is it because we drivers now have become accustomed to power steering and have forgotten what Mk1s and 2s were like to drive in the 50 and 60s? Could it be due to modern tires? A power steering modification is now available for the Mark 2. My original tires were Dunlop 6.40x15in low pressure. The Autocar test No.1610 of 21 September 1956 reported that "there is no appreciable under or over-steer. Tyre pressures play an important part in the characteristics of handling. The normal recommended pressures were

24psi front and 22psi rear when there is a moderate amount of tyre noise and some heaviness if driven hard. At 30psi front and 28psi rear, the recommendations for sustained driving over 85mph, the steering becomes lighter and handling more positive". I now have Cooper P195/70/15s. During the thousand miles of driving since 1998, I found that the steering is very heavy for slow speed maneuvering, but quite acceptable above about 25mph with reasonable under-steer, even with overly low inflated front tire pressures of 20psi and rear of 15psi. However, raising pressures to 30 and 28psi does not improve low speed handling; in fact, the only effect at 60 mph is a rougher ride. There is no change in the vibration I have between about 45 and 55 mph. Presumably the restorer

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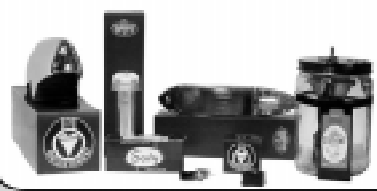
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had properly balanced the wheels and refitted the whole steering assembly.

A more pressing problem was rust fragments in the glass sediment bowl petrol filter, which I first examined after some rough running; I even found some particles in one of the Solex carburetors. The cause seemed to be the coated recycled fuel tank recommended by the restorer, since he said he could not find a new replacement tank. His solution was to transfer the tank suction outlet to a pipe inserted through the hole used by the fuel level element unit. He told me that the bottom of the pipe was several inches above the bottom of the tank to avoid sucking up solids. There were solids in the bottom and when I removed the drain plug of the tank I had to probe the hole to release the remainder of the gas and more rust fragments. The operation interfered with the calibration of the fuel gauge and reduced the driving range, but the main annoyance is that there is still the need to clean the glass bowl every 100 miles or so with the added possibility that the electric fuel pump and carburetor may be plugged. I wonder whether Paul Skilleter is still enthusiastic about "slosh-sealing" tanks which he discussed in Practical Classics and Car Restorer's 1991 book of reprints on XK Jaguar Restoration?

I have also been examining the rear

exhaust pipe more closely. For some reason which my restorer cannot explain, he fitted a rear pipe exiting under the petrol filler in a way somewhat similar to that in the Mk 2 2.4 litre. The tail pipe is bent so that the rear axle touches it if the axle moves down about two inches. In normal driving, contact is rare; however, if the car is jacked up using the jack points for winter storage with the wheels off the ground, there is a heavy load on the muffler rubber support bracket and mine failed. If I had not had the support replaced I wondered if the exhaust system, in spite of the flexible section in front, might have eventually fractured the exhaust manifold in a somewhat similar manner as described by Dave Marks for V-12 E-types in the September 2001 Jaguar Enthusiast. Jacking under the differential rather than at the jacking points has solved the problem.

These are some of the "surprises" I have experienced and no doubt more will surface in the future, but, as I said above, "the fun of driving is the expectation of the unknown." I found my recent test-drives of both standard S and X Types almost dull.

P.S. There are some interesting comments on the attraction of old cars in the current PBS TV series of Collector Cars on Saturday mornings at 730 a.m.

Advertising in Jaguar Jottings

Full Page \$20.00/month, or \$200/year (11 issues)

1/2 Page \$10.00/month or \$100/year (11 issues)

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Marketplace: Free to members; \$5 to non-members

Submit advertising copy to: The Editor, Jaguar Jottings, Ottawa Jaguar Club (info on front page)

JCNA Website

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This is an additional service provided by the JCNA web site and it doesn't change anything to your club's membership procedures. Please see your club main edit page for details and update your information as these forms are customized for each club when the page is loaded.

If you do not have your club login information (user ID and Password) please email webmaster@jcna.com, make sure to include your name and position.

To insure proper forwarding of the applications, please update your club data as soon as possible, you only have to provide 4 answers!

Classifieds:

To increase traffic and simplify procedures, on line classifieds are now "Self Serve". Members no longer need to submit them through their club reducing delays and work load for clubs. In addition to the original Classifieds used for cars, we have added two new sections for parts and accessories (For Sale and Wanted).

In the next few days, we will add the capability to directly upload a picture with each classified.

Please mention this new service to your members in your next newsletter; you can link directly from your website to : <http://www.jcna.com/classifieds/index.shtml>

Placing a classified is easy and you can even give more exposure to the classifieds already placed in your newsletter by entering them on the web site.

Forums:

New forums have been created to cover topics which were not included in the past but often requested by members and visitors: Technical,

JCNA Website

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Originality and General Discussion.

Individual clubs are encouraged to mention the new forums in their next newsletter and add a link from their website to: <http://www.jcna.com/forums/index.shtml>

Event Calendar:

The JCNA website calendar is now open to non sanctioned events. In the past, only sanctioned events (Concours, rallies and slaloms) were allowed in the calendar but, at the request of various clubs, non sanctioned events are now included.

There is no change in the submission procedure for sanctioned event posting, these are posted after sanction has been requested and given by Dick Howe. You can email updates or additional information to calendar@jcna.com but the initial listing will be done once sanction has been granted and the information is sent to us by Dick Howe.

For non sanctioned events (tours, drives, non sanctioned shows, etc...), the calendar page now includes a form you can fill out and submit on line. This will give your events more exposure and the only rule is that the event must be organized by a JCNA affiliate club.

In the next few weeks, additional services and features will be added. One of the priority of the Communications Committee is to set up a free program to assist clubs in setting up their own web site by offering space on the new JCNA server along with simple tools and support.

Should you need any additional information on these new features or if you have any suggestions regarding the website, please e-mail webmaster@jcna.com.

Pascal Gademer, Webmaster

Tip of the month

Throttle cable problems – most XJ cars

When your throttle cable breaks, your car becomes non-driveable. It is a relatively easy fix, if you have a spare cable. Maybe it should be part of the on-board spares kit?

A temporary or semi-permanent repair is not too tough. Similar cables are used to release the bonnet on XJ-6, or most motorcycle and bicycle control cables.

The cable usually breaks near the end, one end or the other. To make a temporary repair, take a short piece, about ¼ inch long of 3/16 copper or steel tubing, mash it slightly to make it oval shaped and put it over the end of the cable. Pull the cable through and loop it back and stick the end back into the piece of tubing. Pull the loop you have made down and make it as small as you can. Check to see how much travel you get with the loop and piece of tubing. It may be necessary to shorten the housing some. When you are sure you have at least half throttle travel, mash the tubing, locking the loop. Use a piece of ordinary wire to attach the loop to the throttle lever.

Independent Rear Suspension

The independent rear suspension (irs) started production on the 1961 E Type. It is a strong, robust, long-life unit. If it

is serviced often it will nearly last forever.

But, because it is so trouble free, it is often neglected. One of the first parts to fail is the outer fulcrum bearings. These Timken roller bearings slowly eat into the outer race. They can get so bad that they cause torque steer when you get on or off the throttle.

One contributing factor is that it is hard to flush the bearing surfaces with new grease when applying grease via the zerk. On the top of the round area which houses the fulcrum shaft and bearings is a vent hole on the bottom of the aluminum hub carrier. This is because there is a vent hole above the zerk on the top of the round area which houses the fulcrum shaft and bearings. This vent hole is unnecessary and, in fact, should be plugged. It can be plugged with a piece of 3/32 aluminum welding rod. You can temporarily plug it with a small block of wood and a pry bar while greasing. The desired result is to get grease to flush through the bearings and come out past the felt seals. Do not use a power grease gun – hand-gun only.

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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