

July 2002

**July Meeting**  
**Monday, July 8**  
**7:30 pm at Capone's**  
**Ristorante**  
**831 Industrial Road**

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(Concours); Walt Morris (Lime  
Rock); Daniel Thompson

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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.

## Concours d'Elegance 2002

Ottawa is already breaking records for a wet summer, but June 15th took the cake! The day of Ottawa's Concours started off wet—a downpour that lasted from morning to night. The decision had to be made—cancel or postpone the Concours?



Fortunately, **Frank Basten** and the crew at the Canada Science & Technology Museum were on the ball! In a phone call the day before, the Museum's **Paula Kirton** suggested that they might be able to park a few cars inside the Museum. Definitely an acceptable solution for some of us.



In the dim early hours of the 15th, however, we learned that not only could we fit a dozen cars nose-to-tail between huge locomotives from Canada's history, but they had cleared another area where we squeezed (almost literally) another 18 cats just nicely so that a proper

Concours could be held. The Museum staff's co-operation was exceptional.

While staff laid plastic sheets on the carpeted floors and helped with curious onlookers, we manoeuvred the cars into place and started mopping up all that water. Extra time was allowed for the clean-up.

Lighting was a problem—the overhead lights were controlled by computers and it was a while before they could be switched on manually. In the meantime, the judges found a few flashlights and got to work.



A successful day, thanks to everyone's help and co-operation.

Top—"Wet Tails", the ones that didn't make it inside. Middle—Stewart Robertson's 1977 XJ6C looms out of the darkness. Bottom—Bob Hiland judges Ira Bridger's XJ6 with a flashlight.

## 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.*

**1957 Mk VIII Saloon** for sale. This vehicle was originally fitted with a standard with OD and a 3.4 engine. It was once part of Governor General Vanier's entourage but unfortunately is now a parts car. Comes with some spare parts and the original engine. \$500 or best offer. Contact Dave Boon, Ottawa 613-731-4166, or email dboon1661@rogers.com.

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

## New SNG Barratt Group Website

We've been advised by Tony Lee, UK Sales Manager, that SNG Barratt has been working on a brand new website which boasts a whole range of new features, including on-line editions of their catalogue in English, French & German. Check the address below and enjoy a journey into the world of Jaguar with the SNG Barratt Group, the world's largest independent Jaguar spares specialists.

[www.sngbarratt.org.uk](http://www.sngbarratt.org.uk)

## OJC's Activities for 2002

The following activities are 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.

- |                    |       |                                          |                |
|--------------------|-------|------------------------------------------|----------------|
| Sun., July 7       | 9:45  | <b>OJC Picnic drive to Fort Henry</b>    | (Robertsons)   |
|                    |       | Meet at Pinecrest Mall; bring a picnic   |                |
| Mon., July 8       | 7:30  | Regular monthly meeting at Capone's      |                |
| Sun., July 14      | 8 am  | <b>Kingston Auto-fest 2002</b>           |                |
| Sat., July 20      | 11 am | <b>OJC Slalom</b> (Rain date, July 21)   | (Frank Basten) |
|                    |       | (Aviation Museum confirmed)              |                |
| Sun., Aug.25       | 10 am | <b>OJC Picnic drive to Buchanan's</b>    | (Wendy V.)     |
|                    |       | in Burnstown (leave from Pinecrest Mall) |                |
| Fri-Sat, Sep.21-22 |       | <b>British Invasion</b> , Stowe, Vermont |                |
| Sat., Oct.5        | 3 pm  | <b>Colour Drive and Dinner</b>           | (Wendy V.)     |
| Mon., Oct. 7       | 7:30  | October meeting (not the 2nd Monday)     |                |

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## OJC Meeting Notes, June 10, 2002

The meeting was called to order by **Daniel Thompson** at 7:30 p.m., at Capone's Restaurant with 28 members in attendance.

Daniel Thompson advised the members that **Charlie Morgan** had passed away. He was a long time member of JNAC.

**Frank Basten** has the Concours well organized and has been receiving very good support from the Canada Science and Technology Museum. They have offered to provide us with an additional tent and a p.a. system. The Concours will get underway at 8:00 a.m. Saturday, 15 June 2002 and to date Frank has 48 cars registered.

Tours of the Museum Workshop and Storage Area will be at 10:00 a.m. and 4:00 p.m. on 15 June.

**Barb Woods** has organized the Meet and Greet at Capone's Restaurant for Friday, 14 June 2002. It will be held from 7 to 9 p.m.

**Frank Basten** has been in contact with the Motor Sport Club of Ottawa and 20 July has been set for the Slalom at the Aviation Mu-

seum Park. The entrance fee will be approximately \$25.00. A Driver's meeting will be held at 9:45 a.m. at the Park. Anyone that does not have an approved helmet can rent one on site for \$5.00 from the Motor Sport Club of Ottawa.

A short briefing was given by **Daniel Thompson** on the events held at Lime Rock, Connecticut. He also passed around a new grille badge that the Montreal Club is having produced.

The Vintage Car Racing will be held from 12-14 July 2002 at Mount Tremblant.

The Richmond Car Show will be held on 23 June 2002.

A drive is being organized to Fort Henry on Sunday, 7 July 2002 and there will be a drive to **Jack Buchanan's** cottage on 25 August 2002.

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

*John Smiley, Secretary*

## OJC Drive Sunday July 7th

Come join us for the Sunday, July 7th drive to Old Fort Henry in Kingston. We'll take a nice, leisurely 2-hour scenic route. Bring a lunch and we'll picnic high overlooking the junction of the St. Lawrence and Lake Ontario.

Departure is at 10:00 from Pinecrest Mall parking lot – be there at 9:45.

Bring lawn chairs and blankets (and umbrellas in case it rains). The Fort will be open for tours and there are washrooms and a gift shop.

Let us know if you are coming .

Stewart & Paddy Robertson  
729-8859 fax 729-4984

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# JOA Montreal

## Formula One Grand Prix of Montreal

*Jaguar Canada hosts a fashion show, cocktail, and massive street party featuring classic Jags*

*Submitted by Daniel Thompson*

For the second year running, Jaguar Canada has organized a giant party celebrating Grand Prix weekend in Montreal. Jaguar is the official sponsor of "Sensations Mode", a massive street party and outdoor fashion show intended to highlight the creations of the city's most promising young designers. A four-block-long stretch of one of Montreal's most famous and lively streets, St. Laurent Blvd, A.K.A. "the main", is closed off for 4 days and all the merchants pitch in to make the street the scene of a massive party with food, music, high-end clothing and (of course) Montreal's most beautiful women!

The Jaguar Owner's Association – Montreal was invited to display 15 classic Jaguars representing the most beautiful cars belonging to club members. Of course, E-types dominated, but there was also representation from XK's (120-140 and 150), the big saloons (Mk10 and 420) and the classic 1976 XJ6C. Members were asked to arrive with their

cars at 10 a.m. and be prepared to leave them on display until midnight.

And that's where the fun started; can you say "zoo"! As the day progressed, the street started to fill up with enthusiastic onlookers. By the dinner hour, the street was absolutely jammed with people. As a safety precaution, the decorative fences that had been erected to keep crowds at arms length from the cars had to be taken down; there was greater risk that the fence might topple over under the weight of curious onlookers! By the time of the cocktail party (9 p.m.), I calculated that it

took me 30 minutes of pushing and shoving to walk one block!

Fortunately, the Montreal crowds were a respectful bunch, they ogled and touched, but they did no damage of any consequence to any of the cars. When it was finally time to leave, security guards had to physically clear an opening in the crowd in order to get the cars through. Montreal is certainly a



party city!

Members of JOA – Montreal were treated to a cocktail party hosted by Jaguar Canada and featuring a speech by F1 legend Jackie Stewart. We were also thrilled to be able to converse one-on-one with Jaguar's chief of design, Ian Callum.

Many thanks to Jaguar Canada for their support and the 20 free Grand Prix tickets. Everyone had a lot of fun and we are looking forward to next year.



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## JOA Montreal Calendar 2002

|           |                                                                           |
|-----------|---------------------------------------------------------------------------|
| Aug 25    | Boots 'n Bonnets,<br>13 <sup>th</sup> Annual British Car<br>Day, Kingston |
| Sep 20-21 | British Invasion, Stowe,<br>Vermont                                       |

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*James Langton - Investment Executive; December 1999*

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*Gordon Pape - The Moneyletter; September 1999*

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*Duff Young - FundMonitor 1998*

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*Peter Brewster - Globe & Mail Report on Business; February 6<sup>th</sup>, 1997*

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*Larry Davis- This week in Business; January 27<sup>th</sup>, 1990*

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For more information or to arrange a meeting please contact:

**Daniel Thompson**  
**President and C.O.O.**  
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## Tip of the Month

### 4.2 1968 and newer cylinder head removal

There are many techniques out there and someone even came up with a device to bolt on and extract the head. I've not seen it nor do I know how it worked. The way we do it here in the shop is tedious, painstaking, and slow. But, usually does not damage anything that's not already shot.

First rule: If the head is stuck on the cylinder head studs due to corrosion of the aluminum, remove the engine from the car.

Next step is to remove the core plugs in the sides of the block and look at the cylinder head studs where they thread into the block. The base of the studs sometimes corrodes badly within an inch or so of where they thread in to the block at the bottom

of the water jacket.

Those studs, which are held fast by corrosion, will be tight in the hole where they pass through the cylinder head. Determine how bad they are by tapping sideways on them with a soft metal hammer. Feed penetrant into the corroded area and tap on the studs sideways, occasionally, and feed more penetrant. After a few hours, or a day or so, this process will loosen most studs so they can be removed.

Removal of the studs is key to getting the head off without further damage.

We use a stud removal tool, which is sold by Snap-on. It has a collet for each thread size. The only trouble is that the end of the tool interferes with the flat face on the head casting next to the cylinder head studs. We cured that by turning the end of the

tool in a lathe to reduce the diameter enough to clear the flat face.

To help a stuck stud start to move after installation of the stud removal tool- strike the end of it sharply with a good size hammer.

One other trick in helping remove the studs is application of heat to the base of the stud through the core plug hole. Do not heat red-hot. It is usually only necessary to raise temperature enough to expand the cast iron a little.

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](mailto:walt@vintagejag.com) [www.vintagejag.com](http://www.vintagejag.com)

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L: Dave Brooks, Mike Olsen and Ernie Bayliss are "on the nose", while (top) Herb Woods and Paul Davis get the point. R: check out the reflections of Paul Davis, David Kenny and Hugh Siddons in the top of this black E-type!

## Concours Results 2002

| Class |                         |                           | Score | JCNA #  | Club          |
|-------|-------------------------|---------------------------|-------|---------|---------------|
| C5    | Grant Edwards           | 66 E-Type coupe, Primrose | 98.62 |         | OJC           |
| C5    | David Kenny             | 67 E-Type, BRG            | 95.95 | 33018   | OJC           |
| C5    | John Scapis             | 67 E-Type OTS, Maroon     | 96.83 | 23200   | OJOA          |
| C6    | Paul Smith              | 69 S.2, E-Type OTS, Black | 95.41 | 12452   | OJOA          |
| C7    | Mitch & Pat Mitchell    | 74 E-Type OTS, Sable      | 99.99 | 35475   | St. Louis, MO |
| C9    | Gary Hagopian           | 74 Mk II, Golden Sand     | 99.89 | 18-3614 | JANE          |
| C10   | Dave Brooks             | 70 XJ-6, White            | 98.25 | 22543   | OJC           |
| C11   | Stewart Robertson       | 77 XJ6-C, Green Sand      | 99.42 | 18656   | OJC           |
| C12   | Paul Davis              | 82 XJ6, Blue              | 98.46 | 18643   | OJC           |
| C13   | Mike Olsen              | 94 XJ-6, Gold             | 99.63 |         | OJC           |
| C13   | Graham Stokes           | 98 XJR, Sapphire Blue     | 99.87 | 35973   | OJOA          |
| C16   | Ira Bridger             | 87 S.3, XJ-6 Sovereign    | 98.05 | 35380   | OJC           |
| C16   | Jean Nocera             | 69 E-type S2 OTS          | 98.92 |         | JOA-M         |
| D3    | Guy Goodman             | 68 E-Type OTS, Silver     | 9.657 | 35356   | JOA-M         |
| D3    | Herb Woods              | 69 E-Type, Blue           |       | 24757   | OJC           |
| D3    | Harry Brownell          | 68 E-Type FHC, BRG        | 9.632 | 25271   | OJC           |
| D5    | Jim & Helen Phillips    | 65 Mk X, Blue             | 9.963 | 15028   | Buffalo       |
| D6    | Frank Basten            | 86 S.3, VDP, Cobalt Blue  | 9.896 | 31556   | OJC           |
| D6    | Paul Jaffray            | 88 XJ12 VDP, Tungsten     | 9.979 | 35247   | JAGM          |
| D6    | Mike O'Brien            | 88 VDP, Silver Birch      | 9.805 | 36794   | OJC           |
| D6    | Anthony Pearson         | 74 XJ6L, Primrose Yellow  | 9.079 |         | OJC           |
| D6    | Anthony Rowley          | 88 S.3, XJ12, Grey        | 9.834 | 34823   | OJC           |
| D6    | Michael Stott           | 88 S.3, XJ6, Grey         | 9.891 | 33015   | OJC           |
| D6    | Bill Taylor             | 88 S.3, VDP, Alpine Green | 9.893 | 34866   | JOA-M         |
| D7    | Jacques Bernard         | 99 XJR, BRG               | 9.968 | 34833   | JOA-M         |
| D7    | Jocelyn & John Ferguson | 95 Saloon, BRG            | 9.861 |         | OJC           |
| D7    | Barbara Woods           | 97 VDP, Black             | 9.968 | 24757   | OJC           |
| D8    | Gord Mount              | 96 XJ-S, Turquoise        | 9.980 | 11019   | OJC           |
| D8    | Mark Roberts            | 89 XJS, BRG               | 9.940 | 18655   | OJC           |
| D8    | Werner Nold             | 87 XJS-C, Arctic blue     | 9.969 | 36981   | JOA-M         |
| D9    | Peter T. Pontsa         | 97 XK8, Beige             | 9.942 |         | Ottawa        |
| Club  | Norm Carroll            | 69 E-type, FHC, Black     |       | 34837   | JOA-M         |
| Club  | Bob Hiland              | 67 E-Type 2 + 2, Silver   |       | 21136   | OJC           |

## **Lime Rock: You Simply Have to Try This!**

***Excerpted from an article by  
Pascal Gademir, JCNA  
webmaster***

Every year, on the week end following Memorial day, the Empire Division of New York partners with the VSCCA (Vintage Sports Car Club of America), and rents one of the best road racing tracks in North America, Lime Rock Race Park, so that its members can enjoy driving their Jaguars at high speed in a safe controlled environment.

Lime Rock Race Park is a special place for its wonderful scenic setting in the Northeast corner of Connecticut, nestled in the Berkshires. The 1.53 mile, 6 turn course, may not be the longest, most spectacular or challenging there is, but it is quite technical and exciting. Built in 1956, it has seen just about every form of motor racing: Sports Cars, Trans Am, Nascar, CanAm and Vintage.

Because of their experience, Empire Division president Charles Bordin and his team have the event running as smoothly as a Swiss watch or a Jaguar V12. Coordinating with the VSCCA, instructors, track personnel and the well over 100 drivers should be a logistical nightmare but amazingly they pull it off year after year and only an occasional rain shower will be the source of problem. The detailed schedule given that first morning is respected and all get their track time when they are supposed to.

Friday morning was the start of the real fun and serious business.

Getting up early was not a problem because of the anticipation and we soon were all gathered in the paddock in a section conveniently "reserved" by JCNA president Gary Hagopian near "Big Bend". Speaking of Gary (who, as most JCNA members know, is one serious driving enthusiast), he was there with a large group of his own family who all seem to be as addicted to driving as he is...both sons, daughter, and his wife Sue in charge of timing the clan...

Within the Jaguar Group, drivers are divided in three groups depending on their level of experience and the speed of their cars. Drivers in the Red group, beginners, also get to attend an hour long classroom session where they are taught or reminded of the safety rules, procedures and shown corner by corner what the racing line should be. The line of course being the theoretical optimum trajectory through each corner which should result in the fastest lap your car, and your nerves, are capable of. The school session, led by one of the veteran instructors, is crucial for the rest of the week-end as you are taught the basic skills you will need once on the track. At the end of the class each new driver is assigned an instructor, and thanks to the number of instruc-

tors who volunteered their services all drivers were able to get all the help they needed throughout the week-end.

Gaining confidence is one of the goals of attending a drivers school and doing it in your own car lets you realize that it can be pushed much farther than you will (hopefully) ever push it on a public road. It allows you to experience and push the envelope without endangering yourself and others. For instance, braking is very important in any driving situation and when you are accelerating hard on the straight



*Daniel Thompson's X-Type on the course*

reaching in my case just over 100 mph, braking for Big Bend, that very first wide 180 degree corner is quite an exercise. You start braking early and then as your confidence builds in

you start pushing your braking point a car length or so at a time until you find the limit. Big Bend has a big escape road just in case (don't ask how I know...) but other corners don't and you need to be extra careful.

What is really different about the Lime Rock Drivers School from any other club event is the reaction of drivers when they get out of their cars, especially the ones

*Continued on page 11*

## Ottawa Odyssey (A Concours Tale)

*This tale of the 1997 Concours comes to us from a member of the Ontario Jaguar Owners' Association (Toronto).*

*by Paul Smith, OJOA*

The day our 1969 Series II E-Type OTS left the shop after an eighteen month restoration in 1991, Marlene and I drove it to the nation's capital. We had entered the Ottawa Jaguar Club's Concours d'Elegance. At 3 am, 13 hours, 3 automotive repair shops and about \$1,000 later, we arrived. 1997 had to be better!

Starting two weeks in advance, with our mechanic's promise the car would be ready, I attempted to rent an enclosed trailer and a suitable vehicle to pull it. U-Haul's agent advised that (a) as he couldn't identify any Jaguar earlier than 1984 on his listing of transportable vehicles, he couldn't rent a trailer to me, and (b) as U-Haul rents only one-way, a return trip was impossible. I also found that companies that rent trailers refuse to take reservations more than 48 hours in advance and locating an enclosed trailer is nearly impossible. Renting a truck without first confirming a trailer would be illogical.

Finally, 36 hours to departure, an enclosed trailer was located in Whitby, but I didn't confirm it pending rental of a pull vehicle with the correct attachments and

electrical connections.

The following morning, at 20 hours and counting, I lost the trailer to a regular customer who had originally rejected it. A call to U-Haul's 1-800 number resulted in permission to transport our car on their trailer and they confirmed a car transporter had already booked in my name with a Scarborough agent.

However, I reserved a delivery van with the proper hook-ups with another company with a much lower kilometre charge. Our mechanic confirmed the car would be ready for pick-up. We were ready!

Marlene decided to stay behind so John, a boyhood friend, volunteered to ride shotgun. Little did he know what lay ahead.

Friday 2:00 pm – I picked up the van and drove to the trailer. I knew I was in trouble when the U-Haul agent asked me if I knew how to hook up the electrical connections! Neither of us could do it. The agent was about to cancel the rental, but by pure luck a knowledgeable U-Haul supervisor arrived delivering a vehicle.

At the mechanic's, we found there were no tie-downs for the back of the vehicle although three were inventoried on the trailer checklist. We had no choice but to make do with only

the front wheel restraining straps. It also takes two people to safely load and unload due to a small car on narrow ramps. Extremely careful driving would be necessary so the car wouldn't bounce off the

trailer's narrow floor tracks.

Imagine the thrill of driving a van with a loaded trailer for the first time and in Toronto's Friday rush hour traffic. I was spending the night at John's in Mississauga so that the van, trailer, car, driver and navigator were all present for an early morning start.

We cleaned the car a little that evening, got some sleep, then left for Ottawa at 5 am Saturday in a light rain. Ottawa's forecast is sunny and warm.

As we were warned to watch the fuel gauge, we searched for propane stations. Several times, we left the 401 to find the stations no longer in business or closed, until later in the morning. Searching for propane for vehicles on roads parallel to the high-



*Paul Smith's 1969 E-Type OTS parked in the shadow of a CP Rail locomotive*



*Sleeping on the job: Paul's friend, John*

way before running out was not a summer thrill.

Suffering through incorrectly written directions, we arrived with only 15 minutes left to prepare the car for judging. The head judge gave us a half-hour extension after seeing the oil-like spots all over the car, which came from somewhere under the van. We owe special thanks to an Ottawa club member who directed us to his nearby driveway and water hose. [Ed.: must have been Ron Foster!]

There were 52 cars (20 JCNA, 22 Driven, 10 Club and 2 non-Jags) in a beautiful park setting on a gorgeous sunny and warm day.

For the second consecutive year, Mr. Anthony Goodenough [not yet Sir Anthony], British High Commissioner, and his wife Veronica presented a prize for their choice of the "Drop Dead Gorgeous" award, which was won by John Scopio's 1967 E-Type. Jaguar Canada's John Webb presented all of the other awards and had his photo taken with each winner. The "Best in Show" award went to the Hershenhorn's 1959 red XK-150 OTS.

The host club presented Jim and Luanna Lindquist with a beautiful Jaguar table case clock for the longest drive. They had driven 946 miles from Fairfax, Virginia in their 1984 XJ-6. And we

thought 280 miles was plenty far enough!

A local Jaguar dealer brought a new white convertible XK-8, which any club member could test drive unescorted. One member also brought his green XK-8 convertible for judging.

After an outdoor barbecue, we started home once again, keeping an eye out for propane. As John and I live an hour apart, the trailer was the first to be dropped off and we were one driver short, we decided to surprise our wives with midnight wake-up calls. They had to meet us at different locations as we dropped off the trailer, then the van, and finally the Jag at its usual storage spot and to get John home afterwards.

In Toronto, the overhead Gardiner Expressway construction workers deposited watery cement all over the E-Type, our '94 Mustang GT and the rented van as traffic had been diverted down to the Lakeshore Boulevard. The Jag then ran out of gasoline while pulling into a service station. A fast clean-up with purchased bottles of water at 3 am was necessary before parking the Jag for the night and finally heading home.



*Paul Smith receives his 1st in Class C6, June 15, 2002*

## ***Lime Rock***

Continued from page 9

running for the first time. The level of excitement and enthusiasm is as high as it can be and I certainly have never witnessed such enthusiasm at a Concours.

Saturday, with clear skies and cool temperatures, was the second and final day with three 20-minute sessions on the schedule. For those of you wondering why the event is never held on a Saturday/Sunday it's simply because the locals in the village of Lime



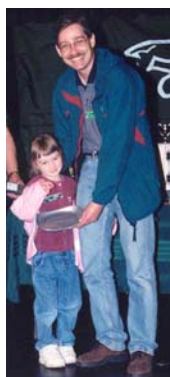
Rock sued the track over noise issues in a case which ended up in the State Supreme Court years ago and they banned racing at Lime Rock on Sundays. The second day went smoothly and again on time, alternating VSCCA races and Jaguar Club sessions provided great opportunities to watch some serious vintage racing in the case of the VSCCA. On our side, no racing of course but all drivers gradually improved, building up their confidence levels and resulting in lower lap times. All the cars in our group performed flawlessly with no incidents, accidents or technical problems, evidence that any well-maintained street Jaguar car be enjoyed on the track with a minimum of preparation.

All-in-all, a hugely enjoyable weekend. You simply have to try it for yourself!



### Concours Pics

*Clockwise from top left: The Jaffrays in conversation with Herb Woods (r); Barbara Woods, social convener extraordinaire; John Scapis's daughter hard at work (she's done this before!); the Mitch & Pat Mitchell receive Best in Show from Frank Basten, Concours chair; Sir Andrew Burns presents his choice for Distinctly British to Guy Goodman; Mark Roberts and his lovely assistant, Sarah; Sir Andrew Burns in the middle of the crowd for the awards; Grant Edwards' damp primrose yellow E-type; Sue & Gary Hagopian's Mk II*



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