



# Jaguar Jottings



March 2003

## NO MARCH MEETING

Next meeting:  
**Monday, April 14**  
**7:30 pm at Capone's**  
**Ristorante**  
**831 Industrial Road**

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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.

## Too Good to be True?

By Mark Roberts

It sounded too good to be true. Back in October, Bob Higgs came to our monthly meeting, and gave a talk about how to re-finish the wood on our cars. Ordinarily, when someone starts talking about how simple things are, they are trying to get you to buy something, only this time Bob was not selling anything. He was trying to get us to try doing it ourselves, it was easy. Too good to be true.

Well, Samantha, our '88 XJ12 (yes, we are those type of people who name their cars) did have some cracks in the finish of the "ski slope", and Bob did seem to really believe that it was not hard to get a factory looking finish, with only a mild application of elbow grease. What did I have to lose, except a reasonably good "ski slope" on Sam. Not to worry, I'll try this miracle procedure of Bob's on a test piece first. If it works there, then I should be able to do it on the real piece as well. That was the plan anyway.

So, away I went to see John Prichard at the Old Sport's Car Factory, and see what sort of piece he might have. As luck would have it, John did have an old "ski slope" out of an '87 Sovereign. Problem was, it was in really sad shape. Almost all the old finish

was cracked, yellowed, and falling off. The wood on part of the lower side was curled up, cracked, and even starting to go grey from the rain that had been falling on it; not what you would call Concours, but the price was right...free. Well, it was only going to be a test piece to see if I could get the finish right, not to see if I could get this piece to Concours condition.

*Continued on page 11*

## Annual March Dinner

**Saturday, March 8th**  
At the National Press Club  
150 Wellington Street  
Ottawa  
6:30 p.m.

*Guests are Welcome*

Please contact Stewart &  
Paddy Robertson a.s.a.p.  
to reserve

**613-729-8859**

email [stewart@travel-net.com](mailto:stewart@travel-net.com)

(\$45 per person)

## OJC Meeting Notes, February 2003

**Yann Robin** called the meeting to order at 7:30 p.m. at Capone's Restaurant. There were 19 members in attendance.

Yann spoke briefly about the Committee being formed with the Montreal Club. The two committee members from Ottawa will be **Bob Hiland** and **Phil Karam**. **Ed Theoret** will act as Chairman.

**Guy Goodman** is still looking for any contributions OJC members may care to make to help the Boys and Girls Club of Ottawa with their fund raising activities.

**Louise Larabie** announced that the Go-Kart activity was still on for 15 February and that interested members should meet at the Hull facility at noon.

The Annual March Dinner will be held at the Press Club on 8 March 2003 at 7:00 p.m. There will be two selections for dinner. Further announcements will be forthcoming.

**Michael O'Brien** reported that a group of Jaguar owners in Vancouver is planning a road tour south to California, west to Florida, north to Canada and back to Vancouver next summer, 2004. Each leg of the trip will be approximately 300-400 miles. Considerable interest is being shown by Jag owners across North America. You can access the website at [www3.sk.sympatico.ca/alsask4/nart/nart.htm](http://www3.sk.sympatico.ca/alsask4/nart/nart.htm) or contact Michael at his email address, [va3mgt@achillies.net](mailto:va3mgt@achillies.net)

The meeting was adjourned at 9:00 p.m. and the usual informal discussion and socializing took place.

*John T. Smiley*

### 2003 Club Dues

Pay your dues; the new rate is **\$70.00** as of January 1<sup>st</sup>, 2003.

Cheques should be made payable to "Ottawa Jaguar Club", and sent to Roger Gough, 1289 Turner Crescent, Ottawa K1E 2Y5.



**Wendy VanderMeulen**  
Associate

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## Correspondence

From **Nishika Sardana** to **Paddy and Stewart Robertson**

Hello Paddy & Stewart,

I trust this finds you both well and happy in this freezing cold new year! My goodness but it is cold, or is it just that I am getting old? Anyway, I am not sure if it was passed to you or not, but I won't be renewing my membership this year because I am being posted this summer to Victoria (it's for sure this time - or at least it better be or I am going to be mighty unhappy!!). I am just beginning the process of getting the house ready for sale, and hope to have it on the market by end March.

Jeff and I visited the Brown's Lane plant in Coventry during Xmas (we were visiting friends in England). We had a fabulous tour of the plant, and are more convinced than ever of the wisdom of buying a Jaguar. It's amazing

that they still assemble the cars completely by hand - no robots anywhere. And the woodwork-ing, and leather cutting and convertible roof making were very informative - they truly truly build handmade quality into those aspects of the cars.

They did not allow us to take any pictures, and so unfortunately, we have only the memories in our heads to share with others. I want to thank you both for introducing me to the Club, and although I didn't participate very much, I really enjoyed meeting all of you and learning from you. Most importantly, joining the club is what led to my meeting Jeff when I did, and he has become an incredibly important and wonderful part of my life. I regret that circumstances worked out the way that they did when, for a brief moment I earned your vote as President of the Club, only to be

told by my employer that I was going to Washington D.C. And then after I had stepped down, I was offered another, even better job here in Ottawa so of course I remained here. I don't think too many people knew exactly what had happened, and I am sure it seemed a bit strange that I was still kicking around!

I wish you great luck with the club - it looks like it is going great guns.

Thanks again, Nishika

Ed's Note: Thanks, Nishika for clearing up the election mystery of a couple of years ago. Now you must clear up the romantic issue. Is Jeff joining you in Victoria? Best of luck in your new posting.

## OJC 2003 Events

*This is the line-up for 2003. If you have any suggestions, or want to help organize, contact Guy (info on last page).*

**March 8** – Annual March Dinner at the National Press Club

**April** – Visit to a local body shop

**May** – Cruise night at Place d'Orleans on 3<sup>rd</sup> Wednesday and The Car Show in Beaconsfield, Quebec on last Sunday in May

**June** – Concours 21 June (new date) ; also Slalom demonstration organized by Mark Roberts and Rob Dunlop

**July** – Scenic Drive

**August** – Boots 'n Bonnets show in Kingston, Ontario

**September** – British Invasion, Stowe, Vermont featuring JCNA-NE Concours

**October** – Colour Drive to Picton, Ontario

**November** – Visit to local engine shop (about rebuilding).

**December** – Christmas Party



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**New Targa Panels** for XJS-Cabriolet Navy Blue. **New Hood Cover** for XJS-Cabriolet Black. Contact Jacques Bernard at (514) 846-8937 or email to [jacques.dorothy@sympatico.ca](mailto:jacques.dorothy@sympatico.ca)

**4 Winter Tires.** Pirelli 215/65 in excellent condition. Please call Ricarda or Graham Smith at (613) 748-7801 or email at [ricinvest@aol.com](mailto:ricinvest@aol.com).

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**Wanted:** A series One Jaguar E-type coupe (not 2 + 2) in good, solid running condition.

Serious buyer looking for the right car at a fair price. Please call Dominic Fortier in Montreal at 514-247-0570 or email at [dominic.fortier@vdl2.ca](mailto:dominic.fortier@vdl2.ca)



**1979 XJS V12 for sale.** We are asking \$9K, negotiable. The car has never been winter driven, storage every year and the last six years in storage all year round. 47,000 km, mostly highway and woman-driven. Additions to the body include a skirt kit, spoiler, momo steering wheel and shifter (automatic transmission), racing pedals and Boston acoustics CD sound system. Contact via e-mail at [shana.rotstein@mdsps.com](mailto:shana.rotstein@mdsps.com) or by phone at 514-935-5999 .

**1958 Austin-Healey Frogeye Sprite:** Three quarters of the way through the restoration of a VERY EARLY (the 112th Frog-eye built) car. Now want to trade for a Jaguar XK 120-140-150 restoration project or sell outright in order to purchase an XK. Much work already done and an incredible cache of NOS parts to complete. Not cheap! Send email to [dthompson@gbc.ca](mailto:dthompson@gbc.ca) for description and pictures. Car is garaged in Montreal. References available. Daniel Thompson tel: 514-848-0716 / 1-800-667-0716

**Jaguar Parts For Sale:** Being a long standing Jag enthusiast, I have collected loads of parts over the years, which may benefit members of the club. I am definitely not a dealer, simply one of us who has piled up stuff and looks for fresh space for another project (still secret and brewing)!

XK 140 side screens, rear bumpers, front suspension parts, etc. XK 150 late series complete authentic wiring harness (new). XK 150 differential 3.54:1 for 420, Front grille surround (new with factory tape on it still); also Mk I 2.4L front grille for Mk VIII- IX. Set of four rimblishers, may fit other models. For Mk I, steering box assembly.

For XJ6, series I (or is it series II) factory front exhaust pipes (with flex section) lots of parts for dashboards, gauges, tach, speedometer, knobs, switches, etc., from 1950's and 60's Jags.

Misc parts for XK, MkI, MkII, also a few XJ6 series I and II parts, all too numerous to list.

Contact Pierre-André Ouimet at (514) 937-1415 or e-mail [paouimet@sympatico.ca](mailto:paouimet@sympatico.ca)

ALSO FOR SALE: 1936 Rolls-Royce 20/25HP, sports saloon, stunning and strong runner, lots of info and photos available to serious inquiries only please. Same info for contact.

***This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor. (Ads run for 3 months; please let us know if you want your ad cancelled.)***

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*James Langton - Investment Executive; December 1999*

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*Gordon Pape - The Moneyletter; September 1999*

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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:

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# JOA Montreal

## *Montreal's February Meeting*

Following on the heels of last month's successful technical seminar and meeting at Talon Tire, club members were treated to another well attended dinner at Cote St. Luc BBQ starting at 6 p.m. and followed by a tour of "Housses d'Auto Henri" or Henri Seat Cover. We were greeted at 7 p.m. sharp by Henri himself, a man who has been specializing in automotive interiors for over 30 years. His shop is large and modern, with several cars currently undergoing the "treatment". Henri can repair, renovate and install interiors (vinyl, leather), convertible tops, carpeting, seat covers, dash covers, sunroofs, windshields, "Webasto" style roofs etc. As explained by Henri "you bring it in and we'll tell you if we can do it!" As a point of interest, Henri owns a black 1973 V12 E-type roadster that he wants to sell. Henri Seat Cover is located at 5581 Royalmount in Montreal. Telephone 514-735-1651.

After finishing up at Henri's we returned to Cote St. Luc BBQ to finish up our regular meeting. Mike O'Brien and Phil Karam from Ottawa were on hand to promote a North America wide tour planned for 2004. Plans are for the tour to pass through

Montreal and Ottawa. A date was set for the JOA spring drive: we will be heading to Rube's Restaurant on April 27th for brunch, with a stop on the way back at Greg Ross's garage where "all the beer is free"! The pressure was put upon Daniel Thompson to get the City of Beaconsfield onside for the planned May 25th Celebration of British Car Week. It was also decided to hold the first official club technical day at Greg Ross's garage in August (date to

be announced). Greg's garage features a lift and the plan is to raise up Guy Goodman's E-type, change out the old clutch flex line and then bleed the system. Members of the club will be able to lend a hand, watch, learn and drink beer!

See you at the March monthly meeting planned for the 18th. We are working on a visit to a Montreal area chrome plating shop. Stay tuned!

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## *Book Review:*

### *The Last Open Road by B.S. Levy*

This book has been around for a while now, having originally been printed in 1994. The author, Burt Levy, states that no publisher was even remotely interested in his book about sports car racers in the 1950's. They were even less impressed by the fact that it was a FICTIONAL account of sports car racing in the 1950's. "No market," they said, and "car people don't read." So Burt went ahead and published the book himself, using word of mouth to promote it. At last count this first book in what is

now a series was on its 4th printing and still going strong. Better yet, the author has now written two follow up books: "Montezuma's Ferrari" and "The Fabulous Trashwagon".

I don't know about you, but I'm bummed out about being born in 1962. You see I missed the entire 1950's and early 1960's sportscar and road racing revolution. The days when you could pry the hubcaps off your XK 120 and drive to

*Continued on page 10*

## JOA - Montreal 2003 Schedule of Events

March 18th, 2003 - Regular monthly meeting at Cote St. Luc BBQ

March 20-23rd, 2003 - JCNA Annual General Meeting in Charlotte, NC

April 15th, 2003 - Regular monthly meeting

April 27th, 2003 - Spring Drive to Rube's Restaurant & visit to Greg Ross

May 1-5th, 2003 - JCNA Challenge Championships in Phoenix, Arizona

May 20th, 2003 - Regular monthly meeting

May 25th, 2003 - Beaconsfield All-British Car Day

May 30th and 31st, 2003 - Lime Rock high performance driving school

June 12-15, 2003 - Formula GP of Canada and associated events

June 17th, 2003 - Regular monthly meeting

June 21st, 2003 - JOA and OJC annual Concours d'Elegance in Ottawa

June 27-29th, 2003 - VARAC vintage racing at Mosport

July 4-5-6, 2003 - Sommet Des Legendes vintage racing at Mt. Tremblant

August ??, 2003 - technical seminar at Greg Ross' garage: clutch bleeding

September 16th, 2003 - Regular monthly meeting

September 18-21st, 2003 - Stowe, Vermont British Invasion and JCNA Regional Concours/ Slalom

October ??, 2003 - Fall drive

October 21st, 2003 - Regular monthly meeting

November 18th, 2003 - Regular monthly meeting

December ??, 2003 - JOA Xmas party

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*Continued from page 7*

Watkins Glen, Elkhart Lake or Sebring to RACE and then drive home. No roll bars, no seat belts, no helmets, no barriers or run off areas ... no brains either. But what fun it would have been.

Burt "B.S." Levy has written a wonderful series of books detailing the trials and tribulations of a New Jersey teenager named Buddy Palumbo. Through sheer luck and no small amount of God-given talent for repairing foreign sports cars, Buddy gets to experience first hand the blossoming sports car racing scene in 1950's America. It is fiction, but Levy has interspersed an amazing amount of real people, places and cars that seem to make the story come to life and make you feel ... well, it makes you feel like you're really there. Just the thing for us vintage racing types who close our eyes while driving and imagine it's 1954 and we're driving a BRG Jaguar C-type at Elkhart Lake, Phil Hill right on our back bumper ... aahhhh, to dream!

And it's not all about just cars either. I'm not Italian and I'm not Catholic, but the author's description of Buddy's teenage Italian goddess girlfriend with the iron-clad brassiere made me feel like I was in the back seat with them. Levy's attention to detail and ability to call a spade a spade makes for some interesting reading.

"Let me explain to you how it is with automobile mechanics. I personally divvy them up into three distinct categories: first off, you've got your basic Shadetree

Butchers. Most Butchers are home-garage amateurs who only bring their cars to a professional after they've already made an awful mess out of whatever they were trying to fix in the first place. Butchers can be counted on to snap studs, shear bolts, strip threads, wedge bearing races in cockeyed, and turn every electrical problem into a stinking, smoldering glob of molten plastic and charred insulation. No self-respecting mechanic likes working around a Butcher, and cleaning up after one is even worse. One giant step from the Butcher is the Parts Replacer. Parts Replacers know their way around an automobile all right, but they don't comprehend AT ALL how car stuff really operates. To them, every mechanical component is like a sealed vault filled with some kind of rare magical pudding that makes it work. So they invariably start yanking off old parts and throwing new ones at a problem until it either goes away or the car's owner declares bankruptcy. God certainly must have

loved Parts Replacers, because he made so many of them. And then you've got the Fixers. The maestros. The Real McCoy. Fixers can diagnose a hiccup in your carburetor or a death rattle in your crankcase just like a medical doctor, and then go in so slick and clean that, when they're done, you can't even tell the car's been worked on. Except that it runs better than ever. A Fixer can MAKE parts. 'It's all done, Mr. Jones. The choke cable was sticking because it was going over-center, so I made a new bracket to bring it in at a better angle.' Those guys are hard to find."

To buy the books, visit the website [www.lastopenroad.com](http://www.lastopenroad.com). Read them in order, you won't regret it! I'm anxious to see the latest installment myself, "The Fabulous Trashwagon"; I can't wait to see what our hero Buddy is up to now!

*Daniel Thompson*

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## Camouflage!

This 1985 "Warrior" is about the same vintage as the formidable Russian T-72 tank at the Worthington Museum, CFB Borden in the summer of 2002.

Its colour (antelope brown) along with the shade and mud gives **Paddy Robertson's** XJ-S its own camouflage. (**Stewart** was driving, of course!)

## JCNA AGM Hotel Rooms

It is not too late to book a room for the AGM within the reserved block. Rooms are still available. However, folks trying to book a room in the block between 2/17 and 2/20 may have been told the block was closed. It should not have been and the hotel has now corrected this information. If anyone had a problem or did book a room but not in the block, please email Bill and Margaret Bingham at [bingham2@bellsouth.net](mailto:bingham2@bellsouth.net) as soon as possible with your situation. We will try to get this corrected.

Remember to visit the AGM section on the JCNA Website for the latest information including agendas and proposals. A number of important proposals have been posted; please take a moment to review them and obtain some feedback from your club members at your next meeting ! <http://www.jcna.com/library/agm/2003/index.html>

**Bill Bingham, Carolina Jaguar Club 2003 AGM**

# XJ-S Warriors

The XJS is becoming the 21<sup>st</sup> century E-Type  
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## *True? cont'd from page 1*

At home, I applied Bob's miracle procedure; use an old iron to heat up the old finish, and then while it is soft, carefully skin it off with a sharp chisel. It worked like a charm, leaving only a pure, clean wood surface. Bob's warning; don't heat the surface too much, as it will turn the wood darker or even black. Within about an hour, I had all the old finish cleaned off, and had only torn out a couple more pieces of wood from the edges. Oh well, that's what glue is for. Having success with gluing those small pieces, I

then tackled the curled, grey part. It turned out that breaking it right off, then gluing it down again with a good solid weight on top did the trick. Now there

was only one piece that was missing completely, and there were some cracks in the wood that went all the way through. Nothing I could do about the cracks, but I did get some more bits of wood from John. I very carefully cut some of that wood, and the hole where it was going to go in at the same time with a very sharp Exacto knife, while keeping a close tab on where my fingers were. A bit more glue, more weight, and voila, one very ugly looking piece of trim. Not to worry, Bob said that until there were a few layers of finish on the wood, it would look horrible, and I was starting to trust Bob. Total time up to now, including getting the test piece, about four hours, over one week.

After the glue had dried, the next



step was to sand down the wood just enough to get the grey off of it. You do not need to sand the wood until it is perfectly flat, it's not necessary, and you will probably end up sanding right through the wood anyway. Just do a light sanding between coats of the finish, until there is enough finish to flatten out the entire surface. Any high and low spots in the wood at this point will disappear when you look at it. I used Minwax Fast-drying polyurethane clear gloss in a spray can, actually, two cans. I put on about

one coat per day, and started sanding it flat at about the fourth coat. All the sanding was by hand, with a good sanding block. I think Bob uses a random orbital sander, but I was trying to get a feel for this, and did not want to sand through, even if it was only a test piece. Even so, sanding time between coats was only about 20-30 minutes.

After about nine coats, it was starting to look good, and after about 15 coats, all the cracks in the wood were filled in, and the

surface looked perfectly flat. Here is where I switched from 300 grit sandpaper to 600 grit for a couple coats, then onto 1500 grit with just enough water to keep the paper clear. One final thick coat with no dust in it, and it is done.



*The result—pretty impressive for a first try!*

Amazing. What was really a piece of junk, now looked almost new. If you look really hard, you can still see the cracks in the wood, and the pieces that I let in to fill holes are not a good grain match, but barring that, it was a complete success, and easy. Bob was right, it was easy, and it is true.

*Cheers, Mark R.*

# CSV

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## JCNA AGM Agenda Items

The E-Type - Series One Judging/ Authenticity Guide that was presented in rough draft form in a seminar at the 2002 AGM will be on the 2003 agenda for adoption. The posting of this guide on the JCNA web site since last May has resulted in input and comments from many people across the entire country. This input plus the sharing of many Jaguar Service/ Spares Bulletins has resulted in numerous changes and updates from the original draft. As new verifiable information was received it was incorporated into the guide and as there was a select group of people involved, there is NOTHING that is the opinion of only one person.

This will be the first in-depth judging guide to be presented to delegates at an AGM for adoption. I believe that we all recognize the lack of accurate information for judging authenticity is probably the biggest problem with our present Concours system. Hopefully this guide will encourage people to develop guides for the many other classes!

## A Pair of British Bonnets!



**Ron Sierolawski** shows off his 1956 XK-140 and 2000 S-Type. They make a beautiful picture in the sunshine.

Ron is a founding member of OJC (#12) and a font of knowledge on everything Jaguar.

It is extremely important for the club members and delegates to familiarize themselves with this document before attending the coming AGM. As it is continually changing, as new information becomes available, the version presently on the web site will, in all probability, have some new additions before the AGM.

The guide is presently located on the JCNA web site at the bottom of the Concours Center and all comments, suggestions, etc should be directed to:

Bob Stevenson, email: boband-darl@comcast.net, or Tel: (734) 455-5039

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