

APRIL MEETING

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

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Photos: Jaguar Journal cover (old),
p. 2; Grant Edwards pp. 1,14,15;
Stewart Robertson, p. 5,12

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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.

Jaguar Upside Down Jaguar Restoration Episode 4

By Grant Edwards

In 2000, OJC member **David Clyne** acquired a 1970 series II Etype coupe through e-Bay. There is a story there for a future article. As in the Star Wars series, we are starting with episode 4 with a view to filling in the past and, in this case, the future as it unfolds.

During the assessment and disassembly stage (i.e., episodes 2 and 3) it was decided that in order to undertake the extensive body repair the project would need a device to orient the vehicle in positions that would provide easy access for stripping, fitting and welding panels, sealing and painting. After a web search and review of existing technologies we decided we would design and build our own Jaguar rotisserie.

The decision to build our own was made not only on cost but, as we saw it, on necessary attributes that were not present in other designs. In particular, when in use it had to allow for maximum access to those areas of the car that are typically crusty. It had to be easy to assemble and disassemble and stow away. Installation on the vehicle (after all we are in a small garage), and the ergonomics of use had to be optimal.



One day while visiting Ottawa Fasteners, we noticed a sign that said "free scrap metal for the taking". Around behind the building we loaded the pickup truck with used metal industrial gauge shelving material. This find provided the basis for thinking about the design.

A centre beam concept evolved as this would allow full access to all parts of the car except for the center of the underside. As is well known, this is the only part of early Jaguars that did rust as the oil leaks through atmospheric turbulence spread the oil along the center part of the underbody. Too bad Jaguar fixed this for the

Continued on Page14

Jaguar Self-Actualization

Are you a Jaguar enthusiast searching for the chance of a lifetime? Does the special challenge that makes the difference between self-actualization and obscurity just elude your grasp? Do you need communion with like-minded friends to bring meaning and fulfillment to your life?

Have you ever thought of rebuilding a V12?

I expect we've all had that thought at some time, but the opportunity just doesn't turn up that often, certainly not as often as your property tax bill. Having said that, I now find myself in possession of a V12 that needs to be rebuilt. I don't have a car to put it in, this is just an exercise in learning.

Over the summer months I propose working on this engine twice a month, the second and

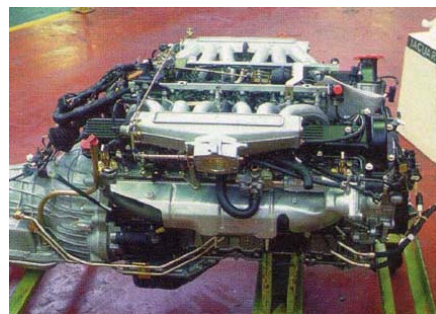
fourth Thursdays, with whom-ever would like to participate. The master of all things Jaguar, Ron Sierolawski, will provide technical advice to our sessions. If you wish to be a part of this exercise, all you have to bring is your curiosity and enthusiasm. We would meet from 1900 until whenever my very understanding wife makes me come inside.

The engine came out of my 1985 VDP after overheating as a result of an inexcusable operator problem. It was still running, but obviously had suffered some distress – manifest by unacceptable valve noise on the left side.

Photographs and a running commentary will be prepared for this newsletter as we make progress.

The first meeting will be on **Thursday, 8 May** at 340 Island Park Drive (between Scott and

Richmond). If you wish to participate, please contact me at 729-8859 so I'll have an idea of the number to expect.



Okay—so it might not look like this, but ...

Oh – and that stuff I wrote at the top of this article — this isn't really relevant unless you need some handy words to explain to your significant other why you're going out one more night.

Stewart Robertson



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Winter is over – Let's go for a drive!

Spring has finally arrived and I can't wait until I'll be able to go for a drive. I believe that we all—as car enthusiasts—can't wait for our very first drive of the season: the sound of the XK engine, the smell of the Connolly hide, and both eyes on the temperature and oil pressure gauges - hoping that nothing will go wrong.

Yes, Jaguars provide lots of pride and joy to their owners, but at times, the driver's confidence in the car is questioned. As mentioned—with a good sense of humor—by Martin Cross in "Practical Jaguar Ownership: How to extend the life of a well worn 'cat'", Jaguar ownership requires patience and hard work. But at the end of the day, being able to drive such beautiful cars is well worth the effort.

I wrote in a previous edition of the Jottings that I'd start a series of articles called "MK2 adventures". This is still in the works, but I hope that I'll be able to share with you very shortly my ownership experience of a 42 year old Jaguar (no, she doesn't have a name). And I invite other OJC members to share with us some tips or advice. This column is yours.

On the activities front, I would like to thank **Guy Larabie** for organizing the Go-karting event. This was really a fun activity especially when, towards the end of the race, some of us lost their brakes. Hopefully the tires laid around the track were there to slow us down. I hope that we'll be able to hold another Go-karting event with at least 10

members so we can keep the track for ourselves.

As usual, the March dinner held at the National Press Club was a real success. Thanks to **Paddy and Stewart Robertson** for the organization. This was a great turnout with over 30 people (one member from Montreal) who braved the snow storm. Inside, we all enjoyed the fine cuisine – this was a highly enjoyable evening.

See you soon!

Yann Robin
President

2003 OJC Dues

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

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

2003 Concours d'Elegance

The date for this year's big event has been changed to **Saturday, 21 June**, at the Canada Science & Technology Museum. By doing so, we were able to accommodate club members' personal schedules and the Museum's events schedule.

For the second year, this will be a joint Ottawa-Montreal event, and we expect lots of cars & people. We've put in our request to Mother Nature for a sunny day—

no repeats of 2002's "interesting" weather.

Concours Chair Daniel Thompson and **Chief Judge Rob Dunlop** are both looking for volunteers to help with the mundane aspects of the operation—parking, registration, tallying scores—and the more exciting jobs of the mechanical, interior, exterior and engine judges.

Contact either Daniel or Rob for information and to get your assignment.

Many paws make light work!



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March Dinner with the OJC



March 8th: It was a dark and stormy night ... actually, it was snowing and rather pretty in the moonlight!

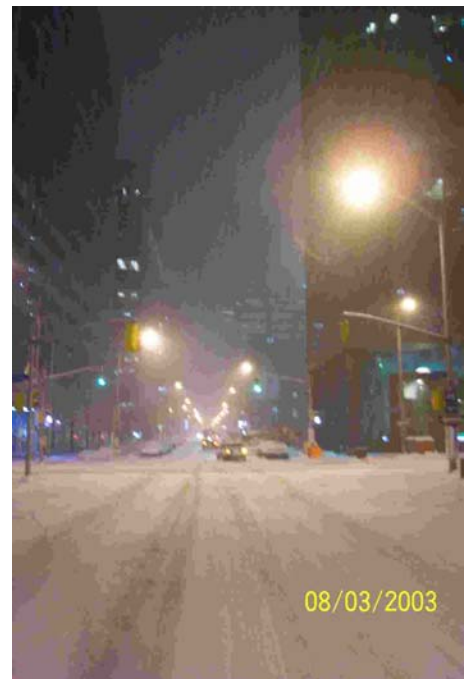
Thirty-three guests (including **Ann Marie Townsend** of the Montreal club, and new OJC members **John & Monika Geci**) turned out at the National Press Club to enjoy a 4-course dinner and the best company one could ask for.



Above: The whole gang
(except photographer **Stewart Robertson**)

Left: Louise Larabie, Mark Roberts & Guy Larabie enjoyed the Library at the Press Club

Below: Heading home in the snow—Catherine & Mark Roberts



A Pat on the Back!

The 2002 JCNA Newsletter Competition awards were announced by Chair Judy Ferring at the AGM—Ottawa's Jaguar Jottings received a **1st in Newsletter Design**.
Congratulations to Jim & Paddy—good job!

JOA - Montreal 2003 Events Schedule



Contact Guy Goodman (see last page) for more information.

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 asso-
 ciated 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

OJC 2003 Events Schedule



If you have any suggestions, or want to help
 organize, contact Guy Larabie (info on last page).

April - April 14, monthly meeting
 - Visit to a local body shop
May - May 8 & 22, V12 Engine workshop at
 the Robertson's (Thursdays)
 - May 12, monthly meeting
 - May 21, Cruise night at Place
 d'Orleans (Wednesday)
 - May 31, The Car Show in Beacons-
 field, Quebec (Sunday)

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 re-
 building).
December Christmas Party

Renew your Club membership for 2003!
The benefits are priceless.

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.

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

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 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 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); 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

1936 Rolls-Royce 20/25HP For Sale: Sports saloon, stunning and strong runner, lots of info and photos available to serious inquiries only please. Contact Pierre-André Ouimet at (514) 937-1415 or e-mail paouimet@sympatico.ca

Lovely 1988 Jaguar XJS V12 Coupe. British racing green with tan leather interior. Car is in tip top condition and has never been winter driven. 125,000 original kilometers. Examined top to bottom and serviced by renowned Jag mechanic Chris Jackson at time of purchase. Climate control, excellent interior, heated seats with power lumbar support. Took second place in "Driven" class at the 2001 Annual OJOA Concours D'Elegance - Appleby College. It breaks my heart to sell it and the only reason I am is because I have no time to drive it due to my vintage car racing. Certified and eTested, of course. \$11,500.00 FIRM. Contact Nick Pratt via e-mail (npratt@ca.ibm.com) or weekday voicemail (905-316-4166).

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.)

The 2003 JCNA Annual General Meeting: Mixing Business and Fun



By Daniel Thompson

I was very much looking forward to the 2003 AGM, this year to be held in (warmer) Charlotte, NC. This year I decided to take my long-suffering wife along. I get to talk cars for 48 hours and she gets to relax, play tourist and shop for 48 hours. A nice break for both of us.

Our flight connections worked to perfection and we were on the ground in Charlotte at 6 p.m. on Thursday. Charlotte weather was cold and rainy, just as cold as 1000 miles to the north! But all that would change on Friday. The Hilton University hotel was very clean and modern, offering a superb discounted room rate for AGM delegates. There were a lot of stores and restaurants within easy walking distance, and a short bus ride took travelers to downtown Charlotte, the mall or the Lowe's Motor Speedway. Thursday night's dinner was at a lovely bistro just a 5 minute walk from the hotel, where we enjoyed the company of **Gary and Sue Hagopian** (JCNA president from JANE in the northeast), **Dennis Eynon** and **Mark Stephenson** (both from Arizona). Afterwards, the hospitality suite was kept open late so we could register, pick up a goody bag and meet up with old friends.

Friday Morning

Up early and into the JCNA Board of Directors meeting at 7:30 a.m. A good crowd was on hand including 11 of the 12 regional directors and several interested spectators. The meeting was well managed by president Gary Hagopian and business

was conducted smoothly. We were now ready for the big AGM on Saturday!

My wife took advantage of the excellent organization by the host club, **Bill and Margaret Bingham** and the whole local team, boarding a charter bus for the shopping mall at 10 a.m. All she had to say was "wow, they build BIG shopping malls in the USA!"

6500 RPM

After the Board meeting, some of us loaded onto a charter bus for the trip to nearby Lowe's Motor Speedway. These were the 30 or so "crazies" who had signed up for a chance to lap the famous track in a genuine NASCAR-style racing car, with no restrictions, and passing allowed. The racing school putting on the event did an absolutely first class job. Before I describe that experience though, I have to comment on Charlotte, Lowe's Motor Speedway and NASCAR in general. I had heard that NASCAR was popular in the south. I have been to Lime Rock, Mont Tremblant, Mosport and Watkins Glen but nothing prepared me for the sight out of the bus windows as we drove into this amazing facility. It's HUGE! Imagine a grandstand with seating capacity of 120,000 people, and a multi-level restaurant and viewing area that can accommodate maybe 1000 people, all enclosed in glass and overlooking the track. A tunnel large enough to allow our tour bus through accessed a state-of-the-art infield and pit area. And, of course, as you look around at the 360-degree view, your eyes are drawn to the long, long banked corners that look steep enough as to

make walking up them difficult.

Our group was given about an hour of classroom time explaining the finer points of driving a 650-hp stock car, safety, track layout, proper corner lines, flags, etc. Then we were loaded into minivans six at a time while an instructor drove the "line" around the course and showed us how to avoid stuffing the car into the wall. Finally we were suited up and had helmets fitted and were ready to climb into our race cars.

We were carefully buckled in while an instructor climbed in next to us. A very tight seat (no jokes about beer bellies, please) squeezes you in place while a solid set of safety belts (five point) makes sure you can't move. With helmet on head and safety net blocking the window to your left, it is a little claustrophobic. The tube frames and safety cages on these 3500-pound monsters are massive. I think you could drop a building on one of these cars and still walk away. We are told to watch all the gauges, but quite frankly all I am worried about, while looking through an oversized steering wheel that wouldn't look out of place on a school bus, is the giant tach sitting in front of me. There is a big green light that tells you when you are in first gear and a big red light that tells you when your engine has no more oil pressure. On the left is a row of identical switches whose function remains a mystery. The instructor does tell you to click the first switch down and then flick the second to start the car. And start it does! With a deafening roar, the unmuffled American V8 shakes the car, the

ground and your dental fillings. Manhandle the huge shift lever (did I mention that Americans like everything big?) into first gear (which you would never find on your own if it wasn't for that big green light on the dash), let off the clutch, give it a few revs and you're off rumbling down pit lane. Well, most of us were off anyway. You see, it is very easy to stall, so quite a few of us (not me!) sputtered on the line. Now the instructor is telling you what to do: accelerate gently to 3,000 rpm in first and shift to second. Bring it up to 3,000 again in second and shift to third at the exit to pit lane. Now we are in turn one (there are only four turns) and he's telling me to keep the car low on the "apron" while rounding turns one and two. There are two reasons for this: first, you don't want to cut off anybody who might be barreling down the track at that moment, and second, the "step-up" from flat infield to steep banking is abrupt enough to unsettle the car if you are foolish enough to try it. Once we are around turn two and facing the long back straight we accelerate again, check the mirrors one last time, slip it into fourth and ease into the racing line. From now on it is fourth gear all the way, there is no need to downshift.

The racing school has painted a series of dots on the track surface: two dots at the entrance and exit of corners, telling you to drive between the two in order to find the perfect entry and exit points. Another set of single dots in the banked corners, the idea being to keep your right front tire below the dots and above the dreaded "step-up" line. My instructor barks orders at me (which I honestly could not hear above the incredible roar of the engine), gives me hand signals and grabs the steering wheel with his left hand to help guide the car through the tricky parts. The idea of these 2 or 3 laps at rela-

tively low (60-80 mph) speeds is to get you accustomed to driving a real racing car and to give the instructor the time to evaluate you as a driver. After he is satisfied that you have a reasonable grasp of what you are supposed to be doing, he signals you to come back into the pits and shut down. I make a few mental notes: the brake pedal has no effect at all on the speed of the car and the power steering is set up quite loosely, you really have to hold the wheel on the straights because these cars want to turn LEFT all the time.

Now, a little word here about who I raced with. Because I am the vice president of JCNA, because I had to be finished early in order to make it to the dinner banquet and present some awards, and because I was assumed to have "some" experience driving race cars, I was put in the first group. The first group included (among others): JCNA president and vastly experienced hot shoe **Gary Hagopian** as well as JCNA webmaster and highly experienced hot shoe **Pascal Gademmer**. I had the distinct feeling that the other drivers and the people watching from the banquet area were waiting to see just what kind of spectacle these three "crazies" would offer. They didn't have to wait long ...

After all the students had a chance to take a couple of introductory laps with the instructor, the pit area was cleared, the engines were warmed up on all the cars, the ambulance, safety trucks and flag men were put in position, and we were ready to rumble. Group one is called out to the track: **Hagopian, Eckrote, Gademmer, Thompson**. No instructor this time. No rev limit. Passing allowed on the straight. Fifteen laps in which to thoroughly embarrass yourself. Problem #1 for me: I did my practice laps in car #3 (an ex-Dale Earnhart car); for the "race" I am assigned to

the #99 Citgo car which is totally unfamiliar to me. The instructor helps me slide over the cage and into the window (no doors on these cars) and buckles me up. There is some concern that my 6'3" frame will not fit as easily into this car as it did in the #3 car, but with helmet on I have 1/4" of clearance. The steering wheel is installed (remember, I said it was a tight fit) and the little red stop sign is held in front of my car. The other three cars get to leave pit lane first; I'll be the last on the track. The instructor standing beside the car twirls his finger in the air, an indication to fire the engine. And fire it does, with a deafening roar. I blip the throttle a few times to make sure the engine is warm (don't want to stall) and wait for my signal. At this point the instructor leans in and yells in my ear "BE CAREFUL WITH THIS CAR, IT'S GOT A LOT OF POWER ..." Oh, great, as if I wasn't already nervous enough. I get the green "go" sign and I rev it up and dump the clutch. Down pit lane we go ... into second gear and the track is looming ... into third gear and I'm out on the apron now. Accelerate gently and sweep through turns one and two on the apron. Onto the back straight and I shift to fourth, accelerating hard now as I check the mirror and merge onto the racing line. First thing I notice is an orange car coming up fast in my mirrors. It's Gary Hagopian, he's finished his first lap and he's flying into his second lap, hot on my tail! Even though the instructors told me to take it easy for a lap or two before putting the pedal down, this is no time to dawdle!

The revs climb to 500...5000...5500 as I launch the car through turns three and four. Turn four is the scariest; it is a decreasing radius turn and if you enter it too hot it can lift your end up

Continued on page 9

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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:

Daniel Thompson
President and C.O.O.
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Continued from page 7

in the wall (and all the black skid marks are there to attest to that). The back straight is indeed a long straight but the front "straight" is actually a double-apex large arc. I'm trying my best but failing miserably to hit all the proper marks for corner exit and entry. Now that orange car is getting really close to my rear.

I figure the reason why I'm having trouble finding a "groove" is because I am simply going too slow. Even though I'm only starting my second lap I press down harder on the gas pedal. I was right, the car responds better in the steeply banked corners when the G-forces are higher and the suspension is crushed down. The revs are climbing now, 5750...6000...6250, scenery is flying by at a much faster pace. The orange car is right on my tail again, but not close enough to warrant a passing maneuver. I'm going a lot faster now, charging into the corners with only the slightest lift of the gas pedal (there is never any reason to apply the brakes on these cars). The road has my full attention now, to heck with the gauges. I come up on some slower traffic and have to wait a lap and a half before I get the chance to shoot by on the back straight. Still, I am polite enough to leave a few car lengths so as not to spook the driver being overtaken. That orange car, however, is now sitting directly on my rear bumper. Now I'm getting the hang of the whole thing and pushing harder. I roar into turn one with only a slight lift and accelerate hard through two and onto the back straight. The orange car becomes a smaller and smaller speck in the mirror! More traffic, and I have to slow down again to wait for a chance to pass.

The orange car is on my rear bumper again, looking for a mistake, an opportunity to pass. I steamroll by the slower car on the front straight this time, drop neatly into turn one and decide to try a little experiment. As the car settles down on its suspension in the banking of turn one, I push the gas pedal all the way to the floor. Keeping my focus I manage to hold the car below the white marks in the corner and "thread the needle" through the exit point. Foot still to the floor, I glance at the tach and see that I am now passing 6500 rpm. I lift slightly for turn three and hold on tight to the wheel as the G-forces build up for that decreasing radius fourth turn. I glance in my mirror and the ever-present orange car has faded back about 6 or 7 car lengths. Next time around I hold the gas pedal flat to the floor for the whole lap, only lifting slightly to set up for the entrance to turns one and three. One thing I forgot to mention: each lap as I pass the flagging station the flagman is holding both hands out, palms down and making a motion as if he is pushing down vigorously on an invisible barrier. Of course, he's trying to tell me to slow down. Of course, I didn't.

Suddenly the checkered flag is waving and the flagman is signaling me to come in, as I pass I glance in the mirror and notice that Gary in the orange car is getting the same signal. Oh-oh, I think to myself, they're pissed off at us and we're getting called in for a lecture about driving too fast, too soon. But no, time has gone by very quickly and our 15 laps of fun are over. I coast into the pits and shut the engine off. What fun! The next group is buckled into the cars and my wife and I make our way over to the Speedway Club, a gigantic glass fronted restaurant that overlooks the track. Dinner is over

for the assembled delegates and I arrive just in time to award the trophies for best club websites. **Judy Ferring** has just finished giving out the awards for best club newsletters.

Friday Evening

We board the bus back to the hotel and walk over to the same Bistro as the previous evening, this time for dinner with Gary and Sue Hagopian and Pascal Gademer and his son Pierre. Around 10 p.m. another group of racers wander in, led by **Steve Weinstein** and **Steve Ferring** from New Jersey. Everyone agrees that the NASCAR event was a great experience. Back to the hotel and up to the hospitality suite, which is still rocking and rolling even at this late hour. The organizers have set up a video and TV and are showing tapes of classic car and Jaguar events. There are also a few dozen interesting items spread around the room being offered in a silent auction. **Steve Kennedy** of Colorado is there, showing off samples and taking orders for his excellent new book "Jaguar: The Classic Marque".

Saturday

Out of bed at 6:45 and down to the meeting room area for the 45th JCNA AGM. Even though I arrive at 7:15 for an 8:30 meeting, the room is already half full of eager delegates. I stake out a row chairs and manage to convince all the delegates from my region to sit together; it looks good to show solidarity. Gary starts the meeting at 8:30 sharp and the room is packed to overflowing. We have a full slate of topics to cover and the pace is brisk.

Right off the bat we deal with a controversial motion: an amendment to the bylaws is proposed to remove the right of the Board of Directors to

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change bylaws without a vote of approval by the delegates at an AGM. Discussion on both sides of the debate is vigorous; the vote passes to substantial applause from the assembled delegates. This was to be the pattern for much of the morning and well into the afternoon. A motion is presented, much discussion follows, the delegates frown and shift uncomfortably in their seats when hearing things they don't like; spontaneous applause breaks out when someone stands up and expresses an opinion that "just makes good common sense." An example was the motion to limit delegates at AGM's to carrying only one other club's proxy in addition to their own. After much discussion, the feeling around the room was that this motion, rather than attempting to build enthusiasm for clubs to send delegates to AGM's, was really trying to force clubs into a particular behavior by waving a rule book over their head. Delegates turned it down.

We witnessed superb examples of hard work and level headed thinking from **Dick Cavicke's** judging committee and **Bob Stevenson's** judging guide. Both motions were roundly applauded and passed with ease. The AGM adjourned at about 3 p.m., much to the relief of the exhausted delegates. The meeting was long and the discussion animated, but overall the feeling was that a great deal of positive work had been accomplished.

Delegates barely had time for a short break before several seminars got underway dealing with newsletters, club management, high performance modifications and restoration. Through all of this, I barely got the chance to check the weather outside, save for a few precious moments at lunchtime when I sneaked over to the parking lot to view some magnifi-

cent Jaguars belonging to local club members. I also spent a half-hour break in the afternoon with my wife, sitting at an outdoor wine bar sampling the grapes and soaking up the sunshine and 75 degree temperatures.

Back to the hotel for a quick change of clothes (suit and tie required) and we're downstairs again for the cocktail and dinner. I manage to secure a table near the front with **Dick Cavicke** (Judging Committee chairperson from California), **Mike Cook** (Jaguar Journal editor from New Jersey) and his wife, **Dick Deibel** (outgoing SE regional director from South Carolina) and finally **Kerry Vickers** (Jaguar Society of South Carolina president). A great time was had by all and Mr. Deibel and Mr. Vickers provided much comic

relief. Gary Hagopian made a speech thanking the delegates for attending and thanking the host club for putting on great event. **Kurt Rapold** handed out the various trophies for concours, rally and slalom. After dinner (the food was great), it was back to the hospitality suite where the party carried on into the wee hours.

Sunday

Our wake up call was set for 4:30 a.m. and we were flying out of Charlotte airport at 6:30 a.m. All connections worked beautifully and we were sitting at home for lunch with my family at 11:30 a.m. on Sunday. Total cost for the weekend was about US\$1300 for two people. My wife would highly recommend the experience for other "Jag widows"!

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Upside Down cont'd from page 1

series III XJ's as they tend to rust out along the inner rails where the floor meets the transmission tunnel. Another outing took us to Princess Auto where we discovered engine stands on sale. Engine stands would make great end pivots for the center beam. Two engine stands were duly purchased and a design modification made to allow their use as end

pivots for the center beam.

Mounting the car onto a rotating center beam was the next design consideration. At the front of the E-type chassis there are several



mounting options. These are the front sub-frame mounting points and/ or the torsion bar reaction plate chassis rail mounting location. The later was chosen and a yolk was designed that inserted into these chassis rails (see

illustration above). Two bolts on each side secure the forks through existing chassis holes. The yolk design incorporated adjustable forks to ensure fit, as all E-types were not built the same. For a roadster the front yolk would require additional mounting points to ensure rigidity.

At the rear there are fewer mounting options. The rear mount design consists of two straight 1/4 inch steel plates that attach to the existing mounting holes on each side for the IRS bushings. These plates are joined by a cross member that is bolted to again allow for adjustment to fit the car. From this cross member extends three arms to a mounting bracket that attaches to the center beam (i.e., see illustration).

It was an icy day when the construction of the prototype got underway. A local welding shop fabricated the center beam, modified the two engine stands and constructed the front mounting yolk to our specifications. At this juncture, letting the welding out appeared to be adding too much to the cost so we retrenched and called on a friend of Dave's to weld up the rear mount.

Cont'd on page 15

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Cont'd from page 14

Dave Lui did a fabulous job including recommending a design modification to our rear mount that allowed for adjustment of the distance between the IRS mounting brackets.

At last all the parts were constructed. It was time to assemble and install the car onto the rotisserie, or was that to install the rotisserie onto the car? Assembly of the rotisserie was easy and took no time. Of course we assumed that all would go well after this, as it seemed to be coming together nicely.

We next entered the design debugging stage (as you software types say, "beta testing"). The first issue that arose upon installation was, how do we get the center beam into the engine stands at each end of the vehicle. With the car at the top of the jack stands there was a good two feet to go up before we could insert the engine stands onto the center beam. Slowly but surely, through jacking to an unsafe height with a multitude of 2X4's inserted and the use of four jacks, we achieved the necessary height to insert the car and beam into the pivot stands.

Mental note number one: make the height on the engine stands adjustable so that the jacking doesn't have to go beyond the normal

height of jack stands. This would also allow for the maximum height to be adjusted for optimal rotation of the vehicle.

Now that we had installed the car and the rotisserie onto the engine stands it was time for the inaugural rotation. Got neighbour **Lawrie Daub** (seen in the last photo with Dave Clyne; I took the pictures thus am not seen) over to help. At first all seemed well, it was easy to turn, no binding, life was good, so we thought. When the car approached 190 degrees the rear fender opening fouled with the base of the engine stand. This didn't seem too bad, as all we had to do was jack up the rear end again to a precarious position and re-install the rear engine stand backwards. Did this and problem one with rotation solved. This design flaw we were able to blame on the first welder as he shortened the beams in the process of putting the center box beam together.

Ok, lets do that again! Rotation started and got around to about 200 degrees when fouling of roof with floor occurred. Careful measuring and re-measuring determined that the engine stands needed an additional six inches in height to allow the car to rotate fully. This brain fart was my fault as I did not measure



*Etype on Rotisserie: **Dave Clyne**, thumbs up and **Lawrie Daub** in foreground*

twice and cut once as they say. The solution was to elevate the engine stand pivot points. Back to precarious jacking to solve this problem. The solution was successful and I made mental note number two: another reason to make the engine stand vertical height adjustable to avoid this issue. Not a bad design that, after testing, only needs one modification for implementation. All in all, with prototype one and the design we are very pleased.

We rotated the car with ease and left it in the upside down position while we had a celebratory refreshment, bragged and boasted of our accomplishment. Oh! and took pictures for your viewing pleasure.

Grant Edwards

Editor's Note: Can't wait to hear about that e-Bay transaction!

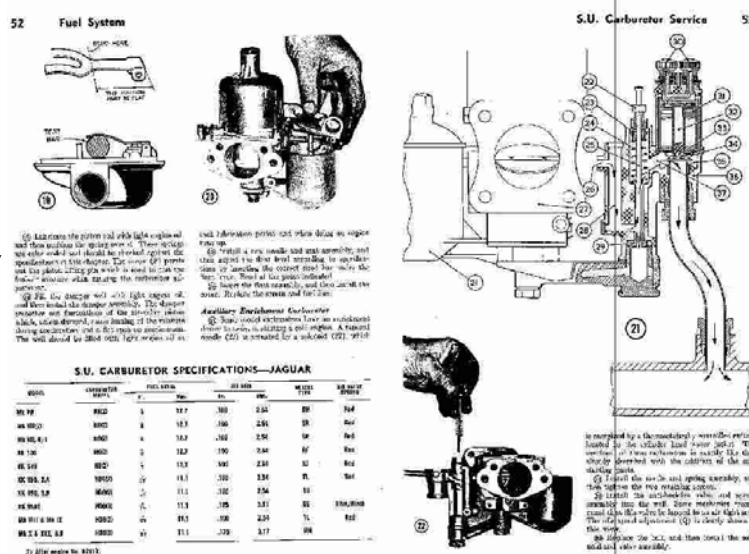
Technical Help

I came across a rather nice "Glenn's JAGUAR Repair and Tune-up Guide" by Clinton Book, 1965 (125 pages). The guide covers all Jags from 1949 XK120 to 1965 XKE. It is a photocopy. What I like about it, is that it has 90% of the info you will ever need, and can be kept in the garage for greasy fingers, or in the trunk for mildew collection, or by your bedside for interesting reading.

If anyone wants a copy, let me know (\$10). I can bring it to the next meeting.

Cheers!

Phil Karam



2003 Chemung Canal Trust Historic Races

Greetings from Watkins Glen International, the Birthplace of American Road Racing! We invite you to kick off our 2003 season with the Chemung Canal Trust Historic Races, sanctioned by Historic Sportscar Racing (HSR), June 6-8, featuring the Jaguar!

Jaguar has a rich racing heritage at The Glen, with the record for fastest lap on a North American road course set here in 1992! Davy Jones blasted around Watkins Glen International's "short" course at 150.334 MPH during qualifying for the Camel Continental IX! Jaguar's visits to Victory Circle at The Glen started in 1952 with John Fitch's Seneca

Cup victory in the Jaguar XK120C, which was quickly followed up by Dr. M.R.J. Wyllie's three consecutive Seneca Cup wins in the Jaguar XK120M in 1953 and the Jaguar C-Type 1954-1955.

What better way to travel back in time than spending the weekend with fellow Jaguar enthusiasts in The Glen's exclusive Jaguar Corral! Your corral package will include weekend admission, Sunday catered lunch with beer, soda, and wine, along with pace laps of the track! Come join us in celebrating the mystique of Jaguar's rich racing heritage.

To arrange your group visit to the Jaguar Corral at The Glen, please do not hesitate to call Scott Swimley at 607-535-2486 x322. I look forward to hearing from you soon.

Scott M Swimley (sswimley@theglen.com)

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