

May MEETING

Monday, May 12

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.

MK II Adventures: Part 1

by Yann Robin

In this 1st episode, I would like to cover the series of events that led to the purchase of my 1961 MKII. As mentioned earlier in the Jottings, I would like to give an honest view of the ownership of a 40 years old car and hopefully, this will spread the interest for vintage jaguars. Okay, let's begin by answering the question "Why a jaguar?"

The answer to this question may be obvious to most of you who have dreamed of Jaguar cars since your childhood. To be honest with you, my interest in Jaguar came fairly late. I've discovered Jaguar a bit by chance. So let me go back in time – say 8 years ago - and tell you this story.

I've always had a strong interest in antiques in general. Since I got my driver's license, the main goal was one day to have a classic way of transportation. The virus started when I bought a 1920 "AutoMoto" motorcycle then started to go to events in the search for spare parts. If you want to visualize what the 1920 motorcycle looks like, well this is pretty much a bicycle with an engine attached to it. There is one brake and no clutch (It's belt

driven). I then joined a local club in France where a member gave me the fantastic opportunity to drive a Facel-Vega. This was a very nice coupe (type III) with a 4 cylinder Volvo engine. I now had to get a car!

I started my search for a car and it had to be a nice looking & sporty example preferably from the 50s or 60s. I quickly discarded the American cars because of size (they will never fit in a "regular" European garage) and also because of their poor gas mileage. So I narrowed my search down to European cars. The Facel could



have been the perfect option but I couldn't manage to even see one nice example (they are very rare even in France) and what scared me the most was the scarce availability of spare parts. I also con-

Continued on Page 3

OJC Meeting Notes — 14 April 2003

Ed Theoret, vice-president, called the meeting to order at 7:30 p.m. at Capone's Restaurant. There were 27 members in attendance.

Ed introduced **Paul Gingras** from Fibrenew Industries. Fibrenew Industries specializes in the repair and re-dyeing of leather, plastic and vinyl. Paul discussed how different products are used in the maintenance and care of leather and vinyl. They are located at 1531 Michael Street and their website is: www.fibrenew.com.

Capone's Restaurant has advised the Club that the cost of the meeting room will be increased to \$100.00 per night effective May 2003. A committee consisting of **Phil Karam**, **Dave Clyne** and **Grant Edwards** has been formed to look into other locations.

No further information was available from the ad hoc committee that has been looking into the Montreal and Ottawa harmonization.

Guy Larabie proposed that we visit a local body shop on 12 May in lieu of the usual meeting at Capone's. Further information will be forthcoming.

Phil Karam reported that the route for the 2004 Jaguar Tour that was scheduled to start in Vancouver is now to depart from Orlando, Florida.

Jim Walker read a letter he had received from Judy Ferring of JCNA announcing Paddy Robert-

son as the winner of the JCNA Newsletter Competition for layout and production. Paddy received a round of applause.

Rob Dunlop is still looking for volunteers for the Concours in July. He and **Mark Roberts** will also be reporting on their progress with a proposed slalom here in the Ottawa area.

Mark Roberts reported our membership is at 57 to date.

Ed Theoret introduced **Lee Harrington** as a new member and Lee was welcomed to the Club.

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

John T. Smiley
Secretary

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MK II cont'd from page 1

sidered the Porsche 356 but the affordable ones were in poor condition and I wouldn't call a 60HP 4-cylinder sporty. Well everything is a matter of perspective but if I tell you that my very 1st car was a Citroen 2CV (2cyl 30HP), then you'll understand why "sporty" was an important requirement.

The more I thought about this purchase, the more I leaned towards British cars from the 60s. Why? Because they were plentiful and they were affordable, and the availability of parts is simply a phone call away. So I continued my search thinking that a small convertible from the 60s (like a TR3/4) would fit the bill. I saw a few cars sold privately until I came across a local dealer who was importing cars from US (mostly from California). I initially checked out an early TR3 when he mentioned to me that he had in stock a few Jaguars including a MKII.

2003 OJC Dues

Pay your dues; the 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.

And this is how my growing interest for Jags began. To tell you the truth, I would have never really thought about owning a Jag until I had the opportunity to buy this example. The MKII met my initial requirements and it was in my price range.

This concludes the 1st episode. In future articles, I will cover subjects like the car inspection, the registration and insurance. I will share with you my 1st driving ex-

perience and will also talk about fun items like "Jag sag" or what's happening to your "Wesbasto" sun roof when you drive too fast. I will also mention some invaluable tips that I've received from club members ("never leave home without a roll of duct tape").

Happy driving!

Yann Robin

Spruce up your Jaguar for Spring !!

By Guy Larabie

As we all know, Ontario winters are not the kindest for your car. Thankfully, lots of Jaguar owners store their beloved cats for the winter. For those who insist on driving their cats, here are a few helpful hints to get your car off to a summer of driving pleasure. If you stored your car, you should have done this last fall but if you didn't, now may be a good time to start.

Wash the car thoroughly by using a pressure washer or even a garden hose with a good nozzle. Get into the nooks and crannies and make sure to clean your alloy wheels. Use a mild automotive detergent to remove the grime and then rinse with a generous amount of clean water.

Then dry the car with a soft clean chamois or cloth. Once you have done this, give your cat a good coat of wax and polish until you can see your reflection on any part of the body!

Inspect your tires for cracks, tears, uneven wear patterns, etc. If it all checks out, check the pressure and put on a coat of good rubber protector. Then rotate your tires to ensure even wear over the coming driving season.

Check the status of all the liquids and add as required. If some are unusually low, check for any visible leaks. This is specially important for your brake fluid, motor and transmission oil! If you can't find the leaks, have someone qualified look at the problem.

Finally, do a quick mechanical check, i.e. lights, horn, signals, etc. Once you are satisfied that all is well, take the car on a test drive. If the interior smells a little musty or if it shows signs of use (dirt), spend an hour or two with a vacuum cleaner, upholstery cleaner and glass cleaner, and put on some hide food. You should then be ready for many miles of happy motoring.



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JOA - Montreal 2003 Events Schedule

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

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

July 27th—Rally (with OJC) starting at an Alexandria Pub
 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).

May May 8 & 22, V12 Engine workshop at the Robertson's (7-9 pm, Thursdays)
 May 12, monthly meeting
 May 21, Cruise night at Place d'Orleans (Wednesday)
 May 31, The Car Show in Beaconsfield, Quebec (Sunday)

June June 1, ByWard Market Auto Classic
 June 8, Kars 'n Planes (see p. 7)
Concours 21 June ; registration form attached to newsletter
 Slalom demonstration organized by Mark Roberts and Rob Dunlop



July International Equestrian Event (date to be confirmed)
 July 27th, Summer Rally starting and finishing at an Alexandria pub; contact Guy Goodman, Wendy VanderMeulen and John Charman

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

**Register for the OJC's 15th Annual Concours d'Elegance - June 21, 2003
 at the Canada Science & Technology Museum**
Registration Form attached to newsletter

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. Never 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 phone at 514-935-5999.



1958 Austin-Healey Frogeye Sprite: Three quarters of the way through the restoration of a VERY EARLY (the 112th Frogeye 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

1986 Series III VDP Saloon for sale. Worked on recently by Global Auto Care, and Mike Doherty has provided me with a list of the things that need doing to make it a great daily driver. [I have just bought an 88 VDP V12 in excellent condition that I would prefer to finish because of its colour and interior and very low mileage.] The 86 has 149,000 kms, and needs minimal mechanical work. I have spent \$2000.00 getting the engine to run well [cats, o2 sensors, plugs rotor cap, filters, fuel filters etc]. It requires some minor body work but is not rusted at jacking points and trailing arms nor in the trunk The interior is free from rips or tears but needs cleaner and the leather should be re-dyed. \$3700.00 firm You may see much more on my website at <http://www.achilles.net/~va3mgt/86jag> Mike O'Brien.



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.)

Kars 'n' Planes

From Ottawa-Rideau Chapter
4928 - Recreational Aircraft Association of Canada

By Peter Whitworth

On Sunday 8th June, we will be holding our 6th Annual "Kars 'n' Planes" Fly-in/Drive-in Barbeque at the Kars Airfield (aka Rideau Valley Airpark). Hamburgers, hotdogs, soft drinks etc will be available from 11am to 2pm or so and the airfield will be open to visitors from 10am until about 4pm. The event will be held Rain or Shine.

This is an informal event. There will be no entry or admittance fees (donations of non-perishable food would be appreciated and will be donated to a selected local charity) and no vehicle judging or prizes. All antique/ classic/ collector car and motorcycle clubs and owners are welcome to attend and display their vehicles. Clubs are encouraged to set-up their own display areas using their own materials for this purpose: I would appreciate a call from clubs wishing to do this.

There will be a separate public parking area.

Persons wishing to sell aviation and motor vehicle hobby related items from their "car trunks" are welcome to do so, but no tables or other equipment will be provided.

The RAAC has no means of providing pleasure flights to the pub-

Beaconsfield British Car Show

By Daniel Thompson

It's a Go

British car enthusiasts are invited once again to Centennial Park in Beaconsfield, Quebec for the 5th edition of the "British Car Week Celebration". The date is set for Sunday, May 25th. Participants should start arriving around 10 am and the last car should be off the field by 4 pm. This is a rain or shine event.

As usual, there is no cost for entrants or spectators. There will also be no parts vendors, kiosks or food services (with the possible exception of an ice cream truck!). Participants are encouraged to bring their own picnic basket and set out a blanket on the grass. This year, we are once again organizing a 'tailgate' competition, with judging and prizes for the individual and club that puts on the most elaborate tailgate display. **

Getting there is easy whether you are approaching Montreal from the east or the west using either Highway 40 (trans-canada) or highway 20, exit at St. Charles Blvd. South. Take St. Charles all the way to the end (Lakeshore Rd. also called Beaconsfield Blvd.) and turn right. The show field is 1 mile away on your left. You can't miss it!

For more information please contact Daniel Thompson of the Jaguar Owner's Association of Montreal at 1-800-667-0716 or 514 848-0716 or 450 441-6522 or dtthompson@gbc.ca

** a "tailgate display" is an elaborate picnic buffet, where the difference between good and great depends on your skill at decorating and the quality of the food and drink. Those with experience tend to dress up in period costume, display British flags, play old music, offer ten different kinds of pâté, etc. Use your imagination!

lic. However, Capital Air Sports and the Rideau Valley Soaring School are also based at the airfield. Capital Air Sports (www.capitalairsports.ca) intend to have aircraft on the flight line and to offer introductory flights: RVSS offers introductory flights; capacity is extremely limited and on a first-come first-served basis.

The Kars airfield is on the south side of Dilworth Road about one and a half kilometers East of the

Dilworth / Highway 416 junction just north of Kemptonville. It is next to the Baxter Conservation Centre on the Rideau River where there is a public swimming area and boat ramp.

For more information or if you want to arrange a club display, please email or phone Peter Whitworth at (613) 692-2270.

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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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Memory Lane ...

The 1997 ByWard Market Auto Classic



OJC had prime show space that year.

(Odd how that Green Sand XJ6C seems to be featured in so many of Stewart Robertson's photos!)

2001 Concours d'Elegance

A brief (and violent) storm high-lighted the awards presentations!



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Competition Racing Course

By Daniel Thompson

As some of you are aware I have been procrastinating for several years On the idea of taking a 3-day racing drivers school. At one point I was hoping to go to Lime Rock in Connecticut and take the Skip Barber School but the cost at \$3,500 USD and the cost of hotels etc. it was a negative. Then I wanted to take the Jim Russell School at Mont Tremblant but the track was closed for a couple of years. It has now re-opened and the school is running again.

Last week I attended a school in Charlotte, NC, which gave a quick course on how to drive a NASCAR. It was there that I met a gentleman who runs racingschools.com and we got to talking about the best value for money as far as 3-day formula car schools are concerned. To my surprise, he advised against Skip Barber or Jim Russell schools, unless you are absolutely bent on paying through the nose for a chance to drive at Mont Tremblant or Lime Rock. He highly recommends Autosport Basi Racing School, operating out of Autodrome, St. Eustache (road course). I must admit, after doing my homework, that he was right.

The cost for a three day racing school at Basi is \$2,500 Canadian Dollars (about \$1,700 U.S.), less than half what it would cost to attend Skip Barber school. Take note that the guys running the Basi school are the same guys who used to run the Jim Russell

school at Mont Tremblant before that track was sold and new management put in. The nice thing about doing the course at Basi is that we Montrealers can actually commute to the school

everyday, thereby avoiding the cost of hotel and food for 3 days if we went to Tremblant or Lime Rock etc. For those who are thinking of coming for the school, from Ontario or the northeast U.S., take note that you could probably find some clean and cheap accommodation close to the track, or, perhaps you could save a ton of money by bunking in with one of us in Montreal.

The bottom line is: you will get a LOT more seat time at Basi, and we all know that developing skills in a racing car is all about seat time. I encourage you to read the reviews and the testimonial I have copied below, and for more information visit the website at <http://www.autosportbasi.com>

I am looking to book myself into the three day "Competition Racing Course" at Basi and the dates I am looking at are June 9-10-11

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(Monday-Tuesday-Wednesday). The school provides everything you will need: helmet, driving suit, Formula Ford 1600 etc.). All you really need for this course is enthusiasm, a knowledge of manual shifting and of course \$2,500 cdn. It would be great fun if we could get a gang of people together to attend this course as it is always more fun doing something like this when you are with friends! The advantage of booking as a group is we could potentially get 15 or 20% off the price.

If you have an interest in attending the course, send me an email or phone me ASAP:

Daniel Thompson (Jaguar Club of Montreal, VARAC etc.) dthompson@gbc.ca
tel: 514-848-0716 toll free in Canada: 1-800-667-0716

Our Very Own Paddy Robertson does us Proud!!!

By Jim Walker, Editor

As most of you know, Paddy Robertson has been doing yeoman work as an OJC member for several years. Her contributions to our annual Concours, social events, and a host of other activities have been enormous and very much appreciated. Well this

year Paddy received some formal recognition from JCNA for her layout and production work on our Jaguar Jottings.

After numerous suggestions to JCNA that this aspect should be included in year-end newsletter competition, Judy Ferring, Chairman of the JCNA Newsletter

Competition advised that it was a new category for 2002 and we could submit recommendations.

I received the following letter from Judy with respect to Paddy's nomination:

Dear Jim,

Thank you for entering Paddy Robertson's newsletter design in JCNA's competition for affiliate's newsletters. You were right – she really impressed the judges. She easily won first place.

Even though it could not be reproduced in the commemorative book, I am enclosing a couple of copies as a token of appreciation and thanks. It contains samples of the 176 submissions that we received from 15 clubs. Please note that due to time constraints, I selected the articles to be used in the book (and ended up enlarging the book and going over-budget) before the judging was completed – you'll see that they did not always agree with my choices. I think that goes to show that our clubs' newsletters are of consistently high quality.

Again, thank you for sharing your time and talent with the general membership. You have once again demonstrated that Jaguar's classic profile of its customer holds true:

Independent, entrepreneurial and very, very creative!

Judy Ferring

The letter was read out at our OJC April meeting and Paddy received a well deserved round of applause.

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New Event on the JCNA online Calendar

From the Jaguar Club of Southern New England

Date: 2003-07-27

Type: Slalom

Sanctioned: Yes

Location: Storrs Road, University of Connecticut, Storrs CT

Chair: Joseph Cusano Jr., 800 899-1055

333 Cooke Street, Plainville

Additional information can be found in the JCNA Online Calendar: <http://www.jcna.com/calendar/events.php>

JCNA Concours Rule Book Update ***By Pascal Gademer***

Thanks to the quick work of JCNA new Concours Rule Book Editor Stew Cleave and the Concours Rule Committee, changes approved at the AGM have been incorporated into the Rule book. It is available in Acrobat PDF format on the JCNA Website, in the Concours Resource Centre: <http://www.jcna.com/library/concours/index.php>

Wishes for a Quick Recovery, Ira!

Those of you who have missed Ira Bridger for the last few meetings will be glad to hear that he is recovering from by-pass surgery he received in mid-March. He is on the mend and will be back soon. Just in time to participate in the Concours!!

New Member



New OJC member, **John Geci**, is proud of his recently-acquired 1988 VDP. We hope to see John & Monika out to many events (including the Concours)

Correction

The editors apologize to **David Clyne**, co-author of the article, "Jaguar Upside Down" in April's *Jaguar Jottings*, for leaving his name off the article. We are looking forward to the next installment in this excellent series from him and **Grant Edwards**.

2003 Concours d'Elegance

Register NOW for the Concours (registration form attached). Get in touch with **Rob Dunlop** for judging details, and with **Daniel Thompson** for Concours information ... and pray for a Perfect Summer Day!

OJC Executive 2003

President: Yann Robin (613) 744-3399

Vice President: Ed Theoret (613) 824-6051

Secretary: John Smiley (819) 778-7923

Treasurer: Roger Gough (613) 837-2462

Membership: Mark Roberts (613) 591-1659

Activities Team Leader: Guy Larabie
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Concours Chair: Daniel Thompson
(450) 441-6522

Chief Judge: Rob Dunlop (613) 834-0588

Technical Advisors:

Harry Brownell (613) 774-3649

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JOA Montreal Executive 2002

President: Jacques Bernard (514) 846-8937

Vice Pres: Daniel Thompson (514) 848-0716

Treasurer: Bill Taylor (514) 737-4913

Membership:

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