

July 2003

July MEETING

Monday, July 14

7:00 pm sharp at

Campbell Jaguar

Carling at the Queensway

(in the Cafeteria or the

Executive Boardroom

What's Inside ...

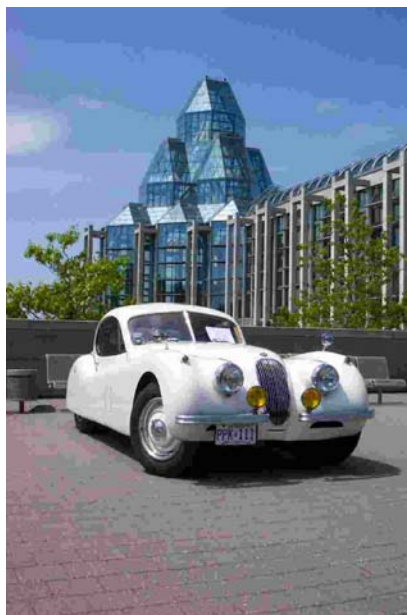
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13, Guy Goodman, p. 3

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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.



Phil Karam's white beauty with the National Gallery as his backdrop.—taken at the ByWard Market Auto Classic, June 1st

2003 Concours d'Elegance

Ottawa, June 21, 2003

Thanks to Mother Nature (and excellent planning) we had a perfect day for Ottawa's Concours. The turnout was tremendous (see below), the sunshine hot, and the crowd enthusiastic.

Thanks, too, to the Canada Science & Technology Museum, Global Auto Care, Campbell Jaguar, and all the other sponsors and supporters who made the day run so smoothly. And, of course, thanks to our Concours Chair **Daniel Thompson**, Chief Judge

Cont'd on page 3

Diary of a 3-day Competition Racing School

*By Daniel Thompson,
Jaguar Owners Association -
Montreal*

As an introduction, I will try to explain just why I was interested in taking a "racing school" in the first place. For me, it goes all the way back to my teenage years when I would idolize drivers like Gilles Villeneuve, James Hunt, and Ronnie Peterson and read about the exploits of legends like Jim Clark, Graham Hill or Stirling Moss. Whenever I read biographies of these great drivers, one thread of commonality ran

through them: they all attended a "racing school" before starting their careers in motor-sport. As a matter of fact, the great Gilles Villeneuve attended the 3-day racing course given by the Jim Russell school right here in Quebec, at the infamous Mont Tremblant circuit. His instructor at the time recollected "...he was faster in the dry than most guys were it the wet....". I filed a mental note that one day I, too, would take a Jim Russell racing course.

Cont'd on page 10

OJC Meeting Notes — 9 June 2003

The meeting was called to order at 7:30 p.m. at Capone's Restaurant. There were 32 members in attendance.

Phil Karam presented the Club with the eleven CD's that were purchased from Heritage Jaguar. These contain the Jaguar Parts & Service Manuals. John Smiley will have them available on a loan basis to OJC members.

Phil has also been in contact with Russ MacDonald at Campbell Ford who has offered the Ottawa Jaguar Club the use of their Board Room to hold their monthly meetings. The July meeting will be held there. (Meeting begins at 7:00 pm).

Ed Theoret will advise Capone's that we will no longer require the use of their facilities.

Yann Robin has been in touch with the British Car Council regarding Club insurance. They have offered a policy that will cover OJC's activities. It was moved by Guy Larabie and seconded by Peter Whitworth that we purchase our Club insurance from the British Car Council.

Paddy Robertson handed out the Concours forms and brought everyone up to date on the Concours organization.

Wendy VanderMeulen has made arrangements for the Meet and Greet to be held at the Chimo Inn on Friday 20 June 2003 at 7:00

p.m. There will be a \$10.00 per person charge.

Rob Dunlop has the judging organized and will be sending out a final email to everyone involved.

An Ottawa/Montreal Rally is planned for 27 July 2003. The Rally will start and finish in Alexandria. More details will follow.

Guy Larabie is organizing a

group outing to a baseball game sometime in mid-July. Further details will follow by email.

At the present time, the Club has 54 paid up members.

The meeting was adjourned and the usual informal discussion and socializing took place.

John T. Smiley
Secretary



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Concours—Cont'd from page 1

Rob Dunlop, Registration Coordinator **Paddy Robertson**, hospitality night organizer **Wendy VanderMeulen**, and all the volunteers, including **Guy & Louise Larabie**, **Lorraine & Julius Huska**, **Catherine Roberts**, **Sheila & Marc Chappell**, **Bob Hiland**, **Ed Theoret**, **Stewart Robertson**, and all those great judges.

The **Hershenhorn Best in Show** (Champion) award went to **Merv Clarke** for his excellent 1983 XJ6.

The **Global Auto Care Best in Show** (Driven) award went to **Daniel Thompson** and his 2002 X-Type.

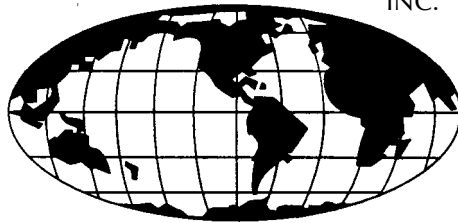
(See Club Class results on page 7)



2003 Concours Results

Class	Rank	Year, Model, Colour	Score	JCNA #	Home Club
Champion Class					
C2	1	Phil Karam 54 XK120, OTS, Twilight Blue	98.63	24099	OJC
C5	1	John Scapis 67 E-Type OTS, Maroon	97.78	23200	OJOA
C5	2	Lambros Chaniotis 67 E-Type Roadster, Green	96.70	34840	JOA-M
C5	3	Barry Stephens 65 E-Type, Carmen Red	95.60		
C6	1	Rob & Jean Dunlop 68vE-Type OTS, Ember Glo	98.28	18645	OJC
C6	2	Paul Smith 69 S.2, E-Type OTS, Black	97.86	12452	OJOA
C9	1	Francine King 63 Mk. II, 3.8, Old English White	95.42	22546	OJC
C9	2	Phil Karam 66 Mk. II, BRG	94.26	24099	OJC
C10	2	Dave Brooks 70 XJ-6, White	88.27	22543	OJC
C11	1	Stewart Robertson 77 XJ6-C, Green Sand	97.11	18656	OJC
C11	2	Anthony Pearson 74 XJ6L, Primrose Yellow	83.05	33524	OJC
C12	1	Merv Clarke 83 XJ6, Cranberry	99.91	8672	OJC
C12	2	Paul Davis 82 XJ6 (Blue)	95.67	18643	OJC
C12	3	John & Monika Geci 88 XJ12, Gold	95.03	38832	OJC
C13	1	Phil Karam 95 XJR, BRG	99.21	24099	OJC
C13	2	Mike Olsen 94 XJ-6, Topaz	97.62	33937	OJC
C14	1	Cliff Thompson 87 XJS, Black	96.94	39155	OJC
C16	1	Jean Nocera 69 E-Type OTS, Green	99.67		JOA-M
C16	2	Ira Bridger 87 S.3, XJ-6 Sovereign (Crimson Metallic)	97.80	35380	OJC
C16	3	Phil Karam 82 XJS X200, Red	96.51	24099	OJC
Driven Class					
D1	1	Lambros Chaniotis 58 XK150 Roadster, Black	9.839	34840	JOA-M
D2	1	Grant Edwards 66 E-Type coupe (Primrose)	9.913	33939	OJC
D3	1	Herb Woods 69 E-Type OTS, Blue	9.921	24757	OJC
D3	2	Guy Goodman 68 E-Type OTS, Silver	9.895	35356	JOA-M
D3	3	Kevin Henderson 70 E-Type OTS, Red	9.710		JOA-M
D5	1	Ken Fewkes 63 Mk II, Blue	9.602	38643	JOA-M
D5	2	Yann Robin 61 Mk II, Silver	8.649	29644	OJC
D6	1	Anthony Rowley 88 S.3, XJ12 (Grey)	9.946	34823	OJC
D6	2	Leslie Jones 76 XJ6C, Silver	9.922	39154	OJC
D6	3	Frank Basten 86 XJ12 VDP, Cobalt Blue	9.884	31556	OJC
D6		Patrick Melosso 85 XJ12, VDP, Champagne	9.459	38647	JOA-M
D6		Bruce Callum 81 XJ6, Silver	9.388	New	OJC
D6		Guy Cadieux 88 XJ12, Ivory	9.252	Non-member	
D7	1	Jocelyn & John Ferguson 95 XJ12, BRG	9.831	37461	OJC
D7	2	Roger Bradley 95 XJ6, Jade Green	9.810	38641	JOA-M
D8	1	Jacques Bernard 89 XJS HE Convertible, Black Jet	9.940	34833	JOA-M
D8	2	Ray Newson 96 XJS Convertible, Topaz	9.890	35803	OJC
D8	3	Marc & Sheila Chappell 88 XJS H&E, Black	9.826	38831	OJC
D8		James D. Walker 96 XJS Convertible, Burgundy	9.779	30859	OJC
D8		Anthony Scarabelli 89 XJS Convertible, Red	9.666	37821	OJC
D8		Ron Cooper 89 XJS Convertible, Red	9.510	New	OJC
D10	1	Daniel Thompson 2002 X-Type, Silver	9.988	35362	JOA-M

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JOA - Montreal 2003 Events Schedule

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

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).



July **July 14—First meeting at Campbell Jaguar. Meeting starts promptly at 7:00 and ends by 8:45 pm.**

July 12-13, International Equestrian Event (see inset)

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

April 2004 Jaguar Clubs Cruise to the Caribbean—keep your eyes peeled for more news

Summertime Automotive Festival

July 12 & 13 at the Nepean Equestrian Park

Registration fee is \$5/car (incl. passengers) valid for the 2-day event. Cars can enter from 9:30 am 'til 12:00 pm and the show ends around 4:30 pm.

Each day, a few cars will be chosen for a parade in the park from 1 pm 'til 2 pm. Dash plaques will be given away and \$1000 will be offered in door prizes.

Five favourites will be picked each day. They would love to see the Jag Club at this renowned event and I've told them that some of our members will likely attend.

Yann Robin

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.

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 cleaning and the leather should be re-dyed. \$3,700.00 firm You may see much more on my website at <http://www.achilles.net/~va3mgt/86jag> Mike O'Brien.

1988 XJSC Cabriolet for sale. Vehicle is black with tan interior, cabriolet with all tops, TWR package, ps, pb, ac, am/fm/cd, alarm, BBS wheels, 80,000km. We are the second owner; first owner was the mother of our close friend. To our knowledge only about 1,500 of this model were exported to North America and most of those did not have the TWR package. Vehicle is in excellent condition. Sam Halpern 416-498-8613 antique-shows@rogers.com

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).



Brand new NOS 1968 E-type engine - complete! Yes, this is correct. A brand new, off the shelf complete 4.2 liter E-type engine for Series 1.5 or Series 2. All parts are new: crank, cams, pistons, rods etc. etc. Engine was resealed recently by a professional engine builder and is ready to bolt into your Jaguar and go! Price USD\$4,000. Compare to the cost of rebuilding a tired engine. Daniel Thompson dthompson@gbc.ca Ph: 514-848-0716

Triple Weber carbs for E-type Practically brand new, these carbs complete with intake manifold, filters and linkage were purchased from XK's Unlimited and installed on a Series 2 E-type where they ran perfectly. They were removed after only a few hundred miles in order to return the car to stock for concours work. Asking USD\$2,000 complete. Buyer pays shipping. Daniel Thompson dthompson@gbc.ca 514-848-0716

4 Pirelli tires 205-70VR15 mounted on chrome wire wheels for Series II E-type. Lots of tread left & wires are in good shape. Make an offer. Norm Carroll, 514-684-1132.

Wanted: 3.8 litre XK engine, preferably rebuilt, for MKII with manual transmission. Please contact Peter Whitworth at 613 692-2270 or email pwhit@sympatico.ca

1984 XJS For Sale. White; 42000 km; Last time shown got 99.16 pts. at Concours. Contact Bruce McCracken, 825-2441.



This space is free to OJC and JOA-Montreal members, \$5 to others. 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 or extended.

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Concours—Cont'd from page 3

CLUB CLASS

We had a bumper crop of Club Class entries! Next year, we hope to see some of these people brave the judging challenge.

Dave Boon, 1958 XK150, BRG
 Richard Boucher, 75 XJ6C, Blue
 Ira Bridger, 98 XJ8 VDP, Topaz
 Norm Carroll, 69 E-type, FHC, Black
 Marc & Sheila Chappell, 60 Morris 2dr Saloon, Almond
 John Charman, 95 XJ-S Convertible, Red
 George Ellerbeck, 94 XJS, BRG
 Doreen Gough, 85 S.3, XJ6, White)
 Julius & Lorraine Huska, 87 XJ6, Metallic Blue
 Don Morrison, 68 E-Type Roadster, Red
 Catherine Roberts, 88 XJ12, Crimson
 Paddy Robertson, 85 XJS, Antelope
 Greg Ross, 63 Daimler Saloon, 2-tone grey
 Maurice Svanstrom, 60 Mk. II, BRG

A team of judges was given the task of choosing winners amongst the Club Class entries.

Sheila Chappell's

Morris Minor was a definite hit in the "Visiting Marque" class..

The Jaguar choice was much more difficult. Finally, the team decided to write down a characteristic they admired most about each vehicle, and put the names in a hat. The car drawn was the oldest (and probably fastest) of the lot—**Dave Boone's 1958 XK150**. Good choice, and congratulations, Dave.

MKII Adventures—Part 2

by **Yann Robin**

Welcome back to "MK2 adventures"! In this second episode, I'll cover 3 major events: the car inspection that led to the closure of the deal, my 1st driving impression and the 1st repair that I had done on the car.

The car inspection Actually, I made a few trips to the dealer over a month before I finally purchased the Mark2. On my first visit, the car had just been repainted and had been stripped down from its interior. The technician was in the process of installing a new headliner.

This first encounter left me with a fairly positive feeling that the car was obviously sound. This is an important checkmark, because when you read the various car buyers' guides, they all indicate that the most serious enemy is rust with these early monocoque bodyshells.

The next step was to assess the condition of the mechanical components. Since the car was not driveable, this mechanical check was difficult to perform thoroughly, which could explain why I experienced some engine problems two years later.

If I could give some words of wisdom, I would not recommend buying a car that is not driveable unless you planned to restore the car at a later date. Getting some advice from knowledgeable people

is also key. For example, I always thought that the engine was loud because of its large displacement and power but, actually, the noise turned out to be due to wear because my new engine is much quieter. These are little things that you can't really assess unless you are familiar with the same car. This is what I've learnt the hard way.

The first drive How does this thing work? Yes this was my first question to the dealer before I went for my first drive. Some people would say that all cars are the same, but when you've never driven a car from the 60s, a small procedure has to be followed to start the engine.

Press the brake pedal and set the gearbox lever to "P" (oh yes – this is an automatic – I'll come back to this in a future article). Turn the ignition key. You should hear a "tick-tick" noise coming from the fuel pump located in the boot (trunk) of the car. Once the fuel line is pressurized, the noise will stop. Then you can press the starter switch to fire the engine. Note that once you're driving the car, you should never hear this tick-tick noise from the fuel pump again unless you run out of gas (been there, done that).

On my car, there is actually an extra step because a switch has been installed to manually control the operation of the choke (auxiliary carburetor). I'd recom

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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

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Duff Young - FundMonitor 1998

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Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis- This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

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Mk II Cont'd from page 7

mend this upgrade because the automatic control proved to be very erratic.

On the road, my first impression is "WOW!". The more I drove, the more I gained confidence and then I started to have a taste for the qualities of this car. Besides the luxury amenities (wood, Connolly leather), the XK engine delivers its load of sensations. I've been amazed (and still am) by the performance delivered by this small sedan and I can imagine that, back in the 60s, this was a rocket as compared to most cars.

A last word – yes, you'll be noticed when you drive this car. On my second drive, a guy

stopped in the middle of a turn-about with his new 500SL just to have a better view of my car as I was driving by.

The first repair The honeymoon doesn't last forever and at one time or another you have to come back to reality. Before I go any further, I would like to acknowledge that this car has been very dependable over the past seven years of ownership. It has never broken down in the middle of the drive and it has me wondering why I still renew my CAA membership every single year.

Anyway, this relative reliability comes at a very high cost. I'm a perfectionist and I tend to perform some preventative maintenance operations but this proved

to be very expensive. So in my quest for perfection, the first item I noticed was that the car was slightly sagged on the driver's side (i.e. "jag sag"). This is apparently a known problem with Jaguars. I later got a confirmation from a local shop and I ended up replacing all shocks (Hydraulic dampers!) as well as the rear "road" springs.

This concludes the second episode. In later articles, I'll talk about the gearbox (why an automatic is better on a classic) and upgrades. In particular, I'll tell you what I've done to enhance the cooling system.

Happy driving!

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Racing—cont'd from page 1

But when? Life always seemed to get in the way. I remember promising myself that I would treat myself to the course when I graduated from University. But the cost of the course was a whopping \$1,000 (at a time when \$3,000 was my annual university budget). After I completed my Masters, I again promised myself the course, the cost of which had now climbed to \$2,000. But a new wife, a young baby and a mortgage got in the way. I drove a succession of fast street cars, drove all of them too fast (and badly) and pummeled my friends in various kart outings. I religiously attended the F1 race in Montreal every year and spectated at many, many vintage races in the northeast. But the “bug” to drive a real racing car on a real racing track just would not go away.

Finally in 2002, I succumbed to peer pressure and took my street Jaguar to Lime Rock for the Empire Jaguar Club’s annual driver’s school. I went out beforehand and bought myself a new helmet and pair of driving shoes. At the track, an experienced driver locked us up in a classroom and showed us the basics: racing line, braking points, cement walls etc. Then they put us in the cars and let us go. My, oh, my..... what a blast that was! My poor little Jaguar street car squealed and slid all over Lime Rock’s corners as I mutilated the “racing line”. I bounced the poor engine off the rev limiter and had it momentarily shut down on me on the front straight, but I could NOT wipe the silly grin off my face after each session! I had to do this again. A recap of this experience can be found here:
<http://www.jcna.com/library/news/2002/jcna0088.html>

In early 2003 the Jaguar Clubs of North America annual general meeting was scheduled for Charlotte,

North Carolina. The organizers put the word out that they were thinking of renting the Lowe’s Motor Speedway for an evening. Were any of us interested in driving a Winston Cup stock car around the oval? Yes! I got on the phone and the email and made sure we filled that course up with enthusiastic (if slightly demented) Jaguar lovers. The story of that experience can be found here:
<http://www.jcna.com/library/news/2003/jcna0145.html>

Now the “bug” had really bitten. In Charlotte I met the guy who organized our evening in stock cars, Robert of <http://www.racingschools.com>. He and I started to talk about my desire to take a “classic” 3-day formula car racing school and I told him I wanted to take it at Jim Russell or maybe Skip Barber. Robert told me there was a lot more to the choice than meets the eye and he asked me to check out

his website and give him a call when I was back in Montreal. I read the information on his website and discovered some interesting facts:

“You’ve probably heard of the Skip Barber Racing

School programs. They’ve been around since the early 70s but ran into some financial problems in 2001 and filed for bankruptcy in early 2002 leaving many customers, employees and vendors with unpaid claims. The name, operations and assets were purchased out of foreclosure in December 2001 by a group of former customers who hope to bring the school back to its former status as a leading provider of road racing programs. For now, the status quo remains.

What you need to know before choosing Barber as your choice:

- They enroll as many as 28 students in a single three day school program. That’s more than twice as many stu-



Daniel in his X-Type



*By Daniel Thompson,
Jaguar Owners Association -
Montreal*

As an introduction, I will try to explain just why I was interested in taking a "racing school" in the first place. For me, it goes all the way back to my teenage years when I would idolize drivers like Gilles Villeneuve, James Hunt, and Ronnie Peterson and read about the exploits of legends like Jim Clark, Graham Hill or Stirling Moss. Whenever I read biographies of these great drivers, one thread of commonality ran through them: they all attended a "racing school" before starting their careers in motor-sport. As a matter of fact, the great Gilles Villeneuve attended the 3-day racing course given by the Jim Russell school right here in Quebec, at the infamous Mont Tremblant circuit. His instructor at the time recollected "...he was faster in the dry than most guys were it the wet....". I filed a mental note that one day I, too, would take a Jim Russell racing course.

But when? Life always seemed to get in the way. I remember promising myself that I would treat myself to the course when I graduated from University. But the cost of the course was a whopping \$1,000 (at a time when \$3,000 was my annual university budget). After I completed my Masters, I again promised myself the course, the cost of which had now climbed to \$2,000. But a new wife, a young baby and a mortgage got in the way. I drove a succession of fast street cars, drove all of them too fast (and badly) and pummeled my friends in various kart outings. I religiously attended the F1 race in Montreal every year and spectated at many, many vintage races in the northeast. But the "bug" to drive a real racing car on a real racing track just would not go away.

Finally in 2002, I succumbed to peer pressure and took my street Jaguar to Lime Rock for the Empire Jaguar

Club's annual driver's school. I went out beforehand and bought myself a new helmet and pair of driving shoes. At the track, an experienced driver locked us up in a classroom and showed us the basics: racing line, braking points, cement walls etc. Then they put us in the cars and let us go. My, oh, my..... what a blast that was! My poor little Jaguar street car squealed and slid all over Lime Rock's corners as I mutilated the "racing line". I bounced the poor engine off the rev limiter and had it momentarily shut down on me on the front straight, but I could NOT wipe the silly grin off my face after each session! I had to do this again. A recap of this experience can be found here:
<http://www.jcna.com/library/news/2002/jcna0088.html>

In early 2003 the Jaguar Clubs of North America annual general meeting was scheduled for Charlotte, North Carolina. The organizers put the word out that they were thinking of renting the Lowe's Motor Speedway for an evening. Were any of us interested in driving a Winston Cup stock car around the oval? Yes! I got on the phone and the email and made sure we filled that course up with enthusiastic (if slightly demotivated) Jaguar lovers. The story of that experience can be found here:
<http://www.jcna.com/library/news/2003/jcna0145.html>

Now the "bug" had really bitten. In

Charlotte I met the guy who organized our evening in stock cars, Robert of <http://www.racingschools.com>. He and I started to talk about my desire to take a "classic" 3-day formula car racing school and I told him I wanted to take it at Jim Russell or maybe Skip Barber. Robert told me there was a lot more to the choice than meets the eye and he asked me to check out his website and give him a call when I was back in Montreal. I read the information on his website and discovered some interesting facts:

"You've probably heard of the Skip Barber Racing School programs. They've been around since the early 70s but ran into some financial problems in 2001 and filed for bankruptcy in early 2002 leaving many customers, employees and vendors with unpaid claims. The name, operations and assets were purchased out of foreclosure in December 2001 by a group of former customers who hope to bring the school back to its former status as a leading provider of road racing programs. For now, the status quo remains.

What you need to know before choosing Barber as your choice:

- They enroll as many as 28 students in a single three day school program. That's more than twice as many students as some other schools.

Cont'd on page 12

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Racing—cont'd from page 11

- You'll always have to share a race car with one or more students.
- More students may equal less track time.
- No passing is allowed during the entire length of the curriculum.
- No full, uninterrupted laps on the track until the afternoon of the final day.
- No data acquisition is used at any time.
- Their three day school price can be as much as 50% higher than other schools. Peak time programs at Mont Tremblant or Lime Rock Park costs \$3,595 U.S.!

Another well known operator is the Jim Russell Racing Drivers School. Their basic three day program is priced competitively (\$2,495 U.S.) until you realize that you'll need two of those three day programs at a total cost of almost \$5,500 U.S. to get you to the same level as some of their competitors. Basic and advanced three day programs are offered simultaneously, on the same dates resulting in up to 30 students sharing track time. Not the best scenario either.

Now compare that to the average three day school price of other reputable operators at around \$2,675 with some great schools offering their three day programs as low as \$1,850 to \$2,595. That's a huge difference and a higher price won't get you more track time or better race cars or better instruction no matter what the claims.

The best programs enroll no more than 14-20 students, use data acquisition in every race car, don't make you share a car with other students and allow passing and full track laps as early as the morning of the second day.

The best Formula Three Day school programs are currently being offered by the Bertil Roos Racing School in the East (\$2,495), Autosport Basi in Montreal, Canada (around \$1,650 US) and the Derek Daly Academy in the West (\$2,595).

Important Tip:

Always ask about race car damage liability limits. Some schools hold you responsible for as much as \$5,000 in crash damage while others (like Bertil Roos) have NO crash damage liability during their Three Day school program."

Well, that cinched it for me. Autosport Basi ran a school that was a 30-minute drive from my home in Montreal. They promised a class size of no more than 12 students, 2 top-notch instructors, a full support crew of mechanics, your own race car for the 3 days and at LEAST 150 full laps with no pace car and no requirement to stop at the pits every time around. All at a price that was less than half what their competitors were charging. I was sold!

I contacted James Bessemer, the owner of Autosport Basi Racing School (<http://www.autosport-basi.com>) and talked to him about booking a course. He told me that they had just received a group cancellation for the week immediately preceding the Montreal Grand Prix weekend. If we could find a minimum of 10 guys to participate we could book the entire course for ourselves. He was also willing to give us a discount off the already low price if we succeeded in putting a group together.

On April 1st, 2003, I started sending out massive emails and phone calls to Jaguar lovers all over the continent who I thought might be interested in attending. The response was not long in coming. **Steven Elefant**, a member of my home club, replied to

me immediately, saying he had always wanted to take a 3-day racing course and, what's more, he had three or four friends who were also dying to attend. A few days later I heard from **Steve Weinstein** of New Jersey (one of my friends from Lime Rock and Charlotte). He was interested in coming and he had two more people from the Jaguar Touring Club of New Jersey who wanted to come too. Could I find them some appropriate accommodations near the track? Another friend of a friend emailed from the Ottawa Lotus Club: could he come down with his RV and camp on the site? Two weeks later we had 11 people together and we put down a deposit for our 3-day racing course. I couldn't wait!

I called back James of Autosport Basi and haggled price with him. After a bit of back and forth we agreed on a nice discount from the list price, meaning the guys coming from the US would be able to take the course for under \$1,500. At the same time, I negotiated with Basi's suppliers and organized for a professional photographer to visit and capture all of us on film, and a chef to come out and cook us all a nutritious lunch each day.

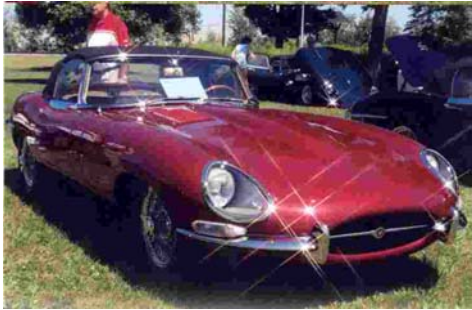
Autosport Basi runs their course in the "classic" manner. James ran the Jim Russell school at Mont Tremblant for many years before venturing out on his own. Basi maintains a fleet of VanDiemen Formula Ford 1600's as school cars. Think of 900 pounds, 115 horsepower, single seat and no fenders and you'll have the right idea. A lot of people describe them as "mini-Indy" or "mini-F1" cars and the description is accurate. They are a very basic racing car and a great tool for learning. They quite simply go fast when you do the right things and go slow (or worse!) when you do the wrong things.

Before the course started I visited

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Concours Photos

John Scapis and his maroon 1967 E-Type drives regularly from Toronto



Above: Twilight blue 1954 XK120 belonging to **Phil Karam**

Left: **Greg Ross's** 63 Daimler in 2-tone grey



Part of the C-11, C-12 Field



The Canada Science & Technology Museum brought out three true antiques for our pleasure. Their motors purred as well (or better) than the cats around them.



Club Class had some pretty impressive entries



Anthony & Odette Rowley receive their D-6 1st from president **Yann Robin** (left)

Herb Woods demonstrates the correct posture when judging the boot



1983 XJ6—Best in Show (Champion) - a familiar standing for **Merv Clarke!**

Ken Fewkes showed his 1963 Mk II—beautiful metallic blue



Daniel Thompson's 2002 X-Type—Best in Show (Driven)

Racing—cont'd from page 12

one of our local race equipment shops and bought myself a proper 3-layer driving suit, a pair of proper gloves, nomex socks and a nomex balaclava. I may not be the fastest guy out there, but at least I would look the part and be comfortable. For those who did not want to spend all that money on racing apparel, the school supplies a suit and helmet for all the drivers.

The school was scheduled to run on a Monday-Tuesday-Wednesday so the guys who were coming in from the USA drove up through the Adirondacks on a beautiful Sunday afternoon. I invited several of them over to my house for dinner before they checked into their hotel and we had a great time meeting new people, renewing acquaintances and checking out the (pieces of) cars in my garage. The weather report was as follows: Monday-cloudy with periods of rain; Tuesday-sun; Wednesday-rain. For once, the weather forecasters got it right!

Day One

Even though we were asked to be at the track for 8:30 a.m. on Monday, we all showed up before 8. When the staff got there they fitted us for our driving suits and helmets and had us all sign waivers. (No damage waiver though; if we smashed up one of their cars we were not responsible for one cent.) We were led into our classroom where we met our two instructors for the 3 days. **Philippe Letourneau** and **Jean Francois Dumoulin** were both experienced racers with trophy cases full of silverware and, better still, they had both instructed at literally hundreds of racing schools over the years. As a matter of fact, Jean Francois had just flown back from Fontana, California where he won the Grand Am race driving a Porsche 911 GT3. Talk about a comedown! From the vic-

tory podium to teaching a group of misfits how to drive...

We had an interesting mix in our group of guys. The youngest was 27 and had just graduated that same week with a diploma in computer engineering; the oldest was 65 and happily retired from a career with Snap-On tools. The tallest was 6'3", the shortest 5'6"; the heaviest weighed in at 220 pounds and the lightest 160 pounds. None of us had any experience driving open wheel racing cars but we were all eager to learn. I was "average", meaning I was 41 years old and weighed 196 pounds (I took off 15 pounds in the six weeks leading up to the course).

Our instructors sat us down for about an hour and taught us the basics of race car dynamics and on-track behavior: how to place our feet and hold the steering wheel, the proper use of the gearbox (Hewland 4-speed non-synchro with a traditional "H" pattern, no reverse). Then we all went out to the pits to be introduced to "our" racecar and the team of mechanics who would be taking care of us for the 3 days.

It took a little time to get everyone fitted into their race car. We had sent our height and weight data to the instructors in advance of the course so they had prepared the cars accordingly. Seats were moved all the way back for the tall guys and moved forward with extra foam padding for the not-so-tall guys. We were instructed to press fully down on the accelerator and still have some "bend" left in the knees for strength. Similarly, with our shoulders pressed into the seat back and arm fully outstretched we should be able to bend our wrist over the top of the steering wheel. Hands at the "9 and 3" position on the steering wheel, not "10 and 2".

These cars run a "total loss" electrical system meaning they have no alter-

nator to charge the battery. With a freshly charged battery installed we fired up the cars by depressing the gas pedal halfway and pressing on the starter button (after turning the ignition switch on, of course). In front of us is a tachometer arranged so the 3-6,000 rpm sweep is at the bottom, a temperature gauge on the left (we are told not to exceed 200 degrees) and an oil pressure gauge on the right (shut off engine if pressure drops to zero). Even though these are "basic" 1600 c.c. Ford 4-cylinder engines they still make a heck of a racket, with the powerplant is just a couple of inches behind your head.

The mechanics also spent some time showing us how to get into these little cigar boxes: stand in the seat, do not lean on the bodywork, hold onto the chassis members and slip both legs under the steering wheel, plunk your butt in the seat and pull up on the seat belts at the same time (or they'll get stuck underneath your butt and you'll never find them), wiggle around until you're in there nice and tight. Your feet are way up inside the front bodywork, where you can't see them. Then the mechanics come around and do up your seat belts and shoulder harnesses. As a matter of fact, they do them up so tightly that you end up speaking two octaves higher, but when you start to lap at speed, you understand why you need to be firmly belted in place.

These cars have very tall first gears designed for rolling starts, so you need to give it plenty of gas before you slip it into first and take your foot off the clutch, otherwise you'll stall. Even when you get it going, the car just sputters and bucks. It's only when the revs reach 3,000 or so that anything resembling acceleration starts to happen.

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Our first exercise consisted of shifting and braking practice in a straight line. Here we established a pattern that was to prevail all day: as soon as we buckled ourselves into the race cars, it started to rain. So, in the wet we learned to accelerate the cars in a straight line up through the gears. 1st, 2nd, 3rd, 4th and then brake hard and use the classic “heel and toe” technique to “blip” the throttle as you downshift back through 3rd, 2nd and into 1st. We did this over and over again until all of us were frustrated beyond belief and convinced that we would never master this mystical foot technique.

In actual fact, “heel and toe” has nothing to do with the heel and the toe. It is more accurately described as “half and

half”, and don’t bother trying it out in your street car, the pedals simply aren’t in the right place. The idea is simple: with your foot in front of the gas pedal, accelerate hard up through the gears and then, when you are ready to brake for a corner, lift your foot off the gas pedal but keep your heel on the floor and positioned in front of the gas pedal.

Pivot the toes of your right foot over to the brake pedal and apply the brakes as required to slow for the corner entry. Push the clutch in with your other foot, move the lever to neutral, and then “twist” the right half of your right foot around so that you can give a quick “blip” on the gas (all this without altering the pressure you are putting on the brake pedal with the left half of your right foot). When you’ve given the gas a sufficient “blip” (and you’ll only know this from experience), shift into

the lower gear and release the clutch. If you did all this correctly, the gear lever should slide in smoothly and the revs should match perfectly so that there is neither excess acceleration on deceleration of the rear wheels when the tranny hits the next gear. Got it?!

This is not so bad when you are approaching a fast sweeper like the “carousel” at the track we were on and you only have to downshift quickly from 4th to 3rd while braking. But upon entering the “hairpin” at our track the driver has to shift from 4th to 3rd to 2nd and then into 1st on

his set-up for the corner turn in point. That’s a lot of information for our little brains to process!

Our next exercise was designed to give us a feel for

sliding the car at a relatively low limit. Cones were set up in a slalom arrangement on one of the long straights and one-by-one we weaved in and out as fast as possible without “losing it”. Of course, all of us hit cones and slid the car around and a few of us spun completely, but we were getting used to pushing the car and feeling its limits.

Next up on the agenda was practice driving the racing line and using the proper gears on one of the more challenging corners: the “carousel”, a double apex third gear affair with a tricky turn in, a change of pavement, and a few bumps and a camber change thrown in to make it interesting. One by one we were waved off and the instructors watched from the sidelines to gauge our progress.

This is where I learned one of the basic rules of racing car driving: look ahead! Most rookies have a ten-

dency to look at the “clipping point” or apex of the corner and once they’ve passed it, they look up again for the next reference point. This is a big no-no in a racing car traveling at speed. It all goes back to those lessons you received while a teenager in driver’s ed class: get the big picture. The instructor told me to look up and ahead to the next reference point. In other words, at the corner entrance you should look up towards the apex (clipping point) and at the apex you should look at the exit point (run out point). This discipline results in smoother driving and less jerking of the wheel (and in racing, smoother is faster).

Day Two

Day two of the course and we were very lucky to get our one and only day of brilliant sunshine. The instructors took us around the track a couple of times in a minivan in order to teach us the racing line, braking and turn in points, the apexes, etc. Personally, I’d be happy just to be able to lap the track as fast as the instructor in the minivan. No doubt about it, these guys can drive a car... any car.

After that, we were subjected to a little exercise designed to get us acclimated to lapping. We all climbed in our cars and followed the minivan around the course at reasonable speeds. Every second time past the pits, the race car immediately behind the minivan pulled in to pit lane (practicing the appropriate hand signals, too) and then rejoined this high speed conga line at the back. In this way, every driver got a chance to follow the minivan/pace car for a couple of laps and observe the proper racing line. Quite a useful exercise and very informative if you’re paying attention.

Next up was the part we’d all been



waiting for: the chance to do full, uninterrupted laps of the course all on our own. After a brief pep talk and a lecture about not getting too carried away, we were given an appropriate rev limit and sent off one by one. This is the classic method of teaching race car driving: set an initial rev limit for the student and then slowly relax the limit over the course of the following sessions. To begin, we were not allowed to pass. Should we find ourselves "boxed in"

behind a slower car, we were instructed to pull into the pits and ask the marshal there to find us a suitable gap in the action before waving us back out.

I'm feeling good in these early sessions. My heel and toeing is getting better, the car is feeling comfortable and the racing line is right where it's supposed to be! I go round and round, trying out different braking points until I can feel the front wheels starting to lock, trying differ-

ent speeds through the various corners until either the front or rear tires (or both) start to slide. Yes, I did have to pull into the pits several times to open a gap, but all the other drivers behaved impeccably (only a couple of off road excursions!). A quick debrief by the instructors afterwards (I'm told to turn in a bit later and use all of the road on corner exit) and we're ready for our next session.

This time we are given permission to pass on the front straight leading out of a slow hairpin and the back straight leading into a 1st gear corner. These two passing zones would hold for the rest of the course and lead to more than one hair-raising confrontation! I also learned something on day two: my times in the second lap-ping session were almost exactly one second slower than in the first lap-ping session, yet in my head I felt I was pushing harder. I asked our instructor why that could be. He told me a classic mistake rookies make when they want to go faster is to "cowboy" the car around the track. Basically the driver thinks that by braking later and entering corners faster he'll be faster, but actually it is the opposite. The car will be over the theoretical cornering limit and will simply scrub off speed, resulting in a slower exit speed and ultimately a slower average speed on the following straight. Lesson learned, be smooth, be consistent.

We all left day two feeling really pumped up. We had enjoyed perfect weather, nobody had made any major errors, we had learned a lot from our instructors and, most important, we got a LOT of seat time and were much more comfortable driving the cars somewhere near the limit. Day three would prove to be much more of a challenge...

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Racing—cont'd from page 16

Day Three

This ended up being the hardest day of the three. It was cold and it was raining; mostly a constant light rain, but every couple of hours it would just POUR down buckets. What do they do in racing school when in rains? Well, they very nicely towel off your seat for you before you sit in the car, but other than that, you just get out there and DO IT!

The instructors gave us an exam on proper flag procedures in the morning (forget about getting your license unless you know your flags inside out). Then they explained the procedure to follow when driving in the rain: when you spin (notice they didn't say IF you spin but WHEN): put both feet "in" (brake and clutch pedal), when you've stopped spinning take a good look around, move the car slowly back onto the track and bring it immediately into the pits where the mechanics will check it for damage and clean out any muck that may be clogging the rad intakes (I swear one guy had dug up half the infield with his car, his intakes had grass, mud and rocks completely filling them). You'll be given the all-clear and waved back out.

We were given a rev limit increased by 200 rpm from the day before and waved out for our first session. IT IS WET! As beginners, we made the earth-shattering discovery that driving a race car in the wet is much, much harder than driving one in the dry. It genuinely feels like ice out there. I'll always remember coming out of the pits on my first lap. I accelerated gently but got wheelspin in every gear, and as I approached the "esses" for the first time I turned the wheel for the corner and ... nothing.

Massive understeer, then massive oversteer. The tires were cold and I had practically no traction at all. I made it to the "carousel" without going off track and took the normal racing line ... big mistake. There was a puddle ... no, make that a small lake ... right on the apex of the carousel! It hit it right in the middle and instantly I was engulfed in a tidal wave of cold water that washed right over my head, obliterated my vision and filled my seat with cold water! Mental note: stay off the apex next time around on this corner! There was yet another huge puddle, this one in the corner out section of the esses, which you hit while more or less going straight. This one filled the cockpit up with water from below, giving the driver another "diaper full" feeling. Yuk!

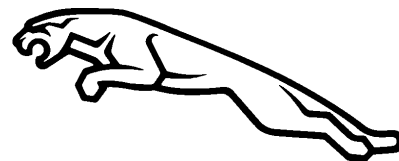
They say you can use anything and eventually I did, shaving 12 seconds off my times as I "learned" where to go fast and where to go slow on the drenched track. Still, my times on this morning would be 25 seconds a lap slower than my best time from the previous day.

One thing about the rain, though, it really is a good teacher. As a student trying to learn, every little mistake is magnified 10x in the wet. You learn the limit so much better and get a genuine feel for the car in the wet, lessons that would be put to the test when the track dried out in the afternoon.

Passing was quite an adventure in the rain. Basically, you can't see a bloody thing when you are following another car; the spray is blinding. But you have to have the courage to accelerate early and hard, then pull out at just the right time AND leave yourself enough room to brake for the next corner. On several occasions, I watched in mild amusement as the driver I was overtaking slid straight on at the corner entry (and

yes, I did it myself on at least one occasion). Mental note: when overtaking, keep your eyes on the proper braking points and use your peripheral vision to keep an eye on the other car. If you judge your braking by the position and speed of the other car, you may find yourself sliding off the road right behind him.

I spun a total of "only" three times in the wet sessions, each time as a result of getting the power on too hard, too soon when exiting a corner (mental note: be smooth and be patient!). There were, quite literally, cars spinning in all directions in the wet. In particular the fast esses were claiming a record number of victims. There was one small piece of grass on the inside of the esses where the various cars who went off had actually dug a nice hole in the ground



Next Month

- Pascal Gademer's review of Jaguar—The Classic Marque, Distinguishing Coachwork Features, by Steve Kennedy
- V-12 Engine Update from Stewart Robertson (The heads are off!)

Don't Forget

July 14th's Meeting is at Campbell Jaguar in either the Executive Boardroom or the Cafeteria (depending on numbers). There will be refreshments. Be there before 7:00 to kick tires!

Some OJC Statistics

By John Charman

The following list of member's cars (totalling 97) was compiled from the recently completed member directory.

Car Type	#	Car Type	#
3.4 S-Type	1	XJ6 Sovereign	8
3.8 S-Type	2	XJ6 VDP	1
420	2	XJ6C	2
E-Type	3	XJ6L	2
E-Type 2 + 2	5	XJ8	1
E-Type FHC	7	XJR	2
E-Type OTS	6	XJS	7
MK II	1	XJS Convertible	7
MK II 3.4	1	XJS H&E	1
MK II 3.8	3	XJS HE	1
S-Type	2	XK120 FHC	1
X-Type	1	XK120 OTS	1
XJ12	2	XK140 FHC	1
XJ12 4X4	1	XK140 OTS	2
XJ12 VDP	10	XK150 FHC	2
XJ6	11		

JCNA online Calendar: New Events

Date: 2003-08-09

Type: Slalom

Name: Summer Slalom

Location: Jaguar North American Headquarters,
555 MacArthur Blvd., Mahwah, NJ

Chair: Paul Delatush, 973 993-8300 or
pad@delatush.com
500 Old Dover Road, Morris Plains, NJ 07950

Date: 2003-09-13 to 2003-09-21

Type: Tour

Name: 3rd Annual Tour -- The Adirondacks/BI

Sanctioned: N

Location: Upstate New York/Vermont,

Chair: Steve Ferring, 973-838-5612

jag140@optonline.net

Co-chair: Steve Weinstein, Pat Morey,

Additional information on these events can be
found in the JCNA Online

Calendar : [http://www.jcna.com/calendar/
events.php](http://www.jcna.com/calendar/events.php).

7 New Members sign up at the Concours

A warm welcome to the Ottawa Jaguar Club from
the President and all of its members.

Callum, Bruce & Marion - 1987 XJ6

Cloutier, Pierre & Catherine -1992 XJ6 Sovereign

Conrad, Allen & Romanow, Mary - 1994 XJ12

Cooper, Ronald & Jane - 1989 XJS Convertible

Hobbs, Don and Nell - 1968 E-Type

Kenny, Peter - 1994 XJ6

LeBlanc Marc - 2002 X-Type

OJC Executive 2003

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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
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Chief Judge: Rob Dunlop (613) 834-0588

Technical Advisors:

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Ron Sierolawski (613) 729-9489

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Activities: Guy Goodman (514) 695-9193

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Director, JCNA NE Region

Daniel Thompson (450) 441-6522