

November Meeting
Monday, Nov. 10
7:00 pm at Campbell
Jaguar
Carling at the Queensway
Park in front

What's Inside ...

Back on Track.....	1,11-13
Chuck Cowie	3
Election Notice	2
New Editor.....	2
JOA Montreal.....	9-10
OJC Meeting Notes.....	3
Market Place	6-7
Mechanic's Recommendation	10
Stowe Slalom	10
Photos: Stewart Robertson p. 3,	
13; p. 10 courtesy of Daniel	
Thompson	



Jaguar
Jottings

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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.

Back on Track

by Daniel Thompson

After spending three days behind the wheel of a Formula Ford in June, I was itching to get behind the wheel of a "real" race car again before the 2003 season drew to a close. Together with fellow Jaguar club member **Steven Elefant**, I checked out some of the other tracks in the Northeast to see if we could book ourselves into what they call a "lapping day".

Several dates and programs were evaluated, including Lime Rock, Mont Tremblant, Watkins Glen and Shannonville; but in the end we chose to book a day behind the wheel of a Formula Ford 2000 car at the Bridge-stone Racing Academy at Mosport, Ontario. We were promised four 25-lap sessions behind the wheel of a "real" racing car, with qualified instructors observing our every move and offering lap timing and debriefing sessions. In case you are wondering what it felt like to drive one of these cars, there is an excellent video of the experience offered online at <http://www.race2000.com/media/lap-hi.wmv>.

Just what is a "Formula Ford 2000" car? Well, the best description would be to say it is like a miniature version of the

Formula One or Indy cars you see on TV. The main difference between a Formula Ford 1600 and a Formula Ford 2000 is that the latter sports a bigger and more powerful engine, along with aerodynamic wings that help keep it glued to the pavement at high speed.

In early September, Steven and I left Montreal and headed up the 401 to Port Hope. At the crack of dawn the next morning we were up and out, arriving at the racetrack at 7:15 am. One by one our fellow racers arrived on the scene with a classroom briefing scheduled to start at 8 am.

Continued on Page 11

Annual Dues!

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- \$60 if paid in 2004

Renew Early!

A New Editor for the Jottings

It gives me great pleasure to introduce **Ray Newson** as your new editor of the Jottings. I spoke to Ray last week and he was pleased to accept the new challenge. While the editor's position does not call for an election, I thought it prudent to advise the president, **Yann Robin**, of my intentions. Yann thought that Ray was an excellent choice for the job and readily endorsed the move.

Ray and his wife Bonnie have a 1996 XJS convertible and have been members of the OJC for the last 3 years. Ray will take over the duties in the New Year and I hope that he, with your enthusiastic support, will take the Jottings to new heights. It has rightly been described as one of the jewels of the Ottawa Jaguar Club and has been consistently highly rated by JCNA.

For as long as I can remember, and certainly for the last 4 years, the Jottings have been produced by a team of two, one as the editor and the other as the layout or production person. **Paddy Robertson** has been lending her magic touch to the production of the Jottings for the last 4 years and would also like to have someone else take over her responsibilities. Paddy will gladly 'coach' anyone through the process, so if you have an interest in this aspect, please do not hesitate to contact her.

Thank you all for your support through contributions of articles and photos. It has been a marvelous experience for me and I hope that you will support Ray even further.

Jim Walker

Elections

The Ottawa Jaguar Club is well served by our volunteers—if you are interested in taking a more active part in the Club, contact Yann Robin (744-3399).

Positions to be filled are: Secretary, Concours Chair, and Activities Team Leader. We are also hoping to find someone to do the layout and distribution of the newsletter.

At press time, volunteers include **Guy Larabie**—President, **Frank Basten**—Vice President, **Phil Karam**—Treasurer. Chief Judge **Rob Dunlop** and Membership chair **Mark Roberts** have agreed to stay on another year. We also have a volunteer to take on the job of Newsletter Editor, **Ray Newson**.

None of the positions with the OJC are onerous—in fact, it's rather fun playing a role in this active and vibrant Club!

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Discounted Upholstery Work

Jerry from **GOT IT COVERED** has an offer starting Oct 18 2003 for 60 days. He will give a 15% discount to OJC members for any upholstery work they would like to have done. Winter is coming and club members will be giving their vehicles the once over before the 'stand in line' season happens (spring). If you would like to send a photo for an estimate do so at brady3991@rogers.com or phone Jerry at (613) 260-5400, 1749 Bank St Ottawa.

OJC Meeting Notes 6 October 2003

Yann Robin called the meeting to order at 7:00 p.m. at Campbell Ford-Jaguar.

A discussion was held on the upcoming election of Officers for 2004 to be held in November. Any member wishing to run should contact **Yann Robin**.

The Christmas Party will be held on 6 December 2003 at **Marc and Sheila Chappell's** residence.

The Club is again looking for guest speakers. If anyone has any suggestions, please contact **Yann Robin**.

The British Invasion at Stowe, Vermont was a great success. Several OJC members attended. Anyone interested in attending next year should make reservations early.

The next outing will be a colour drive on 19 October. All participants will meet at the War Museum on Sussex Street and then continue on to **Phil Karam's** cottage for breakfast.

It was moved by **Phil Karam** and seconded by **Bob Hiland** that the annual dues be reduced by \$10.00. The motion was unanimously approved. [The dues are now \$50 if renewed by December 31, and \$60 in the New Year.]

The meeting was adjourned at 8:45 p.m. and the usual informal discussion and socializing took place.

John Smiley, Secretary

Obituary:

Charles "Chuck" COWIE

It is with great sadness that we publish the news that our good friend **Chuck Cowie** has passed away. Chuck had the distinction of being member No. 1 of the Ottawa Jaguar Club, one of the small group who founded the OJC. Our sincere condolences are extended to his family.

Chuck passed away at the Perley & Rideau Veterans' Health Centre on Tuesday, October 14, 2003 at the age of 83. He was a WWII Veteran, RCAF, and in his lifetime he had more than 13,000 hours flight time on jets, turboprops and piston engine aircraft as well as countless hours driving or tinkering with his beloved Jags. His many friends in the OJC will sadly miss him.

In memoriam donations to the **Perley & Rideau Veterans Health Centre** would be appreciated by the family.



Chuck receives an award from Sir Anthony Goodenough, British High Commissioner to Canada, at the OJC Concours in 1998



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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.

For Sale: 1987 Sovereign, 185,000 kms, black exterior, tan interior. Well maintained and in good working order, including AC which has been converted to R134. No rust, exterior and interior finish excellent. Headliner needs some attention \$8500. Call Grant Edwards at 613-254-5611.

1979 XJS V12 for Sale. We are asking \$8,000. Wine red exterior with tan leather interior. The car has never been winter driven; in 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 stereo system. Contact via e-mail for this rare beauty shana.rotstein@mdsps.com, or by phone at **514-935-5999**.



1991 XJ40 For Sale: white with blue interior-immaculate inside and out. Stored in winter. Fitted with custom body kit. New Michelins, brake discs & pads on front, pads on rear. incl. bearings all round. New battery & fuel pump/filter. \$12,500. Call Frank Basten 613-342-0467 or e-mail fbasten@ripnet.com.



For Sale: Original 16" wheel rims with lug nuts and centre caps from 1996 XJ6. Price is \$150. Firm. Call Andy or Charles Brule at 613 723-3190 or 613 692-8186.

1988 XJ-12 Vanden Plas. Single owner, 85,000 km car. Recently safetied, but not required to E-test yet. Never been in an accident, but small dent in rear door. Transmission recently re-built, A/C converted to R134a. No mechanical problems, but could use a tune-up. Only about 2,000 km in past 5 years. Medium grey in colour. Asking \$12,000. Contact Mr. André Charest at (613) 674-1159 or (514) 847-2391 or acharest@cdpcapital.com

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The wheels/tires are in perfect condition and are absolutely ready to be mounted on your car. Total cost to me was over \$3,600. I will sell for \$2,500. The wheels/tires are ready to be picked up in my garage. Contact Daniel Thompson, Office: 514-848-0716, Home: 450-441-6522, Cell: 514-994-6522.

1959 Mark IX for sale: check eBay > <http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=2440182583> or go to ebay motors and search for item 2440182583. The listing will be there. The auction ends Wednesday Nov 5 at 11:27 AM. Contact Peter Sinclair at pasinclair1@sympatico.ca.

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 your ad should be cancelled or extended.

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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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JOA-Montreal Update

At the October 21st meeting of the Jaguar Owners Association - Montreal a very important topic was discussed: whether or not it represents good value for the members of JOA-Mtl to continue as an affiliate club of JCNA (Jaguar Clubs of North America). It was noted that roughly one-half of the annual dues members pay to JOA-Montreal are then forwarded to JCNA (i.e.: we lose 40-45% of our annual budget to JCNA). At the meeting, the benefits associated with JCNA affiliation were reviewed; they were:

- the receipt of the "Jaguar Journal" magazine 6 times per year.
- the right to hold JCNA sanctioned Concours d'Elegance, slaloms and rallies and for members to qualify for regional and national awards in these programs.
- access to the jcn.com website (although this is in fact a public website and access is open to everyone).

It was noted that JOA-Montreal does not hold or wish to hold a sanctioned JCNA Concours, slalom or rally (outside of the special event at Stowe this year) and few, if any, members present at the meeting were impressed by the quality of the Jaguar Journal magazine. After an animated discussion, several possible solutions were offered:

- return to the status of an in-

dependent club, no longer affiliated with JCNA

- seek to form an alliance with other Canadian Jaguar clubs, forming a "Jaguar Club of Canada" separate from JCNA.
- sever the relationship with JCNA and look at the possibility of becoming an affiliate club of the Jaguar Enthusiasts Club or the Jaguar Drivers Club (both UK-based Jaguar clubs offer excellent magazines).
- seek to form an alliance with a larger, stronger club in the Northeast, preferably without the requirement to join JCNA as well. The alliance will take the form of a "local chapter" of the stronger club (apparently there exists some sort of obscure JCNA by-law which states that clubs are not allowed to have affiliates).

It was decided to approach JANE (Jaguar Association of New England), the largest and most successful Jaguar club in the northeast (360 members) and the second largest club in the country after San Francisco, and ask for a special dispensation for Montreal area members to join JANE at a reduced price (the idea of Canadian dollars at par or perhaps a flat fee of CDN\$40 per year was discussed). Montreal members would continue to act as an independent club, holding regular monthly meeting and organizing

activities locally such as drives, brunches, fun rallies etc. The Montreal members would prefer that the membership in JANE not include a JCNA membership but, they are willing to accept both for the first year with the understanding that JANE will seriously look at offering JOA-M members the option in 2005 of a membership in JANE at a reduced price and not including JCNA membership.

The benefits of membership in JANE include:

- receipt by normal postal mail of an excellent and informative monthly newsletter (called "The Coventry Cat"). With space reserved in the newsletter for Montreal area news and information.
- access to a top-notch website with space reserved for Montreal area news, photos and information.
- synergies on local (northeastern USA) area events, restoration and repair facilities.
- access to and communication with several hundred Jaguar enthusiasts located within 3-4 hours drive of Montreal.

A vote was taken and a decision was made (the vote was unanimous) to empower Daniel Thompson to approach the executive of JANE with the idea of

Continued on page 10

JOA-Montreal cont'd

JOA-M becoming a "local chapter" of JANE. Daniel is to report back to the club executive and the club membership at the next monthly meeting as to the results of his efforts. Should the executive of JANE decide not to offer membership to JOA-M members under agreeable conditions, then a vote will be taken at the November monthly meeting on the initiative to sever relations with JCNA and operate JOA-Montreal as an independent club in 2004 and explore the potential of options 2 and 3 above.

Daniel Thompson will lead a small delegation of JOA-Montreal members who will attend the November Ottawa Jaguar Club meeting to discuss these issues with Ottawa members.

Mechanic's Recommendation

One of the major problems we have identified in the Montreal club over the last few years is the lack of a qualified, competent and knowledgeable mechanic or garage that can service late model Jaguars. In particular the 1980's vintage V12 cars such as the XJ12 Series 3 VDP and the 1980's and early 1990's XJ-S V12's.

I am very happy to announce that Mr. Frank Bini has reappeared on the scene with his garage, **GT Auto Service**. Many of you will recall that Frank ran GT Auto for many years out of a location near Peel and Wellington (not to be confused with Pit Stop Garage run by a fellow named Zaven). Frank enjoyed a fine reputation for repairing and maintaining late model Jaguars, Rolls Royce and Bentley, Land Rover and

BMW as well as some exotic European machinery.

Frank knows the 1980's and 1990's model Jaguars well and is able to repair and service them. I would recommend him for Series 3 XJ6 and XJ12, XJ40, "facelift" model XJ6-XJ12-XJ8 from the 1990's, and even XK8's, XJ8's, XJ-R's and XK-R's.

Frank's new location is 240 Rioux (about 2 blocks from his old location; take Mountain street down to near the bottom, after you cross Ottawa Street his garage is just to your right in front of the park). I would suggest you call ahead at 514-932-5357 and book an appointment.

MAKE SURE YOU MENTION THE CONNECTION TO THE JAGUAR CLUB OF MONTREAL AND MY NAME!

Daniel Thompson

Stowe Slalom

by Daniel Thompson

The JOA-Montreal slalom held at the Stowe Mountain resort during the weekend of British Invasion offered some lovely scenery in a spectacular setting. Here we see **Daniel Thompson** in his X-Type setting the fastest time in North America for class "N" at 46.21 seconds, a mere 0.035 seconds ahead of the second place car!

In the second photo, a "classic" Mini Cooper gives the course a try.

Photos courtesy Daniel Thompson



Track Cont'd from p.1

They say that driving a racing car at speed is 90% mental, and at this early hour of the morning the little psychological games started. Steven and I noticed that all of the other racers in the room greeted the chief instructor with a "hi ya, Bob" or a "good to see you again, how's the car running," etc. etc. Turns out our fellow racers for the day had done this before, many times before as a matter of fact. One young man in particular, who showed up late for the briefing, was given a free pass from the chief instructor because "he's a really good driver, currently running third in the provincial championship and you guys will be spending all day getting out of his way..." Ouch! Steven and I had to admit that no... we had never been in a Formula Ford 2000 before and, no.... we had never been on this track before. My stomach was already starting to do somersaults.

After a quick explanation of the racing line and a two lap tour in the backseat of a Camaro with the instructor driving (where, quite honestly, you spend 90% of your time being thrown around from one side of the car to another), we were told to suit up and step in a race car. No instructions were given as to the controls or layout of the car, or how fast to go down the straight or what gear to be in or what the racing line was or anything! Yeesh, what are we getting ourselves into here! So I picked a car with a nice paint job and with the help of one of the mechanics I strapped myself in.

Our group was divided into two sub-groups, with the "fastest" being in one group of four and the "less fast" in the other group of four. At first, the instructors wanted to put Steven and me in the faster group, but we sheepishly had to admit that it might be a better idea to put us in with the slower guys (that's what happens when you buy a nice new driving suit, shoes, gloves and helmet – they assume you're fast!).

Within a few minutes we were waved out onto the track, with my heartbeat probably pegging at 160 or so. I was the third car out so I spent the first lap looking at the back end of the car in front of me, who I assumed was going real slow just to let the car and tires warm up. On the second lap I wanted to speed up but the car in front of me was still going slow, forcing me to brake hard to avoid running into the back of him. On the third lap I was all ready to push things a bit, but the guy in front was still going slow and now I was getting dangerously close to ramming him from behind!

The chief instructor had already told us that passing was only allowed on the back straight and he told us to be polite and "point by" a following car that is obviously faster. So when we got to the back straight on the third lap, I braked a little early to open a gap and then nailed the gas on the corner exit to get enough speed to pass on the straight. It was a great plan except for one thing: the guy in the car in front of me, who until this point in time appeared to be

sleeping, suddenly decided that this was the moment to floor the throttle and actually start driving at something resembling racing speeds.

As a result both cars arrived at the entry to the next corner side by side, with him on the proper racing line and me on the inside line, on the "marbles" with semi-cold tires.

You can guess what happened next: I turned the steering wheel but the car continued to go straight, right off the track on the outside of the corner and bouncing along through the dirt. I did manage to gather it up and get it back on the track without too much drama, but the rules of the Bridgestone school clearly state that you MUST bring the car into the pits immediately following an off-course incident for a check up by the mechanics (bent suspension, broken steering arm, etc.). On top of that, the Bridgestone school has a very strict rule: if you put four wheels off the track it is an automatic \$100 fine. So it was with red face that I pulled into the pits and signed the clipboard with the waiver form on it (if you don't sign you have to get out of the car). Nothing like getting the bad stuff out of the way quickly.

I went back out and took it relatively easy for the next few laps, driving the car at about 8/10ths while I tried to learn the racing line and braking points. This is probably the single biggest disadvantage Steven and I had as

Cont'd on page 12

Track Cont'd from p. 11

rookies on this course; we simply had no idea initially where to place the car on the track, where to shift, turn in or where to brake. This skill would only come with experience and with feedback from the instructors.

After the halfway point of the first session, I was starting to feel a little more comfortable with the car and less intimidated. It was at this point that I discovered the difference between a FF1600 car and a FF2000 car: power!

The final turn on the course, right in front of the pit lane and the relentless gaze of the instructors and mechanics, is a very tight left-hander requiring a downshift all the way into first gear. The corner itself is bumpy and covered in thick black rubber, with a relatively high curb that really gives you a good thumping if you clip it. On this particular lap, I was flying along quite nicely and made a nice crisp downshift into first gear, apexed the corner nicely (lots of under steer here, very hard to get the front wheels pointed where you want to go; I think the school intentionally dials more understeer into the student's cars) and nailed the throttle.

Unfortunately, a FF2000 car has quite a bit more power than a FF1600 car, and the result was that I executed a perfect pirouette in front of the enthralled onlookers, complete with screeching sounds and lots of

tire smoke, but I did manage to keep my bearings and kept the car on the pavement at all times, ending up pointing in the right direction and simply took off again.

Next time around I had to come into the pits for the mandatory mechanical check (but no fine this time because I managed to keep the car on the pavement). The chief instructor was waiting for me with that "look" on his face. He leaned into the cockpit and said into my helmet "we'll have to have a chat about the 3 strikes and you're out rule..." Clearly, this was a polite way of saying, "keep screwing around with our cars like that and you'll be watching the action from the grandstand for the rest of the day, buddy."

I finished the opening session at a nice, slow pace with my tail

clearly between my legs. At the debriefing afterwards, my lap times were 3 seconds a lap slower than the rest of my group, and about the only advice my instructor could give me was to "calm down a bit."

After a brief rest break during which I drank a lot of juice and water (you sweat like a pig in a triple-layer driving suit, strapped tightly into a racing car on a 25C degree day, very tiring), we were strapped back in the cars for session number two. My objective was simple: keep the car on the track and pointed the right way! I'm happy to say that I managed to do this and actually had some fun throwing the car around, braking a little later each lap, altering my turn in points, learning the racing line a little better and generally acting a bit more like a real race car driver. At the debriefing my lap

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Track Cont'd from p. 12

times had come down to the point where I was second fastest in my group, just 0.5 seconds off the pace.

The rest of the day went relatively well, with our lap times coming down as we gained confidence and the instructors gave us tips on where to pick up valuable time. I did, however manage to chalk up another \$100 fine for "mowing the lawn", but at least this time I had a good excuse: I was just following the instructor's advice!

By far the trickiest section to get right on the race course was an uphill, almost blind, left-right combination that led to a long straight. The difficulty stemmed from the fact that choosing the "classic" line into the first half of the section (the left-hander) compromised your speed and positioning for the second half (the right-hander). Clearly you wanted to get through the second half right-hander carrying as much speed as possible because the time penalty of carrying too little speed down the following straight couldn't be made up.

So, the "trick" was to sacrifice the initial left hander, slowing down a little and positioning the car as far on the left hand side of the track as possible on the approach to the right straight hander (just the opposite to where you would normally be placed) and in this way you have a much better shot at carrying speed through the right hander and maintaining that higher speed all the way down

the long. The instructors told us that we should be at about 4500 revs in second gear by the time we reached the end of the rumble strips at the exit of the right hander. To quote "...4600 or even 4700 is good, but at a minimum you should be turning 4500 at that point of the corner exit..."

Now, being a competitive guy, I was going to damn well make sure I was turning at least 4500 at the end of those rumble strips. But here's the problem, I'm sitting in a Formula Ford 2000 race car for the first time in my life, foot flat to the floor in second gear, at the limit of tire adhesion in a tight right hand turn, the turn is also uphill, so the driver is essentially "blind" and cannot see the corner exit or the proper line for the following straight. Combine all of these factors together AND what do you think happens when you momentarily take your eyes off the road to look down in the cockpit at the tachometer? Of course, the inevitable happened and I drove the car right off the edge of the track, over-corrected and did a big loop-de-loop off to the right side in the

grass. Fortunately I did manage to keep it pointed in the right direction (must be all that winter driving in Quebec) and running, and I re-joined the track without incident. Back into the pits where the mechanics were getting used to seeing me and, yes, another \$100 fine. Afterwards the instructor told me that "you really did a good job on that corner, came really, really close to getting it absolutely perfect..."; as you can see, racing is an expensive game!

Steven and I thoroughly enjoyed the lapping day, although after eight hours and 100 laps we were both extremely tired. We drove straight from Mosport back to Montreal and were home by 9 pm Saturday.

I encourage all enthusiast drivers to give their local race driving school a try, it really does improve your skills. Steven and I plan to do a lapping day at Mont Tremblant in the spring before I venture out on that track for the first time in my newly acquired vintage race car.

Daniel Thompson



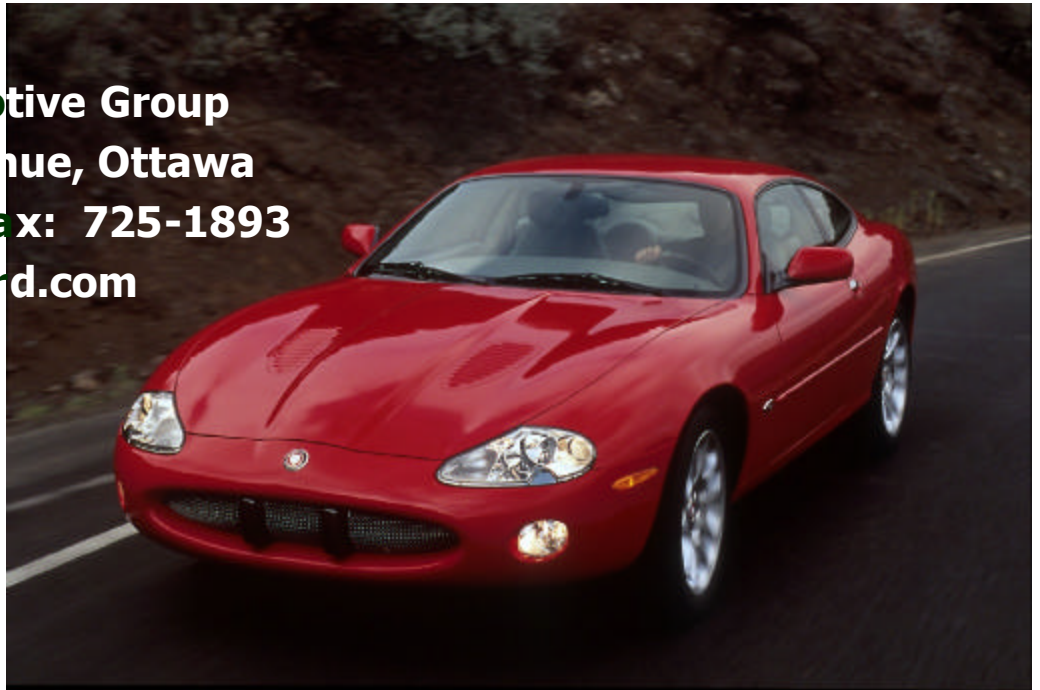
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