



***Hugh Siddons took delivery
of his 2003 XK-8
from Campbell Jaguar in
December -- brrr!***



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 20th of each month.

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Condolences

Our sincere condolences go to **Ron Sierolawski** and his family. Ron's wife, **Janet**, passed away on January 24th. The funeral was on the 29th and many of their friends from the OJC attended.

Janet enthusiastically supported Ron's devotion to Jaguars. She had endless patience with the many hours he spent restoring and maintaining his outstanding 1954 XK-140.

A few years ago, after selling their 1974 XJ6L to Anthony Pearson, Ron and Janet tried driving something other than a Jaguar as their daily driver. That experience didn't last long. Once, in a quiet moment, Janet confided that "you know, it was a nice car, but I didn't get any respect!"

We'll miss Janet dearly. She was a lady in every sense of the word.

Stewart & Paddy Robertson

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President's Message: Guy Larabie

I would like to start off my 2004 tenure as President by wishing each and every one of you a most Happy New Year. We left 2003 in style with a wonderful party at **Marc and Sheila Chappell's** home where we had a great time. The Chappell's were terrific hosts and we thank them wholeheartedly.

As most of you know, I have been a member of the Club for some time and have held various positions in the executive. For those who are old enough to remember Gene Autry, I have to say that, like his signature song, I'm very happy to be "back in the saddle again." I look forward to a very active and pleasurable year ahead.

Indeed, 2004 promises to be a great year for the Club with an unparalleled number of activities now being planned for your enjoyment. The first meeting of 2004, which was held on January 12th, set off the new year enthusiastically with roughly 35 members present to hear our first speaker of the year and to participate in lively discussion touching on several topics.

Our first scheduled activity of 2004 will be Go-Kart racing at Top Karting in Gatineau. We are holding it for the third consecutive year and participation has grown.

This is not the 'putt-putt' 5 mph go-karting you see on the roadside in Stittsville or elsewhere, but real competition racing go-karts running on a large, super-

vised and safety-equipped indoor track.

For those who participated in previous years, there will be no track advantage as the lay-out is changed every three months. Consequently, everyone will be on an equal footing to win the new 2004 "Jaguar Cup". I am organizing this event and the final date will be set at our February meeting. If you are interested in participating, but cannot attend the meeting, call me or send me an e-mail confirming your participation.

We will finalize our proposed list of activities at our February 9th meeting. If you have an idea for an activity or if you would like to help out and lead a drive or arrange a specific event, I urge you to attend the next meeting. If you can't, contact **Frank Basten** by e-mail or telephone to make him aware of your intentions.

Finally, if any one would like to see a particular topic or issue addressed at a meeting, please advise me at least 48 hours ahead so that I can put it on the agenda.

As we all know, the club's continued success depends on member participation. I encourage all of you to come out for the February 9th meeting!!

Guy Larabie, President
613-425-2173
guylarabie@igs.net

OJC Meeting Notes 12 January 2004

Our new President, **Guy Larabie**, opened the meeting at 7:00pm by welcoming all those in attendance and wishing everybody a happy New Year. While attendance was not officially taken, it was a full house in the Campbell Jaguar boardroom.

Guy then welcomed **Dawn and Dave Longley**, returning members who own a 1963 E-Type FHC. There was much discussion regarding the value of Dave's car as an original and the motivation needed for the Longley's to get it back on the road after some 32 years.

Sonny Dauncy of Campbell Jaguar was introduced next. Sonny delighted the Club members with a slide show of his trip to England where he visited Liverpool, Castle Bromwich, Coventry and London. The sights of classic and modern Jaguars and the venues for their construction, were both entertaining and informative.

Cont'd on page 5

February Meeting

***Monday, February 9
7:00 pm
at Campbell Jaguar
Carling at the Queensway***



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Meeting Notes cont'd

The club Executive for 2004 was introduced by Guy:

President – Guy Larabie
Vice-President – Ed Theoret
Secretary – Mike O'Brien
Treasurer – Roger Gough

Support positions include:

Activities – Frank Basten
Membership – Mark Roberts
Jottings Editor – Ray Newson
Co-Editor/Layout –
Paddy Robertson
Chief Judge – Rob Dunlop
Concours Chair – **OPEN**

Ed Theoret briefed the members on the results of discussions with the Montreal Jaguar Club in regards to the relationship between the two clubs. All points governing our association were reviewed and accepted in principle by the members in attendance. This "Agreement In Principle" is published in *Jaguar Jottings* for the information of all members of OJC & JOA-M (see page 9).

The next item of business was a request that each member submit at least one Jaguar related article for *Jaguar Jottings* each year. This would provide ample articles for the *Jottings*. Everyone nodded wisely.

Activities coordinator **Frank Basten** directed a spirited discussion on what events should be scheduled within the Club for 2004. It was agreed that a list of proposed events will be published in the February *Jotting's* with a yes/no box for each item.

Members can then indicate what type of activities they are interested in. **Hand the lists to Frank at the next meeting.**

Guy advised the group that the JCNA Annual General Meeting (AGM) will be held in Long Beach, California from March 11 – 14, 2004. If anyone from the club expects to be in the area and would like to represent the club, they should contact Guy who will provide them with the Club Proxy paperwork and related information.

The meeting start time was discussed. It was proposed that the meeting start at 6:30 pm instead of 7:00 to ensure that all items of interest are covered prior to 9:00 pm. Campbell Jaguar closes at 9:00 pm, so we have to vacate prior to 9 o'clock or be locked in for the night. It appeared that the majority preferred to continue with a 7:00 pm start.

[*Secretary's Note:* This subject emerged for discussion at the end of the meeting: it was suggested that a meeting agenda be published beforehand to permit consideration of items to be discussed in advance. Members wishing to table a subject at meetings would submit the item to the President who would allocate time for each item. This suggestion was considered to be too formal, and would negatively impact topics that only become known just before the meeting.

As a compromise, Guy proposed that a list of topics to be discussed be provided at the start of the meeting. Any member wishing to speak but could not get time, would be added to the agenda for the next meeting.]

Rob Dunlop briefed the club members on pending changes to the Concours judging rules. These revisions are expected to be effective after the JCNA AGM in March. Details will be the March *Jaguar Jottings*.

Don Hobbs outlined a project that he would like to take on to produce a document, available to new members, that will assist them to better understand what the club is about and who in the club could offer special advice. Each member was asked to prepare a profile of themselves, outlining their interest in Jaguar cars and skills they might have that may assist others.

The discussion then shifted slightly when Guy suggested that, as in the past, two member profiles should be published in each month's *Jottings*. Further discussion is needed as to who will collect the member profiles and how they will be used.

The meeting closed at 9 pm, immediately before the members were to be locked in for the night with all those lovely new Jaguars.

Mike O'Brian, Secretary

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: 3.8 litre XK engine, running condition, for manual MkII. Contact Peter Whitworth at 692-2270.

For Sale: 4 Michelin Arctic Alpine Ice & Snow tires 225 R55-16 in excellent condition. Original cost \$700. Now \$350. Call Guy Larabie at 613 445-2173

For Sale: in excellent condition, **used 3.07 limited slip differential** for Jaguar E-type. Reduce your highway revs dramatically by swapping your stock 3.54 for a 3.07. Price \$800. Call Daniel Thompson at: Office 514 848-0716, Home 450 441-6522, Cell 514 994-6522.

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.

1991 XJ40 For Sale: NEW PRICE 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.



\$10,000 ono. 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 Brulé at 613 723-3190 or 613 692-8186

Annual Dues!

Mail a cheque payable to
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Mark Roberts, Membership
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- \$50 if paid by Dec 31
- \$60 if paid in 2004

1988 XJ-12 Vanden Plas. NEW PRICE 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 \$9,000. Contact Mr. André Charest at (613) 674-1159 or (514) 847-2391 or acharest@cdpcapital.com

For Sale: Four (4) brand new Dayton wire wheels for Series 2 E-type. Purchased in 2002 direct from Dayton. Chrome rims, stainless steel spokes. Paid extra for show polish and tubeless sealing. Mounted with **four (4) Dunlop SP41 "SP Sport" radial tires**, as per original equipment on late Series 1 and Series 2 E-types. The tires are brand new and concours-correct; never been on the road. Professionally mounted and balanced using proper equipment and techniques. A fifth new tire available to mount on your spare. 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.

For sale: 1969 Jaguar XKE Coupe. Silver, black leather interior. Automatic 3-speed; 6 cylinder, 4.2 litre; 51,231 original miles. Price: \$34,900. Much essential restoration work has been done on this car, too much to put in print, but all records are available, and all work has been done by reputable mechanics. Certified appraisal report is available. A beautiful car for the collector enthusiast. Phone: Patricia Steenbakker, 613-832-9051 Email: jos-teen@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.

March Munch

This year's evening out is planned for **Saturday, March 6** and will be at the Myranda Restaurant in Orleans. The Myranda is a reasonably priced restaurant with an extensive menu (great crab cakes and smoked salmon!) and casual atmosphere. They will be accommodating the club with a private dining room, conveniently arranged to allow for mingling with 4 to 6 at a table for dining.

Plan to arrive by 6:30 and order dinner around 7:00. Wendy will be discussing this in more detail at our February meeting and is looking for confirmed numbers.

The Myranda restaurant is located at 2440 St. Joseph Blvd. in Orleans. Contact Wendy (833-3543 or wendyv@sympatico.ca).

Activities List - 2004

As noted in this month's meeting notes, a list of proposed activities for 2004 is attached. All members are asked to review the list and indicate (yes/no) if they are interested in participating in the proposed events. You should also identify any other event suggestions that you may have, along with a proposed date. Please indicate if you would be willing to organize and/or assist in the organization of any of these events.

The completed forms should be either emailed to Frank Basten at fbasten@ripnet.com or handed to Frank at February's OJC meeting.

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OJC Christmas Party

And a good time was had by all! Approximately fifty Club members attended a very successful Christmas party at the home of **Marc and Sheila Chappell**. Marc and Sheila obviously put a great deal of effort into preparing their home, a fantastic array of hors d'oeuvres and a meal fit for any Jaguar event.

The evening was filled with lots of camaraderie and an interesting gift exchange (gift grab? Guy, I think that you will have to explain the rules again). All in all, great fun and laughter as lots of terrific presents changed hands.

Hugh Siddons was clearly high on Santa's list when he showed up in his "two-day-old" Jaguar XK8 Convertible. Great ride, Hugh! Check out this month's cover photos.

Many thanks are in order for Sheila and Marc for hosting such a great evening.



*Clockwise from top left:
Sheila Chappell, hostess-
extraordinaire!
Graham & Ricarda Smith
flank 2004 president Guy
Larabie
Roger & Doreen Gough
Francis Boon
Barbara Woods*

That Special Jaguar Model

Looking for that special Jaguar model? Check out "Collectibles For Men" at the Gloucester Centre. They have a good range of Jaguar car models at reasonable prices.

John Charman checked them out and spotted models of C-types, D-types, an X-type, XK-SS, XK120 and XJ13 amongst many other types of vehicles.

The Gloucester Centre is located in the east end, off of the Queensway at Blair and Ogilvie roads.



OJC - JOA-M: Agreement in Principal

These notes are a record of the meeting held at Capone's Restaurant on Monday, July 11, 2003 between representatives of both the Ottawa Jaguar Club, (OJC) and Montreal Jaguar Owners Association (JOA-M). The meeting was chaired by OJC Vice-President, Ed Theoret.

1. JAGUAR JOTTINGS

- That the newsletter, *Jaguar Jottings*, reflect both clubs and their activities.
- That both clubs share the responsibility for input to the Ottawa club Editor of *Jaguar Jottings*.
- That the cost of *Jaguar Jottings* be shared by both clubs on a per capita membership basis.

2. ANNUAL CONCOURS

- That the Concours be held jointly on a yearly basis and that the venue could be held at either site, as agreed by the Concours Committee and sanctioned by both clubs.
- That the cost for such be shared on a per capita membership basis.
- That there be representation from both clubs in the Concourse Committee.

3. CLUB MEETINGS / ACTIVITIES

- That club meetings are to be considered "stand alone"; members from either club may attend when in the area. Voting is to remain within each club; when visiting, "no vote" on issues being discussed.
- That the two clubs should share activities of common interest as frequently as possible. The clubs will inform one another via *Jaguar Jottings*.

4. FUNDING

The funding in both clubs is to be considered a "stand alone" item. The previous common funds have been accounted for and settled. The OJC Treasurer, Roger Gough, has satisfactorily settled the outstanding funding issues. In the future, it will be the OJC Treasurer's responsibility on a yearly basis to inform the two clubs on outstanding accounts for such items as:

- Concours
- Jaguar Jottings*
- Any costed joint ventures as agreed by both clubs, based on a stated costing arrangement.



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Detroit Auto Show Barrett-Jackson Auction RM Auction

How to see these and more for Free!

By Phil Karam

My annual auto pilgrimage to the Phoenix/Scottsdale, Arizona sun – away from the –30°C Ottawa freeze – starts with planning.

First, Fadia had to be convinced to part with her 250,000 points with NWA. You do that in August/September when it is not so cold in Ottawa.

The NWA flight from Ottawa to Phoenix must go through the hub in Detroit, the “car capital” of the world. This is important in planning itineraries, as you will see later.

I initially wanted an 8-hour stop in Detroit, so that I might visit the North American International Auto Show (Detroit Auto Show). This was denied by NWA since anything more than 4 hours was considered a full stop, and I would need a further 10,000 points. I declined.

I did, however, book my return flight early

Monday morning, the day after the final Barrett-Jackson auction ... this is important.



Cobo Centre to visit the Detroit Auto Show.

Wow! What a magnificent collection of future cars and concept cars.

The new Shelby Cobra 500 was stunning, as was the GT40 and the 2005 Mustang Fastback.

From Jaguar, I saw the concept car R-D6, and no, it will not go to production. Pictures of it look exciting. In the flesh, naw ... it was too goofy.

When I asked one of the Jaguar reps why the new X-type station wagon wasn't shown, she replied that it was only available in Europe. When I told her that it was coming to Canada, she replied that it was not coming to North America. I asked her where she thought Canada was, and she brushed away. Welcome to self-centred America!

The new 2004 Bentley Continental GT (below) with its V-12 was my favourite, at a bargain \$150,000 US. Perhaps in 2010 a used 2004 will be affordable. Its styling was influenced by the 1955 Bentley R-Type Continental.

Chrysler showed off their 300M Hemi Sedan and wagon, as well as their Crossfire. (I test drove the Crossfire in Phoenix on their test circuit; lots of kick to match the aggressive style.) It has the same power train used in the Mercedes SLK-350, at a much lower cost.

I was able to see (and caress) the Porsche Carrera GT, the

My 6:00 a.m. flight from Ottawa to Detroit (at –30°C) needed de-icing, and then wouldn't re-start, causing a 1.5 hour delay. You might think that sitting and freezing in a 20-seat prop plane on the tarmac is bad, but no ... that's good. In Detroit, we missed the connection to Phoenix by 5 minutes. NWA wanted to book me on the next flight at

10:00 am; I asked if I could be booked on the 7:30 pm flight instead, and was obliged!

Delighted, I

hopped on a bus and headed for



Lotus Elise, the Aston Martin DB-9, Corvette C6, Saleen S7, Rolls Royce Phantom, Mercedes Maybach, Ferrari Enzo and 612 Scaglietti, Audi Lemans Quattro, Lamborghini Gallardo, Ford Vissos, Lincoln Mark X, Mercedes SLR McLaren.



This Lincoln 4x4's similarity to Phil's "truck" is almost eerie!

Too many cars to remember, so I took 120 photos.

Back at the airport for my 7:30 departure to Phoenix, I checked in and found that it was overbooked. I promptly offered my seat in exchange for a complimentary flight to anywhere in the USA, along with meals and an overnight stay in Detroit. Not too bad for a senior citizen in no hurry! (With next year's car auction trip free again, I slept quite well.)

Next day: Arizona sun. I met up with my car buddy, Ron. We visited the Silver Car Auction at the McDowell Casino – lots of custom hot rods, very well done. As a point of interest, I signed up to a website that provides guidance and assistance in purchasing a classic car (www.buyclassiccars.com). On speaking with Jeff Webster the owner about Mk IIs, he started to tell me of a very original MkII that he and his brother missed on e-Bay. The car was from the

Washington DC area, and listed just before Christmas. He was floored when I told him that I was the buyer. [Ed note: Again?] He feels that the MkII is going to appreciate quite significantly in the next few years as baby boomers move away from their XKEs, TR6s, MGBs and Healeys and settle in to a more useful classic English car. More on that later.

RM Auction had their exquisite preview showing and cocktail reception at the Arizona Biltmore. (George W. Bush had just stayed the night – he just missed bumping into me!)

The following day, RM auctioned off the collection of about 100 cars including a beautiful 1967 S-type for \$26,000, a 1932 Deussen for \$680,000, a 1959 XK150S for \$60,000, a 1948 Tucker for \$450,000 ... you get the picture.

You may recall that I sent out an email on a 1956 D-type going on e-Bay for \$850,000. Well, it was bid up to \$1,150,000 but did not meet the reserve. Terry Larson, who also works for RM, was handling the bid for a private collector. I queried him on the outcome and the decline, since one sold last year at Barrett-Jackson for \$1 million. As it turns out, that one was altered, modified and then corrected, and was not as valuable. The one Terry was selling for the collector went for "just about" \$2 million US to another private collector. Now, wasn't that an interesting Christmas present to

the buyer, as well as to the seller!

Now back to my Mk II story: At RM there was a company from New Zealand, Beacham (www.beachamjaguar.com) that takes a Jaguar Mk II body, installs a new Jaguar V8 power plant, drive train, interior, everything at a 2003 level of technology, and sells them for \$134,000 US. Lots of money, but there seems to be a market, as they are very stunning.



As I stated before, the baby boomers of 1955-60 are not fitting into their small sports cars due to chronic back problems, girth expansion, etc., so they are now turning to the only true classic sports saloon, the Mk II. Keep your eyes open for them.

The Barrett-Jackson Auction was huge – 900 very beautiful cars to suit every taste. 150 more pictures and too many to talk about as I am exhausted writing this article.

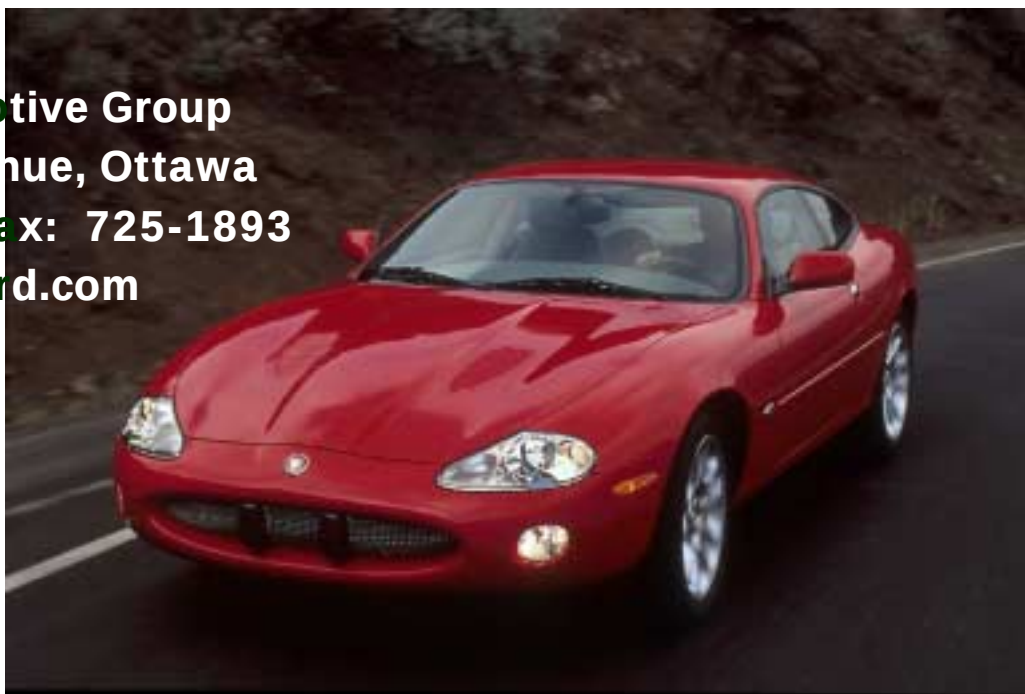
However, I am not too tired to tell you about my flight home! For those who know me, they can guess at the conclusion.

Yes, I was scheduled on yet another overbooked flight from Phoenix to Detroit early Monday morning. Oh, to be retired and in no great hurry ...

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