



Jaguar Jottings

September 2004



A chance sighting of Harold Lang's pride and joy (top), lead Mark Roberts to a life-long passion for Jaguars, and in particular for his 1964 E-Type. "Penny" is seen below in her original condition, and (bottom) outside John Pritchard's workshop in 2002.

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Photos: Mark Roberts (pp.1, 3),
Frank Basten (pp. 7.8), Stewart
Robertson (p. 10,11)

Sept. Meeting

***Monday, Sept. 13 - 7:00
at Campbell Jaguar***



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.



Advertising

Full Page \$20.00/month, or \$200/year (11 issues)

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1/4 Page \$5.00/month or \$50/year (11 issues)

Business Card \$2.50/month or \$25.00/year

MarketPlace Ads are free to members and will run 3 months unless cancelled or renewed; \$5 to non-members.

Submit advertising copy to:
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art008@sympatico.ca

Note: Rates will increase effective
1 Jan 2005



The St. Lawrence Auto Club
presents the 2nd Annual

"1000 Islands Vintage Rally"

on Saturday, 9th Oct. '04. Registration begins at
08:30AM at the Gananoque Town Hall with first car
away at 10:00AM

A tarmac (paved road) event for classic cars 1975 and older.

Separate class for substitute (newer) cars.

The roads on the route will be scenic and interesting for the driver and
navigator. Approx. 130 miles in length.

Entry fee of \$40 Cdn (30 US) will include morning coffee, post rally dinner
and dash plaques for both crew members.

Trophies for 1st, 2nd & 3rd

1st Team (3 cars, same marque or club)

1st Coupe des Dames (Ladies)

1st Substitute Class (not included in the above)

Special navigating equipment not essential

This rally is part of a two-day vintage sports car theme of events in and
around the town of Gananoque on the Thanksgiving Weekend.

Also featured are a car show, poker run and autocross.

Details are available on the St. LAC web site: stlac.kos.net

Applications received after 30th Sept. are considered late entries. For further
information & entry forms please contact: (613) 389-3566, jkin-
near@adan.kingston, or (613) 376-1538 ebrunner@personainternet.com

Looking For ...

Member articles for the Jotting's!!

Here's your chance to become a
published author. Everybody has a
great (or not so great) story to tell
about their Jaguar: where they
found it, how they found it, when
and where it broke down, or that
fantastic trip when it *didn't* break
down! How about your experience
at an out of town show, or getting
your car ready for a concours?

Share your mechanical skills with
us. You have read **Dave Clyne's**
articles on his restoration and
Frank Basten's article in this
month's edition. These are the
types of articles that help to make
our monthly newsletter interesting
and the quality publication that it is.

Send your submissions (with pictures
or illustrations, please) to either **Ray
Newson, Ray@Newson.ca** or
Paddy Robertson,
stewart008@sympatico.ca or just
hand us your paper copy at any OJC
meeting, we'll
take care of
the rest!



Jaguar Journal

**We've received notice that the
May-June issue of the Jaguar
Journal, which was apparently
not delivered to Canadian
JCNA members, will be re-
printed and sent out. It may
take some time, but we will
get it eventually.**

Member Profile: Mark Roberts

OJC Membership Chairman, **Mark Roberts**, is the proud owner of September's featured Jaguars. Mark's 1964 E-Type Fixed Head Coupe was his first purchase some 23 years ago and "Penny" (Mark likes to name his cars) has been an ongoing restoration project ever since. "Samantha," the Robert's 1988 XJ-12 VDP, joined the family in 1995 followed by "Toby," their 1989 XJ-S Coupe four years ago.

Mark is proud of the fact that he has never sold a Jaguar, and doesn't intend to. He would like to own more, however parking might be a problem.

Mark has been a member of the Ottawa Jaguar Club since 1989. In his fifteen years with the club, Mark has held the positions of Treasurer - 4 years and Chief Judge - 3 years; he was Concours Chair in 1993; he shared the Activi-

ties responsibilities with **Rae Chalmers** in 1990; and currently holds the position of Membership Chair. A family affair, Mark's wife **Catherine** shared the Concours responsibilities with **Paddy Robertson** in 1996 and 1997.

A self confessed "Jag Nut" through-and-through, Mark's interest in Jaguars started when he was about 10 years old. While on the way to hockey practise one day, he heard then saw this baby blue, very curvy car go by. Living in a small B.C. town at the time, he had never seen anything like it. He had no idea what it was, but after a few inquiries, he found out it



"Penny" in the early days of restoration



Catherine, not-quite-Roberts. What a date! (That's former member Lauren Hansman's E-Type.)

was a 1961 E-Type FHC [see cover photo] belonging to the high school shop teacher, a Jag Nut in his own right. Mark eventually got to know Harold Lang, who also owned an XK140 FHC and an XK120 OTS. Mark was hooked, and when he turned 18, he purchased "Penny." The rest is history.

Mark doesn't consider himself an expert when it comes to Jaguars. However, his lifetime career of restoring his E-Type, combined with his desire to read up on and learn as much as he can about these cars, certainly equips him with a wealth of knowledge on the subject, a knowledge that he willingly shares with anyone who seeks his advice.

Mark really enjoys his association with the Ottawa Jaguar Club. As with any organization, he feels that it is the people who define the club, and Mark feels that he has been very fortunate to meet some very good people here. When he first joined, **Trevor Klotz** and **Ernie Bayliss** took him under their wings. Ernie was very generous with his time and advice. Several of the members even tried matchmaking on his behalf, before he met Catherine.

Fifteen years with the club generates many great memories for Mark. In

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Continued on page 4

Profile - cont'd

the early days, he entered a few rallies with **Chuck Cowie** and his E-Type. In the first, according to Mark, neither of them knew what they were doing, but they still came in third and won a case of oil! In their second event, the "Monte Carleton Rally" run by the MG club, they placed second. The objective was to complete the course at an average speed of 40 mph. Chuck complained, "this car won't go that slow." They compromised by speeding up for a stretch, then pulling over for a few minutes, and repeating the hurry up and wait process again. Mark still uses the trolley jack that they won.

Merv Clarke let Mark crawl over his, or rather **Lise's**, E-Type to figure out how to put the wiring harness back into his E-type. **Lauren Hansman** let him borrow his E-Type for a weekend so that he could take his fiancée, Catherine, for a run down to Hudson with the club to show her what these cars were all about. It was a glorious day and on the way back, Ernie Bayliss in his XK140 led a group of six E-Types through the back roads home. What a way to impress your fiancée! Lauren also kept Elizabeth's 420 out of storage so that he could drive Catherine to their wedding on November 21. You can't ask for nicer people than that.

Since starting a family, Mark's focus has changed somewhat and he has not been as involved as he would like to be with the club. He does expect that to change as James and Sarah get older. He drove one of the JONAT legs this spring with James, and looks forward to more outings like that in the future.

Ray Newson

August Meeting Notes

President **Guy Larabie** opened the meeting at 7:05. Twenty-seven members were present.

New faces in the crowd: **Michael Schoenberger**, who has just purchased a 1996 XJR in Toronto, and **Rick Clayton** who has a 2000 VDP Super.

Advertising in Jaguar Jottings

Ray Newson compared Jag Jottings advertising with other Clubs' newsletters and factored in the cost of producing the newsletter eleven months a year, to come up with new annual advertising rates in the Club's newsletter:

- Marketplace: \$5 to \$10 effective immediately (for non-members only)
- Business Card size: from \$25 to \$50 effective Jan 1/05
- ¼ page: from \$50 to \$100 effective Jan 1/05
- ½ page: from \$100 to \$150 effective Jan 1/05
- Full page: from \$200 to \$250 effective Jan 1/05
- Back page: from \$200 to \$300 effective immediately (this has no effect on revenue as the Campbell Jaguar ad is given to them in partial exchange for the donation of our meeting facilities)

Ed Theoret moved that the new rates be adopted; **Jim Watson** seconded the motion. *Carried.*

Events

Guy thanked **Ann Foley** and **Eli Nesrallah** for hosting a marvellous barbecue on Sunday, the 8th. This may become an annual event.

Guy will contact everyone on the email list about a day ahead of a

Lynx game – probably on Aug 15-17 when they are playing in town.

Dave Clyne's Garage, Aug. 29th, 1:00 – rain or shine. Dave's going to conduct a show and tell.

Kingston Boot 'n Bonnet Club event is on August 22nd, Sunday. Don and Nell Hobbs will lead the drive from the Canadian Tire in Kemptville, at 9:00.

Stowe British Invasion, Sept.17-19. A few people are planning to go.

Bronte, Sept. 19. No interest was shown.

2nd Annual Thousand Island Vintage Rally, Oct. 9. Frank Basten raised this event, which caters to cars 1975 and older, but has a special class for "substitute new cars", i.e. 1976 or newer. Information is on their website at www.stlac.kos.net.

Other events coming up:

- Perth Fair Car Show, Sept. 4
- Rockland Street & Custom Show, Sept. 5
- Richmond Classic Motor Show, Sept. 6

2004 Concours Afterthoughts

Hershenhorn Trophy: **Ed Theoret** suggested that we display the trophy in Campbell Jaguar's showroom.

Paddy Robertson will get the engraving done this coming week and drop it off with Sonny.

We need more JCNA 1st prize plates – we are two short. Also, Graham Stokes has yet to receive his Best in Show keeper award; with the top points tied, the keeper purchased for the Concours was given to Mike Powley. Paddy will check with **Grant Edwards** to see if another has been ordered.

Continued on page 5

Notes - cont'd

The history of the **Hershenhorn award** will be written up for the next Jottings [ed. Note: see P.10]; most club members have forgotten (or arrived on the scene since) the origins of the award.

Executive Reports

Ed Theoret, vice president, mentioned after the 2005 Concours, we will need a new "keeper" of the flags and signs etc. that Ed is keeping for the Club.

Roger Gough, treasurer, was absent.

Mike O'Brien, secretary, was absent. Ed suggested we make note of it.

Membership chair, **Mark Roberts**, had received the last batch of JCNA membership cards. Anyone joining the club from now on will be registered for 2005. Membership is \$30 for the balance of the year.

General Discussion

Rob Dunlop has purchased the DVD, *Jaguar By Design* narrated by Alain de Cadenet. With Sonny's help he tried to show the DVD, but technology (by Lucas?) let him down.

Frank Basten highly recommends the cleaning product, Spot Shot, as an excellent spot remover on car rugs (do not use on the headliner). It costs about \$6, and is available at WalMart.

Paddy Robertson
For the Absent Secretary

Concours News!

Frank Basten has received a cheque for \$475(US) from Nelson Rath, Treasurer JCNA, Event Sponsorship Program. Frank will send a letter of thanks to Malcolm Oliver who was the guiding force in processing the 2004 requests.

This puts the 2004 Concours in the black!

President's Message

Well, it's been several months since my last president's report. As most of you know, we left for our adventure in Australia and New Zealand in March and returned at the end of April. Since our return, there has been a hiatus in reporting. This was not due to lack of interest, but rather to the strong level of participation and numerous written submissions by members on a wide range of activities that occurred over the last few months. So far this summer we have had an unprecedented level of Club activities.

To recap: let me mention that in May, **Allan Graves** took us on a very well-planned drive through Lanark/ Carleton and Renfrew Counties. Then **Wendy Vander-Meulen** and friends organized a superb get together on the eve of our annual Concours d'Elegance. Like the previous evening's get together, this year's Concours was probably the most successful ever. For this we must thank our co-chairpersons, **Grant & Tanya Edwards** as well as their very capable committee. Preceding and during the Concours, **Mike O'Brien** oversaw the local leg of the Jaguar North America Tour (JONAT).

To top it off, **Don and Nell Hobbs** organized a very pleasant drive and visit to the Merrickville Car Show and (for some) shopping spree in this quaint Eastern Ontario village. Approximately 15 members brought their cars and the weather cooperated beautifully. A very enjoyable day was had by all.

A 'bar-purr-que' was planned and superbly executed by **Eli Nesrallah and Ann Foley** in Metcalfe on August 8th. This event proved to be great fun with an excellent turn out of approximately 40 members showing up. Don and Nell were at it again, on August 22nd, with a nice drive to the Kingston Boot 'N'

Bonnet Show. Louise and I did not make it to that event, but **Bob and Kathy Hiland** and **Rob and Jean Dunlop** stopped at our boat at the Hurst Marina on their way back to Ottawa and told us all about it. While the turnout may not have been as high as expected, everyone had a great time checking out the numerous cars as well as the many vendors that were at the show.

UPDATE

In spite of torrential downpours, more than 20 OJC members arrived at **Dave Clyne's** residence to check out that E-Type restoration that we have all been reading about, and enjoy his and **Helen's** hospitality.

Dave took great (and well deserved) pride in showing everybody through his "dream car garage". His vast collection of tools, some of them very innovative, were the envy of all. The detail shown of Dave's restoration project was very interesting and informative; anybody contemplating such a project should check Dave's out first.

Meanwhile, Helen served snacks and drinks inside the house where everybody was able to sit and chat after the tour and enjoy the river views. A very enjoyable afternoon, - many thanks to Dave and Helen for sharing this with us.

The baseball game was a 'mitigated' success. Nine showed up for this outing (5 from **Rob Dunlop's** family and 4 from the **Larabie** clan). Not what you would call a stellar endorsement by club members. The Lynx thrashed the Buffalo Bison 8 -2 in what was a very interesting game. Given the level of participation level by OJC members, we should probably re-evaluate this activity for next years schedule.

Guy Larabie



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and the Global Auto Care ‘Best in Show-Driven’ Award

V12 Engine Modifications

And associated doo-dah's from someone who's "been there, done that!"

The major concern with the Jaguar V12 engine is not only the risk of the engine over heating but also several of its ancillary components. The surface temperature of the aluminium cylinder head, measured with an infrared temperature indicator, is almost 200°F.

The rubber cruise control bellows and the HT coil, both of which are situated in the "V" of the engine, are subjected to this radiant heat. Nothing is cool under the hood of a V12, however, I decided to find a cooler location for these two components.

The vehicles involved were my 1986 XJ12 VDP and 1989 XJ-S. The relocation of the components was different in both cases. The VDP has vacuum boost brakes and the XJ-S has ABS, therefore the spaces available are different, AND subsequently each required making special, and different, steel mounting brackets.

On the XJ-S I also reviewed the various vacuum control devices, which were spread around different parts of the engine bay.

Figure 1 shows the relocated cruise control bellows tucked in behind the ABS system on the XJ-S and the group of four vacuum control

valves, mounted on new brackets.

The valves are all linked in the control process, so why not keep them together?

The run of the flexible cable to the cruise bellows is in a less contorted position than previous arrangements and is extended to reach the bellows by a short length of rigid steel wire. The existing wiring to the bellows solenoids does not require extending, and can easily be re-run to the new location.

Figure 2 shows the relocated HT coil, again requiring a simple mounting bracket fabricated from a 1/8"x 1" steel strip purchased from Canadian Tire. No fancy machining etc is necessary, just bend in a vice and drill the stuff.

Figure 3 (page 9) illustrates the new HT coil location tucked in alongside the brake booster on the '86 XJ12 VDP.

Figure 4 (page 9) illustrates the new location of the cruise control bellows on the '86 XJ12 VDP and clearly shows the bracket necessary to keep the bellows pull cable from getting mixed up with the butterfly linkages. These modifications have made access to the spark plugs and distributor much easier.

While on the subject of access to the spark plugs, to remove them Jaguar supplies a double-jointed plug wrench. This tool is not entirely satisfactory when it comes to removing the spark plugs underneath the A/C compressor. To do the job properly it is important to clean out all of the dirt around the plug recess, which is almost impossible to do with the compressor in place. Although it is more work, remove the compressor.

To remove the compressor, slacken off the compressor drive belt, disconnect the wires, unbolt the compressor and carefully up-end it and lay it on top of the radiator. You do not need to disconnect the refrigerant pipes.

Also (I haven't finished yet), to make life even easier to access the two rear plugs, remove the throttle capstan assembly. This again isn't easy because the bolts are difficult to reach, but again, will make plug access easier. While the capstan support bracket is out, slot the rear two holes where the 1/4" bolts go through, this makes re-assembly easier as you partially screw the bolt into the head and then slide the bracket into place.

While you are now into the "V", clean it out and check for damage the array of wires that sit there cooking in the heat. Is your journey into the "V" really necessary? Yes it is, especially if you haven't been there before.



Figure 1: the relocated cruise control bellows



Figure 2: the relocated HT coil

Cont'd on page 8

V12 Mods—cont'd from page 7

The distributor is notorious for having the advance/retard mechanism seize, the lubricant put there by Jaguar dries out over time (I wonder why). Now is the time to check it out, while it is much easier to access the distributor. Take the cap off with all the wires (best to label them all first) and



Figure 3: the new HT coil location



Figure 4: the new location of the cruise control bellows

clean out the cap; it will be a bit dirty. The cap on my XJ-S didn't have any carbon brush in it, the spring was doing the job and subsequently the cap was burnt away where the brush should have been. This was just one of the items I uncovered when I did what I call my *acceptance check* on the vehicle after I purchased it. I had just driven the car home from Cobourg, Ontario. It could have quit at any time. Yes, as you can see, my journey into the "V" was really necessary. The amazing thing was that the car appeared to run well.

Pull a vacuum line on the ad/ret. diaphragm and check to see if it is working. If you do not have a hand vacuum device just get a piece of hose

and connect to the diaphragm and suck on it. Watch to see if any movement occurs (in the distributor, not your face). On my XJ-S it didn't work at all as the previous owner had a mechanic who "knew all about cars." He had used it to move the distributor around with such force that it was bent out of line and destroyed. Fortunately I found it during my "acceptance" inspection and replaced it.

If there is no movement, twist the rotor anti-clockwise to see if it springs back. If not, or if it doesn't move at all, then be pleased you have found out now. A seized advanced mechanism will result in an overheated engine and potentially dropped valve seats and damaged pistons. Sometimes the application of some penetrating oil down the middle of the shaft works, but only sometimes.

On my XJ-S, I had to pull the distributor off to thoroughly clean it and re-lubricate. However, that is

another lengthy subject that I won't go into now. Suffice to say, if anyone is going to attempt it there is an excellent dissertation in Kirby's "Experience in a book" which can be downloaded from www.jag-lovers.org. It is an excellent source of information on the XJ-S and V12 engines. In it you will find an article on the very subject of distributor overhaul and repair.

As a result of the simple component relocations I have carried out on the V12 engine, it is now much easier to perform this maintenance on the distributor.

If any member is interested in carrying out any of this stuff, I would be pleased to assist in any way I can.

Frank Basten

Activities - 2004

If you have suggestions or wish to help, contact Activities Coordinators:

Frank Basten, Ottawa (fbasten@ripnet.com) or
Guy Goodman, Montreal (guy_chris_goodman@yahoo.com).

- Sept 13 - Monthly meeting
- Sept 18/19 - British Invasion, Stowe, VT
- Sept 19 - Bronte Car Show
- **Fall Drive & Winery Tour, Oct. 23-24, Picton - Hugh Siddons - reserve early at the Waring House (613-476-7492 - mention Hugh & the OJC)**
- Oct. 9 - 1000 Island Vintage Rally (details p. 2)
- Oct 11 - Monthly Meeting
- Nov 8 - Monthly Meeting
- Dec ? - Christmas Party



Market Place

This newsletter accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

1988 XJ-12, dark grey with dove grey interior. Excellent condition. Low kilometres (approx 12,000). Never winter-driven and well maintained. \$13,000. Call Odette Rowley, 613-521-2295.

1985 Jaguar XJS-HE Coupe, NEW PRICE. 5.3 litre V 12, very good original condition, "Arctic Grey" (actually a light tan). New Pirelli P4000 tires last summer (500km), 114,000 kms. Never winter driven. (The HE was the model with the most output of any of the V12s at 298 hp, and was only produced for two years, in the period after Sir John Egan had so much improved the Jaguar build standard and quality control)) Asking \$9,000, but eager to sell and see it go to a good home. Located in Quebec, 17km from the Ont. border. Jon Kirton Tel: (450)458-5541. MUST SELL.



For Sale: 1987 VDP
<120k km, 6CD changer,
winter-stored. \$8,000,
ono. Y Huang 298 7651 or
ottawajag@yahoo.com

1969 Series 2 E-Type Roadster. Owned since 1990. 2500 miles on ground-up restoration completed in '94. Primrose yellow with black leather, 4-speed. No time to enjoy it, someone should be! Asking \$45,500. Call Rick at 613 832-2060 or email doyleott@compmore.net



1987 Jaguar XJS, mint condition, no winters, new Pirelli tires, V12, 80,000 km, asking only \$10,250. Call Bruce Hirst, 715-2774

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. (See advertising rates on page 2.)

Fall Extravaganza!

You'll never see an event like this again! Don't miss this exciting ONCE-IN-A-LIFETIME OPPORTUNITY to add to your EXCLUSIVE parts collection!

This is a silent auction offer. When Jeff left Campbell Jaguar, he gave us odds & ends, sometimes called "dead stock". Check below. Select what you want and make your bid. All items are "as is". Some are not complete, but might be useful.

Contact **Stewart Robertson (729-8859, stewart008@sympatico.ca)**, to register your bid. No minimums! All proceeds will go to the Club. *Bids must be in by October 10, 2004.*

Item	Description	Quantity
1	Passenger window channel - XJ40 ? BEC163432	1
2	Windshield wiper wheel box, less cable, XJ- series 2 ?	1
3	XK8 front floor mat set - coffee colour	1
4	XJ8 Ladies leather wallet	1
5	Lower grill - BD44668	1
6	Unipart Catalog, April 1982 - XJS Parts Catalogue	1
7	Alternator belt, 02C34443	2
8	Sealing Strip - BAC4794	2
9	Air duct (left & right) Front fender above headlight	
	JLM12405 Air Duct front wing LH	1
10	JLM 12404 Air Duct front wing RH	1
11	C44001-Window thermal cutout switch	2
12	BAC9762 - Gasket	5
13	Motorola S-Type portable phone - components	1
14	C2318 - Manifold gasket - possibly XJ40	8
15	BEC 13608 Strut Assembly	1
16	Marker lens, Series 2 possibly XJS - 11730	1
17	Cap, wiper, black BAU001124	1
18	AAU 2073 - Gasket of some sort	1
19	Interior floor mat screw - BDC004994	1
20	Ski rack - JLM 11989 - complete	1
21	EBC9629 - Gaskets for 12 cyl waterpump	2
22	Windshield wiper blade - trico 15 inch, used	1
23	Windshield wiper blade - Aeramic - 14 inch	1
24	1997 Select Edition (magazine)	2
25	Jaguar magazine, Spring 2003	1
26	1997 "A New Breed of Jaguars"	1
27	1998 Sales Consultants Product Guide	3
28	1998 "A New Breed of Jaguar" sales brochure	1
29	1970-1989 Quick Reference Guide, JAG7289	1
30	1998 Full Line Competitive Guide	2
31	2000 XJ & XK Model Year Update - Technical Guide	1
32	Jaguar 2000 brochures	1
33	1998 V8 XJ Model Year Introduction Technical Guide	2
34	Sovereign - issue 26, 2000	1
35	Jag Dealer Directory and Road Atlas - 2000	1
36	Legend Magazine Spring 1990	1
37	Jag Journal Mar-Apr 2000	1
38	Jaguar XJ/XK Series Product Guide	1
39	C41356 Heater Hose	1

Concours History: Best in Show

"Best in Show" is an award that is given (I think by all JCNA clubs) to the Jaguar owner earning the highest points over all at the annual Concours d'Elegance. In the past, the Ottawa Jaguar Club gave the winner a special gift as well as their JCNA 1st place award for the class they entered. The award always went to the top Jaguar in Champion (JCNA) class.

From about 1991 to 1998, **Hartley** and **Steven Hershenhorn** showed a 1957 XK150 at the Concours.

This bright red cat was beautifully restored, and they consistently won the Best in Show Award with 99.9X points. In 1998, they earned perfect marks (100.0 points), and Hartley announced that they would donate to the OJC an award to go to future winners of the Best in Show, as they did not plan to enter that car again.



The trophy, designed and produced by the Hershenhorns, was first awarded in 1999 to **Merv Clarke** at the Aberdeen Pavilion in Ottawa, and presented by Hartley and his wife, **Terry Moranis**. The Concours that year was held in conjunction with Jaguar Ottawa's introduction of the new S-Type.

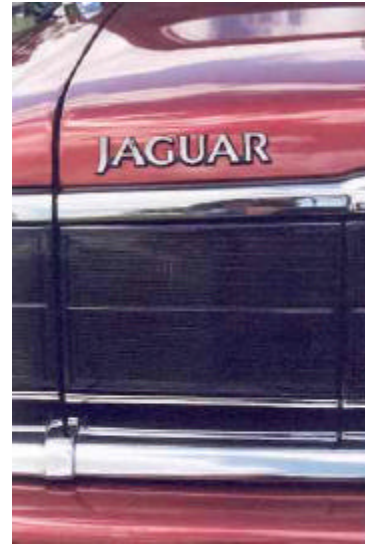
The Best Car in Show award (inscribed: *Presented by Hartley Hershenhorn & Terry Moranis, Steven Hershenhorn & Dale Avrith*), is held by the Club, and the badges are engraved with the winner's name, vehicle and points. The winner receives an acrylic "keeper" to take home. For a few years, **Mike Bell** generously permitted us to display the trophy at Jaguar Ottawa. Campbell Jaguar has now offered to provide a home for it.

There isn't just one "best in show" at the Concours, and it became obvious that the well-loved Driven-class entries were being upstaged by the pampered champion class cars. When the Concours Committee received a request from Global Auto Care to sponsor an award for the Club, this was the ideal opportunity to fill this void.



Mike Shore and **Mike Doherty** are the mechanics of choice of many Club members, and have also supported the Concours for many years with advertising and donations. The Concours Committee agreed to their proposal, and arranged that they would create an annual "Best in Show-Driven Class" award in Global's name. Mike Shore presented the first award to **John Charman** in 2001.

Paddy Robertson



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JOA Montreal

Events and Management Challenge

I've had a few calls lately asking me "what's going on with the Montreal Jaguar Club?" I can assure you that the club is alive and well. I remind everyone that we have a **regular monthly meeting scheduled for the third Tuesday in September, September 21st at 7pm at Cote St. Luc BBQ.**

We need volunteers to organize ...

- the Stowe, Vermont "British Invasion" weekend coming up September 17-19, 2004. This is an opportunity for Jaguar drivers to get together and have some fun.
- the annual "British Car and Cycle Day" at Rockburn Pub in Rockburn, Quebec from noon until 4 pm., Saturday, Sept. 4. I suggest getting a group together to drive up Saturday morning. There will be many British cars and bikes present.
- JOA member **Greg Ross** has offered to host a tech session on October 10th at his lovely home in St. Lazare, and he would like to gauge the member's interest in such an event. We could combine a drive in the country with a stop at Greg's house for hamburgers/ hot dogs on the BBQ. It could be our Fall drive for 2004.

So you see, the club is alive and well and we have a solid slate of activities to keep you busy!

If things have been rather quiet on the JOA front, it is probably because yours truly has been a very busy boy. As many of you are aware, I have become heavily involved in vintage racing. The time

this activity consumes along with a greatly increased volume of professional responsibilities has left me with hardly any "free" time at all to devote to the Jaguar Club. At this time of year I would normally be organizing JOA outings, writing articles for the newsletter, calling and mailing reminders to members, organizing special events around the monthly meetings, etc. Unfortunately, this new found passion for racing has meant I simply don't have the time to do all that. As a matter of fact, I'm seriously looking at the option of replacing my X-type with a pickup truck (for towing race cars) and if I do, it will mean there will be no Jaguar in my garage for the first time in 25 years!

If the Jaguar Club is going to continue to offer the same high level of service to its members, then we need enthusiastic people to step up to the plate and commit to putting some time in. Let's talk about it at the September monthly meeting. In the meantime, we need a few volunteers to help make this fall's events a success.

It also appears that there are a few "holes" in the mailing list for Montreal club newsletters. If you prefer receiving your newsletter by regular mail and have missed the last couple of issues, please give me a call and I will be happy to print and send them. My apologies to anyone who has missed an issue.

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XJ-S

A study from the 2004 Concours

Owners, from the top: **Ann Foley, Jim Walker, Fred Hill, Alan Graves.** At bottom, **Barbara Wood** grins for the camera as **Herb** peers through the window.



Advertising Rates

The objective of advertising in the *Jotting's* is two-fold: it provides an opportunity for businesses to reach our membership and provide information on their services, and it provides a source of revenue to us, the Ottawa Jaguar Club, to cover the cost of producing our *Jaguar Jotting's*. (Current cost of producing and mailing a paper copy of the *Jotting's* is about \$2 per copy.)

As costs continue to rise, we need to adjust our advertising rates in order to continue to at least "break even" with the expense of producing our newsletter. It has been a long time since our advertising rates were reviewed and, in order to see where we stood, advertising rates for several other similar newsletters were compared to ours. In all cases, our rates were found to be less, in some cases significantly so.

As a result, advertising rates will increase as described in the meeting notes (p. 4).

The "Marketplace" and "Back Cover" rates will change effective September '04. All other revised rates will become effective with the 2005 advertising year and continue to be for 11 copies (February to December).

Comparisons used here were The Ontario Jaguar Owners Association newsletter, published 6 times per year. and Smokey Mountain Jaguar newsletter published 12 times per year.

Ray Newson

NOTE RE CONTACTING BACKSTREET HEROES



Mr. Neville's postal address is RR3, Conn, ON N0G 1N0. His email is twelve@bmts.com. If you are visiting Mount Forest, his hydrant number is 111470.

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Daniel W. Thompson MBA, CFA, CFP
Partner

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