



Jaguar Jottings

September 2005



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Algonquin Park:

***a Canadian
work of art***

*Top: Lake of Two
Rivers.*

Right: Peck Lake



September Meeting

Monday, September 12 - 7:00 p.m. at Jaguar Ottawa, 1300 Michael St.

Jaguar Jottings

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month.

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Market Place

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

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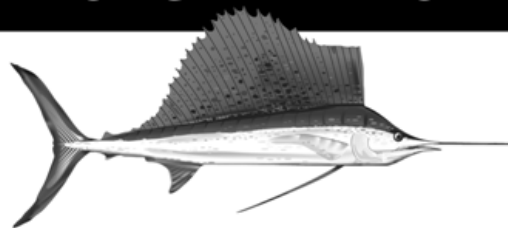
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OJC Meeting Notes

July & August

Monthly Meeting - Monday July 12th, 2005

The President, **Guy Larabie**, opened the meeting at 7:05 PM by welcoming all in attendance (18 members). Guy explained that Denis Newson, Ray's brother had passed away and made a motion that the Club send a donation to the Cancer Society. Carried. Guy also read a note from **Gordon Mount** thanking the Club for the card recognizing their 50th wedding anniversary.



Events. **Alan Graves** gave a recount of the All British Car Day that attracted 154 vehicles. A 1925 Rolls Royce was considered the favourite and a Morris Minor convertible was chosen by the British Assistant High Commissioner.

Concours. **Grant Edwards** thanked all the volunteers for a great day. The event broke even, thanks in no small way to a donation from Ottawa Jaguar. **Rob Dunlop** advised that he was about to mail the judging forms. He also thanked everyone for their assistance in training for and judging on the day.

Video. **Guy**, assisted technically by **Frank Basten**, showed a video that had been received from White Post restorations in Virginia. It is available to members in VHS and DVD format from **Merv Clarke**

Executive Reports.

Treasurer - Roger Gough reported that we have \$4905.17 in the Bank. **Secretary- Mike O'Brien** had nothing to report.

Membership-no report.

Vice President-Frank Basten introduced a new member, **Gordon Craig**, who joined having just bought Frank's XJ40. Frank then went on to suggest that a review of Club Member's interests was in order. You will find more details elsewhere in the Jottings including a form to complete.

Discussion. There was a general discussion led by **Mike Olsen** on the subject of poorly worded and ineffective after market warranties.

The meeting closed at 8:15 p.m.

Monthly Meeting - Monday August 9th

Minutes were taken by Paddy Robertson

The weather was hot, so not many members (16-18) were there when Guy Larabie welcomed everyone at 7:05 p.m.

Guy mentioned that **Phil Karam** is at the Meadowbrook Concours d'Elegance in Michigan. There is supposed to be coverage of the event on Channel 20.

Phil has made contact with a fellow who has a 40-foot trailer and a dynamometer for testing horsepower. There was a remarkable lack of interest in doing that test; one comment was, "I don't want to know."

An article in CAR magazine (British) described a study of two years' worth

of data collected on 30,000 cars (in England) in order to establish which was the most reliable. First on the list is Honda, with Jaguar 30th, and Land Rover a ways behind. General consensus was that the study was flawed, in that it counted visits to the dealership without accounting for the severity or type of repairs required, or even the price/quality of the car. A J.D. Power survey placed Jaguar second after Lexus.

Events – Al Graves

ABCD July 16th: Everyone agreed that this was a worthwhile event, lots of members went, all enjoyed it, and all agreed that it should happen again next year. The organizers have already booked the park for 2006.

Brockville drive July 30th: Another excellent day – thanks to **Don & Nell Hobbs** and their great organization.

Algonquin Park: Five cars are going next weekend; this should be an interesting tour.

Boot 'n Bonnet Show, Aug 21st: This will be a good drive to Kingston, the return is fairly early.

Eastern Ontario/Quebec, Aug. 28th: Participants will meet up with the Montreal club in Hawkesbury and continue on to Montebello for brunch.

Fall Drive: Although **Al** got only three responses to his survey in the newsletter, the people present were supportive of a 1-day event in the fall. It's likely to be held on Oct. 9th.

Christmas: **Guy** indicated that we may have a host for this popular event. He has to confirm whether alcohol swayed the decision. Date TBA.

Continued on p. 5



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Meetings

cont'd from p. 3

Membership Survey – Frank Basten

Frank has 15 responses to his survey so far, and is looking for more so the due date has been extended one month. Send them to fbasten@ripnet.ca. All responses will be kept confidential, in that he won't say who sent them in, but comments will be published. The results so far are very interesting.

Executive reports: No one present, except Guy, of course.

Concours 2006:

Stewart and Paddy Robertson have volunteered to take on the Concours next year.

Discussion

- Judging and the different standards found at each Concours. (**Rob Dunlop**)
- How to take an engine out of an E-type without removing the reaction plate [General consensus: are you nuts? can't be done!] (**John Gardner**)
- Cambridge Plating is a good source for quality chrome work. (**Frank Basten**)
- Jeff Jardine & Nishika Sardana** (in Victoria) now have a baby boy, Michael William.
- Gord Mount** is in good spirits and looking well. His treatments are continuing in New York. (Guy Larabie)
- OJC car badges: Check with **Harry Brownell**; there may still be one or two left.

The meeting adjourned at 8:00 and most took off for Liam Maquire's Pub for cool refreshments.

Paddy Robertson & Mike O'Brien

Jaguars in the Park

The two-day trip across Algonquin Park and back (August 13-14) was a great success, largely due to being very lucky with the weather. We also were lucky in that we had good accommodation and a great meal in the best-of-company – fellow Jaguar drivers.

We left Renfrew mid morning, had a body-fuel stop in Barry's Bay before pressing on the Park early after lunch. The first stop was the Logging Museum and trail, the first of three trails we tackled this weekend. From there it was on to Opeongo Lake, 6 km off of Hwy 60 up a narrow twisty picturesque wilderness road with a 40-kph

speed limit. From Opeongo we headed over to the Peck Lake trail, which several of us completed before heading over to the Algonquin Inn, a hotel at the head of Oxtongue Lake, about 10 km west of Algonquin for a meal and overnight.

The return journey was across Algonquin again, stopping at the Hardwood Lookout trail, a short (0.8 km) but hilly trail to a beautiful vantage point, the Algonquin Gallery, and the Visitors Center. After this we left the park and headed back to Renfrew via Bancroft, and a different route to outbound, arriving in Renfrew about 5:30 p.m.

The pictures speak for themselves.....



At the Logging Museum: the Robertson's XJ63, the MacKay's XJS, the Graves' XJS in front of John Charman's XJS. The Larabie's brought their Japanese-Jag.

Right: Sue Graves and Wendy MacKay on a shady trail.



The Intrepid Gang: (L-R) Wendy MacKay, Sue Graves, Sid MacKay, Stewart Robertson, Wendy VanderMeulen, Paddy Robertson, John Charman; parked at Brewers Lake, day 2 (right).



Meadow Brook Experience

By Phil Karam

The 27th Annual Meadow Brook Concours d'Elegance was held Aug 7th 2005 in Rochester, Michigan. Approx 300 prestigious classic automobiles dating from 1893 to 1971 were invited. As a bonus, approximately 100 Italian classics participated in "Concorso D'Italia" in conjunction with the regular Concours.

The invites are only invited once, and do not reappear in subsequent years. The weather was excellent for the event and the ambiance at Meadow Brook Hall was very elegant and enjoyable.



I was invited to bring my 1954 XK 120 SE OTS, and after locating an enclosed trailer from Mako Racing, I was able to also fit my X200 XJS in-

side the trailer for a free ride to keep the XK120 company.

Upon entry, I was presented with a handsome porcelain license plate and medallion by Concours Chairman, Don Sommer.

The XK120 was entered in 'J' class for 'Best Sports Car thru 1955'. Ten cars made up this class with a gorgeous 1937 Alvis Speed 25 Roadster winning the trophy. In total, five Jaguars were represented in three classes: Mark IX, an 'SS' type, 2 'E' types, and my XK 120.

My favorite class was the European Classic 1925-1942, with entries from Bentley, Bugatti, Delahaye, Issota, Rolls Royce, Talbot Lago, Mercedes, all in their splendor and glory. Truly remarkable cars of their era!

The days leading up to the event were spectacular and the cuisine offered was overwhelming.

RM Auctions from Chatham, Ontario had a successful auction with 2 XK120 roadsters being sold for \$80,000, and \$85,000 US. A 1935 Dusen-burg Model SJ Torpedo Phaeton sold for a cool \$1,650,000 US.

Oh yeah, did I mention that Fadia was invited? We both had a great time - a significant experience for our history book.

Phil Karam



Clockwise from top: Phil's 1954 XK120 SE OTS on the field; 1938 Talbot Lago T23 Teardrop Coupe; 1957 Jaguar 'SS' Type; 1936 Delahaye Flaschi Coupe; Meadow Brook Hall; Phil's X200 XJS & XK120 stacked for delivery!



A 'Dog Day' August Afternoon

By Jim Walker

A bunch of the members from the OJC were whooping it up at the weekly breakfast meeting at Local Heroes on Merivale Road a couple of weeks ago. As a special treat to accompany our breakfast, **Phil Karam** brought in some of his delectable home grown tomatoes as well as some jam that he maintained had been somewhat overcooked on the barbeque. **Mark Roberts** and **John Smiley** on first try said that the jam tasted a little like single malt Scotch because of the very noticeable charcoal or 'peat' flavouring. Both maintained, not unexpectedly, that they preferred the taste of Scotch. **Merv Clarke** and **Dave Clyne** surreptitiously covered the jam they had on their plates with odd bits of home fries, and **Guy Larabie** declined a sample as he was in the midst of his morning pill dosage.

In the meantime, **Peter Whitworth**, who had consumed a considerable amount of the jam, which we now believe to have had an alcohol content slightly higher than that found in LCBO fare, made us all an offer that was difficult to refuse, and this did not include the offer of more Jam!

Peter's generous offer was to take any, or all of us, up on a flight over

the Rideau River in his 1946 AERONCA two-seater airplane. With call letters C-FVMP it was kept in a hangar at the Kars/Rideau Valley Airport about 5 kms south of Kars village. (As a point of interest, the name Kars comes from a Battle in the Crimean War in which Canada had provided the third highest contingent of troops after the British and Australia/New Zealand groups.)

Weather on the day was a marvellous 22C, sunny with scattered clouds and a slight breeze. Being somewhat anal, I showed up at the airport 30 minutes before the scheduled time and had an opportunity to survey the field. Situated perpendicular to and about 100 yards from the Rideau River the grassy field is about 1200 yards long, my guess, and was in the process of having the grass trimmed by one of the volunteers who uses the facilities. The cutter told me it took him about 20 minutes to make a return trip up and down the runway. It is used mainly by the local glider club and several members who have their own planes, gliders, or ultra-light flying machines.

Peter showed up on schedule, followed closely by **Hugh Siddons** and the three of us entered the hangar that Peter shares with his two other partners in the ownership of the Aeronca and hangar. He gave us a detailed account of the history of the Aeronca and an opportunity to view the engine compartment along with the other aspects of the plane that had to be checked

before any take off. I was quite surprised at the simplicity of the engine and especially the fact that it had a 'gravity fed' fuel system. Once all the checks had been completed, the Aeronca was quite easily pushed out of the hangar onto the grass. Hugh, quite magnanimously, suggested that I be the first to go up because I had been the first at the hangar. See, sometimes being anal pays off. Or was it because Hugh saw something that I didn't?

Truth be known, Peter has slain many dragons in his day - government bureaucrats, courts, lawyers, and the like - so I already had a fairly high



The cockpit of the Aeronca: simplicity itself.

confidence level in his perceived pilot skills. And of course, if we met any dragons on the way he was my man. He gave me specific instructions as to how to mount this two-seater, front and back, aircraft. Once ensconced in the rear seat I was handed a head-set as well as having my own set of controls. The first and most obvious was a heavy iron 'steering stick' complete with a rather large solid metal hand-knob, heavier but much like the old, long, on-the-floor gear shifts except this one was between your knees. Less obvious were the wing flap pedals, and brake pedals. Peter gave me a quick lesson on flying a 1946 Aeronca which I suppose was a safety



Hugh Siddons and Peter Whitworth ... checking the wind direction?

Continued on page 8

Afternoon ... cont'd from page 7

precaution in the event he was incapacitated in one way or another and I had to assume flying duties. As a somewhat fallen-from-grace Presbyterian I began to call on my memory of earlier catechism lessons for the appropriate prayers to offer when having to take over the controls of an Aeronca. Nothing untoward occurred during the flight, which serves to point out a couple of things: either, a) my prayers worked and I haven't really fallen that far from grace, OR b) Peter just happens to be a fine pilot. I know which one I've chosen.

We taxied out onto the proper runway and with the headphones on I listened to Peter call the Ottawa tower and get permission to take off. We were airborne very quickly and in a relatively short distance. I had my camera with me and planned on taking photos of my home adjacent to the Rideau River a few kilometres north of the airfield. The headphones were voice-activated and that made communication with Peter quite simple. We flew over 'The Swan', a watering hole that many of you know, and I started to take photos of my home, which is directly across the River from the Swan. The first thing that struck me was that the tree growth around my place was overwhelming, so much so that I couldn't get a shot of my boat docked at the foot of the property, and the house, all in one photo. To get the house



Jim Walker—back seat driving

itself I had to be almost directly over it. My wife, Gladys, was working in the yard and saw or, as Peter said, more than likely heard us coming and so I caught her on film giving us what looks like a friendly wave but I couldn't really make out her hands. I'm guessing we were at an altitude of about 1500 feet.

We then turned south and flew on the west side of the Rideau River past Kemptville and on to Merrickville where we turned and flew back to the airfield on the East side of the River going over Oxford Mills. It was surprising to see so many large, and apparently new, mansions on sizeable acreages all within a reasonable distance from the new Highway 416. Ottawa certainly seems to be moving in a southerly direction.

The landing was the most physically exciting part of the flight as we

flew over the Rideau at very low altitude with the wings at about 20 degrees canting to port. The touch-down was smooth and Peter guided us back to the hangar awaiting the next passenger.

Cautionary note for rear seat passengers: unless any of you male members have any hopes of singing Soprano in the choir I strongly recommend that you be very cautious of the heavy metal 'steering stick' between your knees. It is connected to and moves in the same path as the 'stick' controlled by the pilot in the front seat and quite unexpectedly, at times, moves in a wide circle between your knees!

A sincere thank you to Peter Whitworth for sharing his considerable knowledge and flying ability with us. It was truly a wonderful experience on a dog-day August afternoon.

Jim Walker



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EVENTS UPDATE: September-October

Please support your event organizers and volunteers by joining when you can and by letting us know in advance, where requested. This makes the job of the organizers much easier.

Fall Rally and Treasure Hunt September 10th – Lee Harrington

A Saturday treasure hunt / questionnaire road trip will start in Winchester. We're planning a leisurely country drive down to the Iroquois Locks for stop #1, along Hwy 2 and Lakeshore Drive to Morrisburg and Ingle-side, and along the Long Sault Parkway to Cornwall. We'll have Lunch/Brunch in Cornwall and then head back cross-country along Hwy 43 to Winchester with 1 or 2 stops for 6-7 hours total, about 300 kms. Rain date Sunday the 11th. **Anyone planning to attend please e-mail leeh@robertconstruction.ca.**

Stowe and/or Bronte— September 15th to 18th

Club interest in organizing a group drive to/from these events will be assessed at the next meeting. If there is not enough interest, informal participation will still be encouraged.

Joint Jaguar / MG / Triumph Event – September 25th (Tentative) - Alan Graves

This is being worked between the three clubs, and may take the form of a two to three hour drive with lunch, possibly in the Gatineau Park / Wakefield area. Details to be provided at the next club meeting.

American Lemans Series Race and SPEED World Challenge at Mosport—Sept. 2nd

Nell and Don Hobbs are planning on attending the American Lemans Series Race at Mosport on Sept 2nd to 4th (Labor Day Weekend.) and thought that it may be of interest to other club members. They are not

suggesting this as a "club event" but would be interested in meeting up with other club members if they wish to do so. They think it would be a fun weekend even though they would not be bringing their E-type.

Cost : \$60 per person for the week-end if tickets purchased by Aug 31st; \$75 per person for the weekend if tickets are purchased at the gate

More details on single day ticket purchases below if any interest...

- Open paddock, driver autograph sessions, fan forum, tech talks, out door expo;
- Aston Martins, Audi's, Corvettes, Ferrari's, Vipers, Porsches, Panoz and Saleens represented;
- Weekend is complete with a host of other racing series – SPEED World Challenge, GT and Touring Championships, Open wheel Star Mazda Series.

Track is about a 30 minute drive from picturesque Port Hope where there are great accommodations at reasonable cost.

If anyone is interested in going they are welcome to email or call Don with any questions or to make arrangements to meet. Don can also provide more information on where to stay in Port Hope.

Upcoming Events

Fall Colour Drive, Oct 9th – Alan Graves

This will be a ONE-day (actually half day) event on October 9th. Details to follow.

Christmas Party

We still need to start long range planning.....any and all ideas or suggestions are welcome.

BREAKFAST CLUB EXPANDS

As many of you might know, there is an unofficial Jaguar enthusiasts' breakfast every Wednesday morning at 8:30 a.m. It is currently being held in the Local Heroes restaurant and sports bar on Clyde Avenue just south of Baseline and adjacent to the Bleeker Stereo Mini mall. Typically, attendance is between 7 and 10 and the discussion ranges widely on Jaguar and other subjects. Often spares are exchanged.



Several weeks ago the breakfast goers started to arrive. First one table was added, then another, until the never-before-seen total of 14 had been seated. For those who have not been there you are encouraged to give it a try. It is a great way to get to know your fellow OJC members better, and as a bonus the breakfasts are good and inexpensive.

Mike O'Brien



Guy and Louise Larabie enjoying a break in Platenet, Aug 28th.

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OJC Eastern Ontario/Western Quebec Tour

Seven OJC Jags gathered at Place d'Orleans at 10:30 a.m. on the morning of August 28th for a drive in Eastern Ontario and Western Quebec and a three hour stop at Montebello, allowing us to partake of their famous Sunday Brunch Buffet. We cruised to Plantagenet to link up with two more Jaguars, giving us a convoy of nine cars. After Plantagenet we took a slightly revised run direct to Lefaivre, where we crossed the Ottawa River by ferry, and linked



up with four cars from the Montreal club for the run down to Montebello.

Seventeen of us from the two clubs sat at three tables for the Brunch which was up to the Château Montebello's usual

high standards. The Ottawa group then headed west along the Quebec side of the Ottawa River to Masson, crossed by ferry to Cumberland for a post-drive get together at **John Charman and Wendy VanderMeulen's** home. John and Wendy provided some excellent refreshments as well as a chance for a walk in the woods and meet some of the indigenous wild-life

(right) before we all headed on our various ways around 6 p.m.



Altogether it was a great day, with the weather being decidedly more cooperative in the afternoon, and I thank John and Wendy for their hospitality.

Al Graves

A relaxing end to the day ...



Montreal & Ottawa members at lunch



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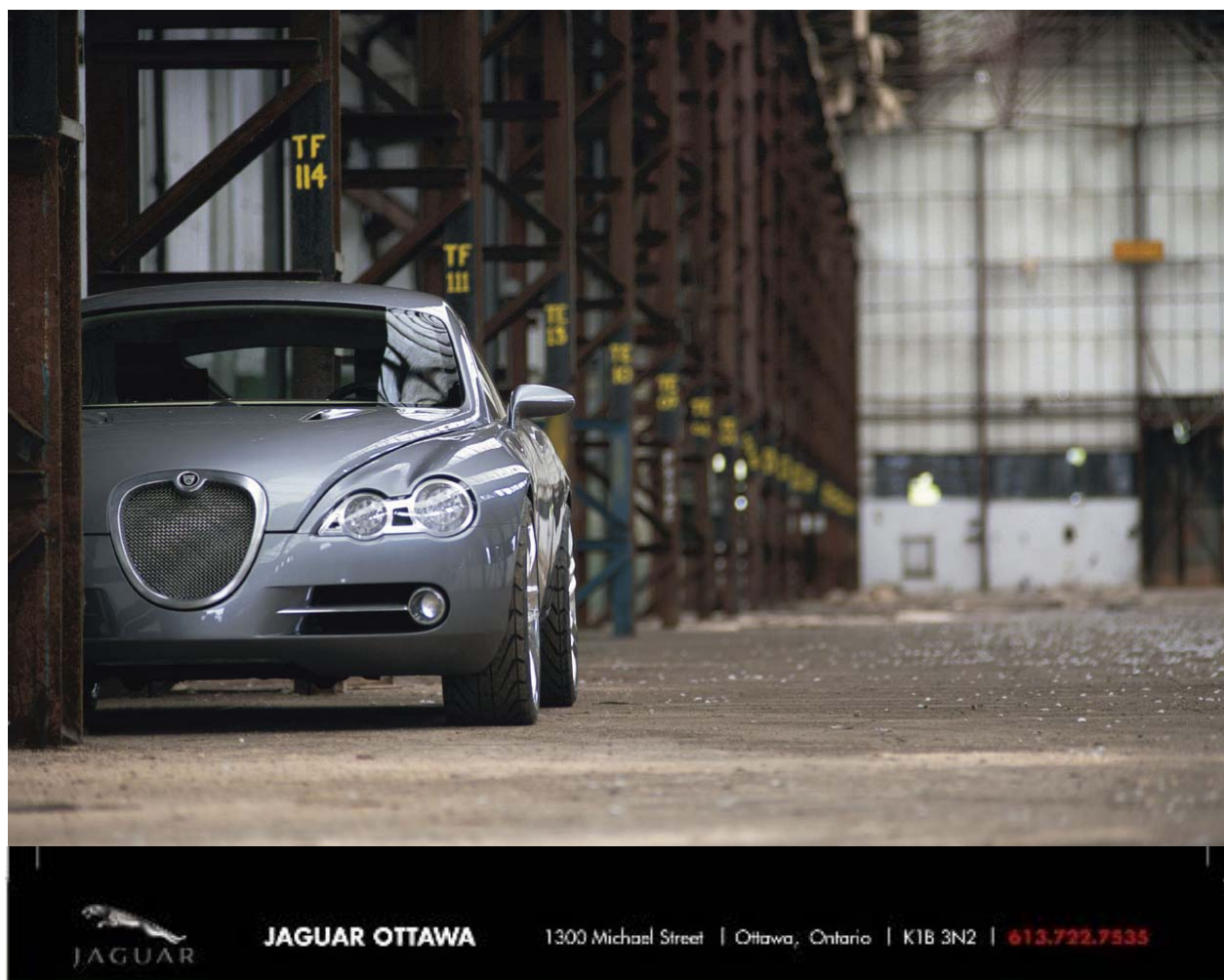
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Above left are XKE headlamp peaks waiting to be completed, and above right Geoff is scribing the line to the final shape. Part number BD35694 RH or BD35695 LH available for \$97.00.

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