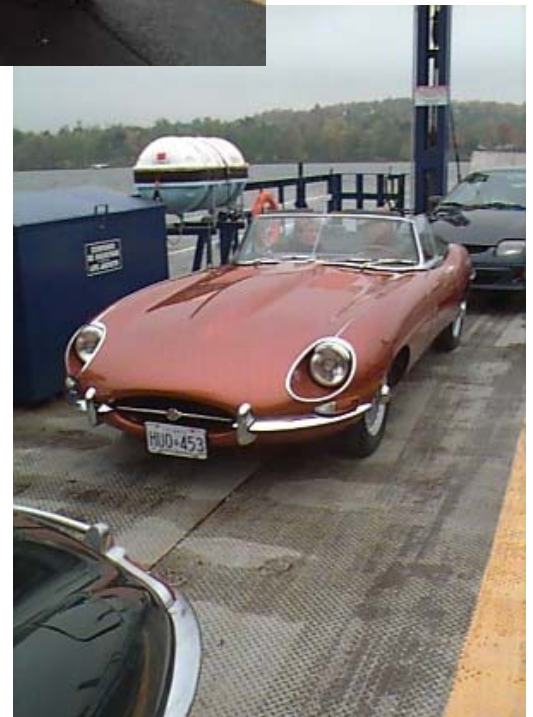




Jaguar Jottings

October 2005



A Fall Day

*Rob & Jean Dunlop
head out on the
October 2001 Colour
Drive; it was a cold
and blustery day, but
the top stayed down!*

Inside ...

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Photos:

Paddy & Stewart Robertson, p. 3,4;
Mike O'Brien, p. 5; courtesy Evan
Gamblin, p. 8-10; Jim Beggs, p. 13.

October Meeting: NOTE CHANGE

Tuesday, October 11 - 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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Rates effective January 2005



President's Message

The summer of 2005 will be remembered as one of the best driving seasons ever, and it's still not finished. Global warming appears to benefit Ottawa as the nice weather is expected to continue well into fall. Since 2005 was OJC's 20th anniversary year, we have taken advantage of every opportunity to organize interesting events and sorties for the members.

Fall brings more driving opportunities and is always celebrated by our annual colour drive. Another rite of fall is our yearly election, and I would like to say a few words on this topic. As most of you know, it's my third year as president and I will not be running for re-election (I am obviously not a politician).

Over the years, I have served in a number of positions including three times as President. It has always been fun and I have been supported by the executive and by the membership at large. It has never been an overwhelming or onerous task and I have enjoyed serving.

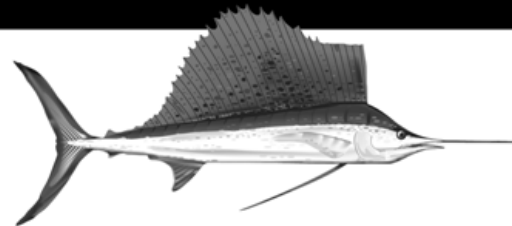
However, every organization needs to re-invent itself now and then, and now is the time for new blood to take over the leadership of the OJC. Our recent survey indicated that quite a few members have ideas about making the Club more relevant.

The election presents an opportunity to step up to the plate and put your vision and agenda forward. The world is full of those who like to complain but do nothing to enact positive change. Don't be part of such a group: contact Frank Basten (our candidate search Chairman) and put your name forward.

In closing, I want to mention that our Christmas Party will be on December 3rd and will be hosted by Dave and Keitha Kenny. As in previous years, it will be a BYOB affair with a catered meal. For those who want to participate, there will be a gift exchange based on the "bring one and get one" principle. For guidance, the gift should be priced in the \$10.00 range and identified for a man or woman.

Guy Larabie

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Member Profile: Rob Dunlop

My association with OJC actually began before its existence (if that's metaphysically possible). While in Ottawa for a year in 1984, I met **Chuck Cowie** and his V12 E-Type at a car show during the summer. Driving by in my E Type, I stopped to gawk at his car and got chatting with him.

Chuck mentioned that a Jag club was being formed, but I sadly declined to join as I was weeks away from leaving for a five-year posting to Germany with the military. Fast forward to summer 1990, back to Ottawa, OJC was alive and thriving and I signed on the dotted line.

At the risk of alienating my friends I have in the club, I must confess that I wasn't a Jaguar fanatic from the outset. Born in the UK and brought up in '50s/60s Europe, in addition to the wonderful Mk 2 and E-Type Jags, there was a whole host of tasty motors to lust after ... Spridgets, Minis, TRs, Healeys, Morgans as well as the occasional 300SL and my dream machine, the Ferrari 250GT. Jags were for the gentry ...at 15, I saw myself more as a sportsman and serious motorist more apt to pick out an Elan or Cooper S (assuming I had the money of course).

That changed in 1961. My dad, no doubt influenced by the rebellious young fighter pilots under his tutelage roaring around in their sports cars, astounded the family one day by announcing that he was looking to buy a second hand 1958 3.4 Jaguar sedan. Our surprise was well founded as up to that point, we had owned a string of the most non-exciting vehicles known to man: Pontiacs, Plymouths, Chevs and the most recent; an Opel station wagon. Somewhat stunned (a

common affliction at the time) I scarcely believed it would actually happen and was sure that Dad would regain his sanity at the last minute. However, on the appointed day I returned from school and there it was in the driveway: a rounded, hunkered down, light gray projectile. As a car nut, I of course knew of the car but hadn't seen one up close. Peering in the side window, I could see the sumptuous red leather and dark, rich, wood trim. But the real thrill came in driving in the

car for the first time. This was an experience to overwhelm the senses; the intoxicating aroma of Connolly leather; the serious, black-faced instruments arrayed directly in front, not unlike the cockpit of a Spitfire; the click, click of the fuel pump and the muted growl from the tailpipes somewhere behind as the engine sprang into life. Barreling down the (then uncrowded) autobahns with "grace, space and pace" on our frequent trips around Europe over the next couple of years was, for me, sheer delight. I recall Dad paid \$2000 for the 3.4, with 5000 miles on the clock. We later checked out the new Mk 2 in the showroom in gorgeous crimson red with beige interior and chrome wires. It was unreachable for us at \$5500.

Notwithstanding my motoring epiphany, by the time I had sufficient coin to consider my own set of wheels, it was a succession of BMC's "finest" that graced my driveway (in whole and in parts). Flying training completed, as a Flying Officer, it was considered *de rigueur* to seek out an appropriate chariot to propagate the myth of suave invincibility. After poring over endless brochures,

magazines and road test results, I narrowed down the field to a Morgan Super Sports, a Lotus Elan and a Mini Cooper S (modified). Fearful of permanent back injury, the Morgan got scratched and I was afraid I'd lose the Mini in one of the numerous potholes indigenous to the New Brunswick environs of my current air base. Lotus Elan it was...a roadster, of course, in bright yellow.

Then Fate intervened. A pilot friend happened to mention that he had a neighbour just returned from Europe with an immaculate E Type, which he very reluctantly wanted to sell for a house down payment. Up until then, I had been impressed with the E Type but still saw it as "too soft" a sports car and not the raw edged, competition-based beast that I thought I wanted. I agreed however to stop by for a beer and a look. The car was stored in a nearby barn under cover. The sunlight streamed through the cracks in the barn walls and then through the big creaking door, as it swung open, settling on the smooth shrouded shape in the middle of the straw-covered floor. Flipping back the cover revealed a lithe, bronze-coloured roadster, aglow in the dappled rays of the sun. A close examination revealed it to be in "as new" condition. The owner opened the door for me. As my head entered the low cockpit, my senses raced backwards as my nostrils drew in the wondrous unique leather scent of a decade ago. I didn't know it at the time, but I had already unconsciously decided to buy the car.



Rob (right) receives his first place award from president Guy Larabie at the 2005 Concours. Rob's collection of JCNA awards must be extensive!



Rob: Cont'd from page 3

Fifty thousand miles and 35 years later, we're still together, and 15 years of those years have been with OJC. I'm now a hard-bitten Jaguar enthusiast; member of two clubs, subscriber to three Jag mags and a collector of small scale Jags as well. In addition to the E, **Jean** and I have owned a 1988 XJ 12 Vanden Plas and our current 2004 X Type (a very underrated car and worthy of the Jaguar name). I've tackled most mechanical jobs short of a complete restoration – mostly preventive maintenance. I took part in a lot of rallies in Europe in my younger years and organized a number of OJC rallies in the mid'90s when these were popular with the membership. I enjoy the current weekend drives but would like to see the challenge of rallies return to the club and maybe try my hand at the OJC slaloms. I took up Concours competition as incentive to do a proper clean up of the E every year and have been a judge and Chief Judge on several occasions.

The Club's recent questionnaire got me to thinking what it is about the club that keeps me coming back. It's really about being able to associate with people who share the same quirky passion for an English automobile. I say "quirky" because I'm not sure how else to describe people who enjoy sitting around chatting about the time they drove across Canada in their car and it didn't catch fire!

Rob Dunlop



Rob and Jean Dunlop's 2004 X-Type. Rob calls it "underrated".

St. Lawrence River Jag Run

September 10, 2005

What started out as a bad day for me improved as time passed. I went out to start my Jag and the battery was dead. I boosted the car and the door shut & locked with the keys inside. Once I got moving, I stopped at the corner and my bonnet opened & wiped out my license plate: I had forgotten to latch the bonnet. All that before 9:15 am! **Guy Larabie** said that things happen in three's so I would be OK for the rest of the day.

With 5 cars and 9 people, we began our cruise. The weather was outstanding as we took country roads through Inkerman, Vinegar Hill and Brinston to Iroquois and our first stop at the locks. We were fortunate that a Laker was just entering the locks and we stayed to watch as it entered and left.

We left Iroquois heading east towards Cornwall and continued towards Lakeshore Drive, viewing some of the large homes along the St. Lawrence River shore. We traveled along Highway 2 and then on to the Long Sault Parkway. We stopped at the Lost Villages display for a brief visit & historical information on the building of the seaway.

Then it was on to Cornwall for lunch, good food, and good company. When we left the restaurant, my car would not start (again) and **Guy Goodman** gave me a boost (so much for Guy Larabie's prediction.)

Paddy Robertson was fortunate to get a rare photograph of two Jaguars mating ...

The next leg of the cruise took us north on Highway



Above—the connection was made quickly between E Types when Lee Harrington needed a boost from Guy Goodman.

R: After lunch in Cornwall. Their 'better' sides?



Rob Dunlop, Lee Harrington and Guy Goodman commiserate with each other over E-Type "troubles"



The E Types make a good show in front of this farm along the river.

138 to Highway 43. We had a short stop in Finch, only to find the gift shop closed due to a family wedding (only in the country!) then on to Cherished Teddies gift shop in Chesterville. After purchases were made, it was back to the starting point in Winchester for farewells.

All in all it was a very good day, even though I didn't have a questionnaire or items for a treasure hunt (Susan H said it wasn't like I didn't have enough time to prepare it, I was just procrastinating.) However I did ask two skill testing questions with **Louise Larabie** and **Rob Dunlop** taking the gifts sponsored by Jaguar Ottawa.

Lee Harrington



OJC Meeting Notes

September 12: Guy Larabie opened the meeting at 7:15 p.m. There were 25 present. Guy presented the members with 10 items that he read recently while waiting in a Doctors office. They were common sense things that drivers with older cars and bodies could do to maintain safety while on the road.

The next item was a presentation by **Phil Karam** who attended, by invitation, a high-class

car show at Meadowbrook near Detroit. He had been invited to bring his blue XK120 [see article in September *Jaguar Jottings*]. After some research, he found a fellow who had a trailer complete with sleeping facilities that



would take two cars. So he took along his red X200 (a very special version of an XJS). His car was entered in a class that catered to that vintage but with several different marques. The XK120 drew much attention and Phil was invited back again next year, but he will have to take another car. He was presented with a lovely license plate type course plaque. The fellow with the trailer does engine dynamometer testing. It was agreed that Phil would contact him to arrange for a presentation at an upcoming club meeting and the possibility for some members to have their cars tested.

Alan Graves reported that the Algonquin Park weekend drive was a success. The weather was clear and warm and the scenery was delightful. Lee Harrington then described a 250 km drive in Eastern Ontario. Five cars and nine people participated.

Alan advised us that the event with the MG Club has been cancelled. He also said that the fall colour drive would be local and was scheduled for October 9th.

ABCD 2005 was considered to be a success and planning will begin shortly for ABCD 2006. The venue will be the same as this year.

Guy then explained that The British Invasion in Stowe would be held on September 17th & 18th and the Bronte show and shine type show would be held in Bronte, Ontario, also on the 18th. Several members indicated that they were going to Stowe.

Finally it was announced that **Dave Kenny** and his wife **Keitha** had graciously agreed to host this year's Christmas Party [on December 3rd]. Guy confirmed that it would be catered and a date would be set after discussion in the Kenny family.

Executive Reports

Frank Basten, VP, reported that he attended the Boots 'n Bonnet show in Kingston and it was a success. He would comment at length on the survey during discussion period.

Mike O'Brien, Secretary, reported that he had received the annual Incorporation questionnaire and he would complete it after the elections.

Roger Gough reported a bank balance of \$6115.30

Mark Roberts, Membership, wasn't present.

Ray Newson, Editor of The *Jotting's*, complimented those who submitted stories in the last jottings and asked for more like them.

Guy Larabie, President, closed this item by reminding all that the annual elections would occur at the meeting in October. Frank Basten offered to

chair the nomination committee. Any one who would like to take on an executive job should contact him.



Continued on p. 7

Fall Colour Drive

Sunday, October 9th

Meet in the southwest corner of the parking lot of Lincoln Fields Shopping Centre (Carling Ave.) at 10:00 for a 10:30 sharp departure.

The drive will feature the Western Parkway, southern Gatineau Park, the Gatineau River shore, Wakefield (with a lunch stop), northern Gatineau park, the Ottawa valley, the Fitzroy Harbor area and a return from that area to Ottawa. The run to our lunch stop will be about 60 km and the afternoon run will be about 80 km for a total of about 140 km. We expect to be back at Lincoln Fields at around 3:30-4:00 p.m.

Contact Al Graves if

you are coming or thinking of coming, either as a "definite", "probable" or "possible," with the number of people in your car – we could end up reserving half the restaurant.



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Meeting Notes

cont'd from p. 5

Discussion

Frank Basten provided a comprehensive look at the needs of members based on the **survey** that he sent out. He received 25 responses out of 57 members. While there was a lot of positive feedback as to how the Club meets members' needs, there were some very clear and consistent messages regarding the shortfalls. They will be covered elsewhere in the Jottings but a simplified list is:

- meetings are boring: let the executive do the administration and report concisely at the beginning of a meeting. Let the rest be an opportunity for social Jaguar-related contact-dinner etc;
- find another location for the meetings with better acoustics that will satisfy the comments above;
- members would like more technical-content speakers, visits of member-sponsored technical events such as the V12 teardown last year;
- carry on with the social events-drives, BBQs, Christmas;
- take better care of new members: provide a mentor until they are happy that they know some of the members.

Frank Basten has a much more detailed set of comments if anyone would like to see them. It was suggested that the Executive review the recommendations with a view to gaining a consensus amongst members as to what changes should be made.

The meeting adjourned at 9:00 p.m.

Mike O'Brien, Secretary

Market Place

This newsletter accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally. Advertising in Market Place is free to OJC and JOA-Montreal members, \$10 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.

1990 Sovereign, 6 cyl, 4 litre. Original charcoal grey exterior and grey interior. 153,000 km. Asking \$12,000. Contact Mr. Miro, 450-566-3117.

1987 XJ6. Excellent condition; stored every winter. Blue exterior and interior. Contact Lorraine Huska, 613-727-9610 or John McDonald 613-862-8997.

Jaguar XJ-6 4.0 184,000 Km Alberta driven. Silver with gray leather interior, automatic, power steering, windows, doors, mirrors, etc., cruise, tilt, alloy wheels. As is, \$3,500 obo. Contact Roger Finn at roger.finn@sympatico.ca, 613-290-7878 cell and 613-726-0771 residence.



1992 VDP (one of the last 100 for the Canadian Market). Black, beige interior. CD player, sunroof, MOMA steering wheel & gearshift, tinted windows. 250,000 km. Maintained in Ottawa; located near Kingston. \$15,000. Contact Edgar Tumak tumson@sympatico.ca.



1958 XK150 DHC, for restoration. Gray with red interior; disk wheels with spats; 38,000 miles; matching numbers. Has not uttered a sound since 1964; very little rust. Asking \$25,000. Call Roger Tremblay 450-672-5563 or email rtremblay2@vif.com.

NEW: JAGUAR XJ6 (69-72) EXHAUST PIPES – ALL NEW OLD SPARES.

Front exhaust pipe with flex section, part no. GEX 1371; also 2 pipes bearing no. GEX 1371 (likely mid section); plus another unknown pipe with a flex section (no. G 13001?). Must be picked up by buyer in Montreal. NO SHIPPING. First reasonable cash offer gets it all. 514-983-5820 or paouimet@sympatico.ca.

JAGUAR XJ6 (69-72) TUYAUX D'ÉCHAPPEMENT – Tous neufs et d'origine Jaguar/Unipart: échappement avant double avec flexibles, no. GEX 1371 2 tuyaux, sans doute centraux, no. GEX 1371 plus un autre tuyau avec flexible (no. G 13001?). L'acheteur doit venir prendre livraison à Montréal. Première offre raisonnable acceptée. AUCUNE LIVRAISON OU ENVOI. 514-983-5820 ou mieux encore paouimet@sympatico.ca.

NEW: 1961 Jaguar MK II. Silver exterior, red leather interior. 3.8L engine with automatic transmission, chrome wire wheels and Webasto-like sunroof. Lots of mechanical work performed on the car. All service records are available since the car was purchased in 1995. The engine was replaced in 2000. The MK II with a 3.8 was the fastest four-door saloon on the planet in the early 60's. This is your chance to own a true classic. \$23,900. Contact Yann Robin via email (yann@magma.ca) or at 613-265-8666 evenings.



NEW PRICE: 1990 XJ6 Exec 40. Silver exterior, grey interior 143,000 km. Clean, summer driven, no rust. \$6,000. Doug Hunter, 613-283-7845 (Smiths Falls).

Targa Newfoundland 2005

By Evan Gamblin

At which Canadian competitive motorsport event might you expect to find the following cars entered?

1925 Stutz roadster, 1939 BMW 327 coupe, MG-TC, 1951 Studebaker Starlight coupe, Mercedes 300SL, Jaguar XK-140 DHC, 1959 Austin Mini (with 140 hp), 1958 Ferrari 250 Tour de France coupe, 1967 Acadian Canso, Citroen CX GTi, BMWs from 2002ti to an M3-engined Bavaria to E30 and E46 M3s and the new Mini, Chev Corvette Z06, Mustangs of all ages, Porsche 911s and 944s of all ages, Subaru WRXes and two factory STi rally cars, Volvo 122, 142 and P1800 wagon and SRT-8 versions of the Chrysler 300C and Dodge Charger.

If you answered **Targa Newfoundland**, you're right.

What is Targa Newfoundland?

Now in its fourth year, the week-long 2,200 km tarmac rally includes roughly 40 stages run on closed public roads. The Targa is actually two events: a time-speed-distance rally emphasizing on-time driving at brisk speeds (limit 130 kph), and something resembling a stage rally. Here the emphasis is on meeting or bettering a target time that depends on vehicle age, displacement and whether the car is Stock or Modified (according to Targa rules).

While you can run the Grand Touring (TSD) event in a regular street car, the Targa event requires rollcage, five- or six-point harnesses and fire-resistant driving gear. For Targa cars the speed limit on stages is 200 kph.

The stages themselves are a mix of urban and rural paved roads, ranging from several kilometres to about 40 km long. What makes this event possible is that Newfoundlanders in some 70 communities are prepared to trade the inconvenience of closed roads for

the spectacle of fast cars running on them and the nightly car shows at local hockey arenas. Nor could the event succeed without the help of the 2,200 or so volunteer marshals who rig kilometres of coloured tape, control the stages, time the cars, provide communications and all of the other details that make the event possible.

Like the Targas Tasmania and New Zealand, the event contributes significant tourism revenue to communities that welcome it.

Targa NL 2005

Last Friday, Glen Clarke and I successfully finished the most difficult Targa yet. It also proved the most rewarding.

We again finished second in Modern division (1978-2005 cars), and received a gold Targa plate for having completed our third Targa in a row within the Trophy times for all stages. (That's something over 100 consecutive stages without a DNF - a surprising statistic to us, too.) All five crews who were potential candidates for gold Targa plates this year successfully completed the 2005 event and received them.

The weather this year was challenging, particularly on the first and last days where the tires we'd chosen to run for the event were less than optimal in the heavy rain. They made up for this on dry and damp stages, one example being the very tight and vertical stage in the village of Greenspond. We made the fastest time of day, several seconds ahead of the factory Subaru STi crewed by the Paynter brothers. Not too shabby for a 26-year old car.



*The Drama Queen on Clarenville town stage .
Photo by Garth Gullekson*

The Drama Queen at Targa

Glen recently christened his 1979 Porsche 911 "The Drama Queen" (TDQ). Last year a failing pinion gear necessitated flying in a borrowed transmission from Ottawa and installing it just two hours before the first competitive stage began. This year, TDQ racked up several more adventures. While waiting to start the first practice stage we experienced spark plug fouling due to an over-rich idle mixture and plugs that were too cold. Over the summer we'd concentrated on tuning the Motec injection system for higher engine speeds and throttle openings, and the engine hadn't spent much time idling, certainly not the 20+ minutes we idled at Pleasantville. Power was much reduced, and we were lucky this was not a scored stage. Returning to Mile One arena, we parked in the spot we used for the tranny swap last year, only to find that someone had put up a sign saying "Evan Gamblin & Glen Clarke - Private Garage, Reserved Parking". After replacing all twelve plugs in the twin-plug heads with hotter ones and leaning out the idle mixture, we had no further problems, with fouled plugs anyway.

In Clarenville, early on Day 4, the car refused to start. This was serious - we were facing a 150 km transit to the

Continued on page 9

Targa: Cont'd from page 8

Harbour Mille stage into which the road was being closed at 8:45. After troubleshooting for half an hour, we established that one bank of injectors was not firing but still didn't know why. To stay in the event, the only option was to load the car into the trailer and for Glen to work on it as we drove. All the other competitors had long since left, but timely help arrived in the form of Targa's repair co-ordinator Gary Ball and two fellow Porsche racers from North Carolina, Casey Holtzman and Bob Saville. They had crashed out the previous day, badly damaging their beautifully-prepared car but fortunately not themselves. With the extra hands, we quickly cleaned out the trailer and loaded the car.

We headed down the Marystown

highway, our crew chief Mike Hofteyzer driving, me navigating and Glen wrestling with the injection system electronics in the rock-and-rolling trailer. Picture working in a very confined space behind the driver's seat with a laptop computer, a flashlight in your teeth, soldering connections while trying to avoid getting seasick. Five minutes before we arrived, he got it working. We cleared the road-block into the stage two minutes before the marshals closed it.

Among our other challenges this year:

- Rally computer: before the event, we calibrated the odo but the unit became increasingly inaccurate and finally we used it only for its clocks
- Windshield wipers: failed two rainy stages from the end of the event.

Rain-X helped, but wasn't completely satisfactory.

- Primary intercom: failed, fortunately discovered before the start of a stage
- Backup intercom: became intermit-



We made it! Evan Gamblin and Glen Clarke at the finish.

Photo by Garth Gullekson

Continued on page 9

ASK THE EXPERTS!

Paul Davis has some questions for the "experts" in regards to Jubilee Hose Clamps.

Does anyone know what sizes of Jubilee clamps are used on a 4.2L XJ6 engine? I've estimated the diameter on several clamps that I need to replace and have come up with the following sizes:

Size No.	BS No.	Adjustment (mm.)
1A	30	22-30
2X	60	45-60
4X	100	85-100
6	140	110-140

Overall, clamps range from 000 (BS No. 12) to 11&1/2 (BS No. 292) but those noted above are the only ones I believe that I need.

Also, has anyone changed the clamps on his/her car? If so, what should I look out for?

Can the clamps be changed without removing the hoses? I was planning on backing off the existing clamps until they can be pulled

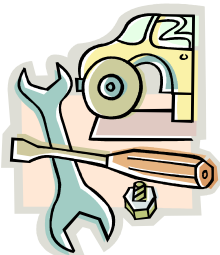
apart and installing the Jubilee clamps by wrapping them around the hose and then tightening. Will this work?

Any help would be much appreciated.

Thanks, Paul

OK, now let's hear from the experts. Send your opinions and solutions to Ray@Newson.ca and we will publish your answers/solutions in the next issue of Jaguar Jottings.

If you have a Jaguar-related problem that you could use some help with, send us a note. We'll see who can help.



*Ray
Newson*

Here is a great tip from Alan Graves



When the hydraulic pump that operates the power top on Alan's 1996 XJS Convertible failed and spewed oil all over the trunk, the first repair estimate was \$3,000 for a new pump alone. An alternative appeared to be a used pump at about \$700, but it would not be guaranteed and was not recommended by the repair shop.

Alan did some searching and found a local hydraulic pump repair shop that rebuilt his pump for \$150, a tremendous saving over the original price tag. That's thinking outside of the box!

Although "thinking outside of the box" is not a new thing for our Jaguar restorers and tinkers, it's great to be reminded of how successful it can be.

Thanks for the tip, Alan!

Targa: Cont'd from page 9

tent on the final stage. Pre-arranged hand signals and shouted instructions kept us going, but you wouldn't want to do that for long. Running several fast coastal stages with no odometer proved a bit too exciting, so we abandoned the rally computer and relied on adjusted GPS readings instead. This rally computer had performed well in several practice rallies and the intercoms and wipers had worked fine in two previous Targas and numerous track days.

In spite of its occasional failings, TDQ has now completed five years of the One Lap of America and three Targas - and finished all of them. One very tough little car. It is also a very comfortable vehicle in which to cover rough roads at high speed.

Jaguars in Targa NL

If you expected that somewhere in this verbiage there had to be some Jaguar content, you were right. Thank you for your patience. Past events have seen an ex-Carrera Panamericana XK-120 FHC, an E-type and a VDP sedan all run in the Grand Tour-

ing event. The only Jaguar entered this year was the XK-140 DHC of Geoff Fowlow and Faye Matthews of Arnold's Cove, NL. This was Geoff and Faye's third Targa, their second in the Targa class. The car is stock except



*Home stretch - Fowlow/Matthews on Killick Trail
Photo by Gordon Sleigh*

for a rollover bar, Panhard rod on the rear axle and uprated shock absorbers. They had a trouble-free run this year, apart from a crimped engine breather tube that forced some oil onto the exhaust system, causing

smoking that looked worse than it was. They finished second in their age category to the Ferrari 250 Tour de France.

Final note

This year, the firm TV2Go that produces a one-hour special on the event decided to substitute a camera car for the helicopter used in past years. They borrowed an STi rally car from the Subaru team, and hired the legendary former US rally champion John Buffum to drive it. Cameraman Claude Garipey rode as his co-driver, operated the fore and aft cameras and was ideally placed to witness John's formidable car control skills. The footage should be pretty spectacular. As usual, the show is expected to air at the end of Jan 06 on Global TV, and a

few times after that on Speed TV.

Websites

Targa NL:

www.targanewfoundland.com

Our team site, daily log:

www.openroadmotorsports.com

Driver & Navigator course notes:

www.openroadmotorsports.com

(under Targa School)

Jim Kenzie's daily log:

www.mini.ca/en/More_MINI/

Targa_Newfoundland/default.aspx

Bio—Evan Gamblin

Evan has competed in all four Targa NL rallies to date, gaining a third place in Grand Touring and two second places in Targa Modern division. He also developed and teaches a course for first-time Targa navigators through Open Road Motorsports. His other motorsport activities include scrutineering for CASC-OR, working at club rallies, Motorsport Club of Ottawa advanced driving and race schools, and instructing at winter driving schools.



*Before the start - Fowlow/Matthews XK-140 at St. John's car show.
Photo by Robert Ryan*

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JONAT 2006: An Invitation

The Jaguar Owners North America Tour made its inaugural trip around North America in 2004. It was a grassroots success that started when a crazy Australian mentioned that he'd like to drive around the U.S. It gained steam on the Internet and except for a couple gaps, we had North America covered. We're planning another one for 2006 and this time JCNA is part of the tour. We'll start at the AGM in Seattle, April 1 and end up at the Western States Meet in Oregon, July 14.

Now that everyone's eyes have popped out of their heads in disbelief -- like anyone is going to drive their Jaguar for three and a half months -- that's not how it works. What we are asking clubs to do is set up a local tour for your local members visiting local sites and doing local activities. These local tours will link together to form the chain that binds the continent together. In 2004, we began in Orlando, ran across the Gulf States into the Rockies, up the West Coast, across southern Canada, through the Rust Belt, into New England, and came back down the East Coast to Orlando. Over 30 Sector Coordinators planned their routes and handed off (or a couple times FedExed) a huge signature banner and our mascot, Jay the Jaguar, to the next SC. Jay and the banner now reside in a place of honor at the Jaguar Daimler Heritage Trust, Browns Lane, Coventry, England.

Plans are underway to repeat the tour by a different route. Excited western state and province SCs have already come back on board. We have pockets of interest in the central and eastern regions, but we're not sure who



else has heard of the plans and is interested. There are a lot of clubs and a variety of routes we could take from Florida to Canada. Where we go depends on who offers. It's not first come, first served, but as we fill in states we expect that the route will kind of draw itself.

How many of you have complained that JCNA is just about shows? How many times have you argued that Jaguars were meant to be driven? Here's your chance to show that we don't all sit around with polishing mitts on our hands -- that some of us actually wear driving gloves! Interested in being part of the biggest JCNA event in history? (Wait a minute, how did he come up with that? Easy, 30 sectors, a measly ten cars per sector, equals 300 cars. Granted they won't all be together in one spot, but they will be involved.

A flat fee of under \$50 will cover driving the route for a day or the entire three and a half months.

So are you ready to band together as The Drivers of JCNA? Ready to hear the muffled slaps of leathered palms high-fiving at the handoff points? Ready to hit the highway and carry the Jaguar name around the continent? For more information about the tour check out the JCNA website at <http://www.jcna.com/jonat/index.php>.

*Mark Stephenson
2006 JONAT/JCNA Coordinator*

Future Events

Technical Events

We need to organize 1 or 2 technical events as the "driving season" opportunities diminish between October 20th and December 20th. Do we have any volunteers who would be willing to organize and host a technical event? If so, I will work with them to get it established and brought to the attention of the club members. Contact me at afgraves@rogers.com or 613 592 6176.

Christmas Party

Dave and Keitha Kenny have graciously volunteered to host this year's Christmas Party on December 3rd at their home.

JONAT 2006

A North American tour for Jaguar owners is being organized for April to July 2006. We need to determine whether to join in (most feedback so far is positive) and whether it aligns with Concours 2006, as was the case in 2004. If anybody has comments on this please feel free to forward them to me.

For more details also see <http://www.jcna.com/jonat/index.php>

ABCD 2006

The planning for ABCD 2006 (All British Car Day), to be held in Britannia Park on July 15th, 2006, kicks off in early October. The first order of business will be to consider what we learned from ABCD 2005. To that end I am requesting feedback about what was good, bad and ugly about ABCD 2005 by about Oct 4th, since the kick off meeting is October 5th.

For details on last year's event see <http://www.britishcarday.ca/>

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Jaguar Owners Association Montreal



British Invasion, Stowe, Vt: **Bill Taylor** took first place with his 1988 XJ12 VDP – I think this is the first time Bill has won at Stowe. We also had a few second place finishes with **Shawn Bruno** coming in second with his 1991 XJ40 and **Norm Carroll** second in his division with his 1966 E-type 2+2.

Our next event will be a fall drive to the Eastern Townships on October 22nd or 23rd depending on the weather; further information to follow.

As to this years Christmas Party, Bill

Taylor is looking into a location and we should have the news shortly.

Next meeting is on October 18th at the Cote St Luc B.B.Q. 6971 Cote-de-Liesse Rd. same time 6 p.m. for supper; meeting at 7 p.m..



Club Elections

As noted in the September minutes, it's time to elect a new slate of officers to keep our club healthy and moving ahead. We need people to step up to the plate (or should we say, put the pedal to the metal?).

The executive positions are: President, Vice President, Secretary and Treasurer. Other positions are Membership, Concours, Chief Judge, Activities Leader, and Newsletter Co-Editor (layout & production).

Some volunteers have stepped forward, but we are always looking for "fresh blood" at the November elections.

If you are interested in taking on one of these positions, please contact:

Frank Basten
fbasten@ripnet.com
tel 613-342-0467



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Left XKE Series 3 rear bumpers being processed. The procedure of linnishing is being carried out to take off the excess weld, before being polished, copper plated and chromed. Part numbers BD36794 RH and BD36795 LH are available for \$335.62.

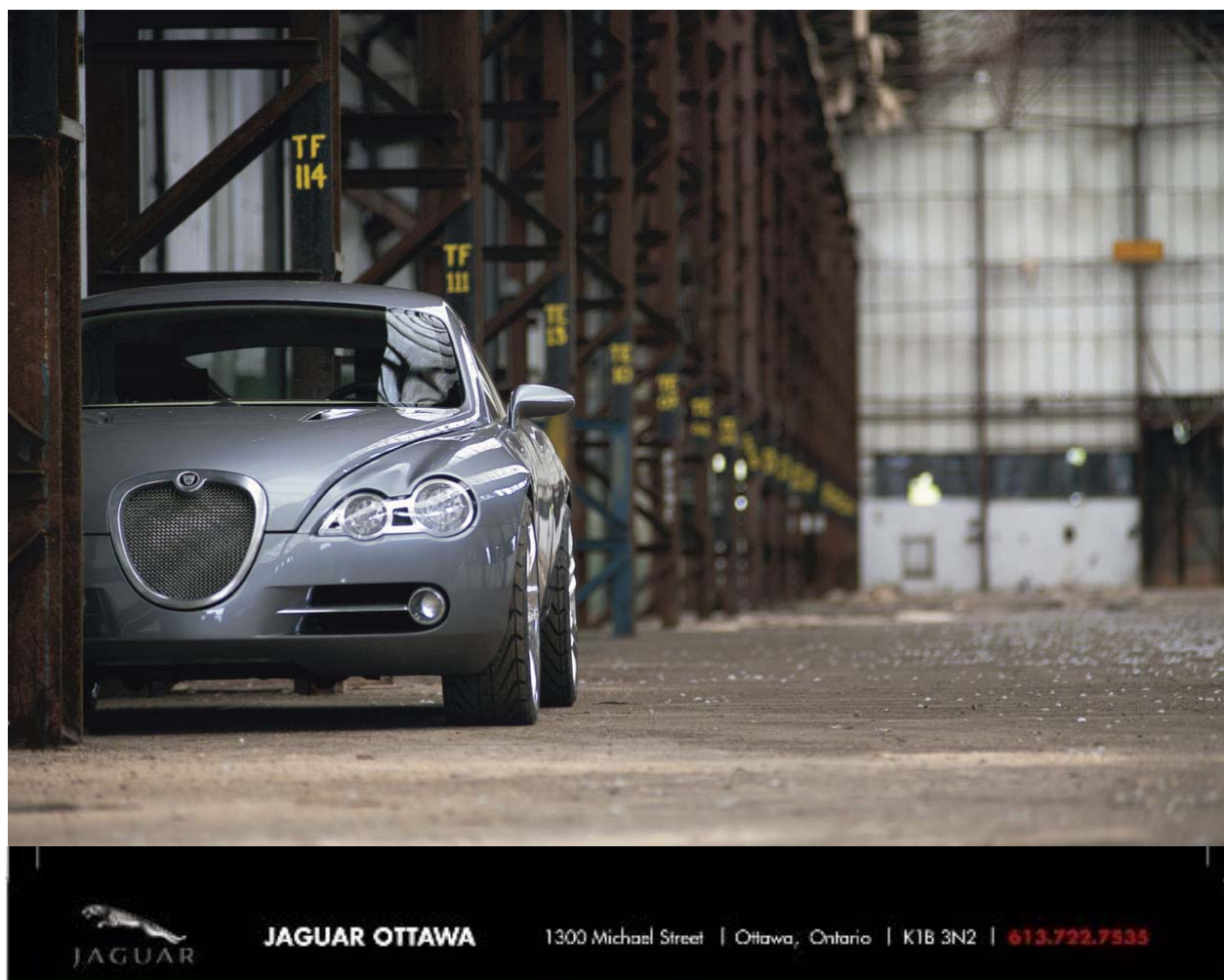
XKE Brightwork



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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 Chief Judge: Rob Dunlop 613-834-0588

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