



Shades of Autumn

Sue and Al Graves' 1994 XJS leads the convoy of drivers on our Fall tour. They are parked by the Madawaska River near Calabogie.

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November Meeting

***Monday, Nov. 13, 7 p.m.,
Real Canadian Superstore, 190 Richmond Road***

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. 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. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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Fall Club Events

Meeting—Monday, November 13th

Join the Club for Election Night! We will also vote on amendments to the Club's constitution.

Meeting—Monday, January 8th

NEW LOCATION:

68 Knoxdale Road, the Manordale Woodvale Community Centre.

NOTICE:

Jaguar Jottings is not published in January. The next issue will be February, 2007. Deadline for submissions is January 25.

Christmas Party

Join us at Capone's Restaurant
831 Industrial Avenue
on Sunday, December 10, 2006
at 6:30 p.m.
for dinner and fun

To book, contact
Paddy Robertson
613-729-8859
stewart008@sympatico.ca

or

Mike O'Brien
613-989-1342
president@ottawajaguarclub.com

All members and friends welcome.
Small wrapped gift exchange;
value under \$15, please.

Dress: Informal

Member Profile: John Smiley

John's attraction to cars over the years has not been Jaguar in particular, or even British, but more 'European'. His first cars, however, were British: a 1952 Austin A40 and his all-time favourite, a 1952 MG-TD.

A resident of Eastern Ontario and Western Quebec, John has had just about every type, model and manufacture of automobile available to him and has certainly tried his share of most of them. His garages over the years have housed Volvos, BMWs, Mercedes, Saabs, and Audis and even a couple of Ford's, a 1960 T'Bird in particular.

John's current daily drivers include a 2004 Ford pick-up, a 2004 Saab and a 1993 Audi A6, not to mention the Jaguars in the family at this time: a 1984 XJ6 owned since 1997 and a 1962 MKII that John has had for about 25 years.

A member of the Ottawa Jaguar Club since 1982, John is a past secretary and has always been a wealth of knowledge and advice for our members on all things mechanical. Some have also been lucky enough to benefit from John's expertise and even the use of his extensive garage. **Hugh Siddons** was one lucky member when John offered his assistance to

replace the engine in Hugh's Land Rover. Having a huge tool inventory that would be the envy of many commercial garages, all housed in a 28' x 60' facility complete with hoist certainly makes any automotive job easier.

When asked about a memorable trip in one of his Jaguars, with or without tow truck, John was quick to note that when any of his Jaguars leave his garage they always come back under their own steam. He did have a story about a trip to the West Coast in a Mercedes 250 that, as he said, "required a stop at every Mercedes dealer from Winnipeg to Vancouver and half way back again." John eventually identified and resolved the problem himself, a defective diaphragm in the return fuel system. Using the eraser off of a wooden pencil, John blocked the return line and the car ran just fine all the way home, where he replaced the diaphragm for minimal cost and effort. Several of the dealers visited during the trip had recommended that the carburetors needed to be overhauled. How fortunate to know better!



John does have a full line up of project cars ahead of him that include, MGBs, MG Midgets and Triumph TR3's, two of each. With obviously a full garage at this time John's biggest challenge, being only semi-retired, is finding the time to work on his toys.

John enjoys the social aspect of the Ottawa Jaguar Club, the friendships that he has made and in particular the weekly breakfast club.

Ray Newson



Top: The Smiley's 1984 XJ6 in Picton, October 2004.

Middle: John is a regular member of the Concours judging team. He is seen here in 2003 .

Left: John's XJ6 shows well on a sunny day at the 2006 Concours.

Photos: Stewart Robertson



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Can you believe that?!

Ray Newson: I was just a little guy living in England with my family back in the early 50's. During that time my Dad owned a Ford Prefect, I'm not sure of the year but it was probably a late 30's model. The rear window in this car is not very large, about the size of that in an early VW Beetle. Keep that in mind.



We were out for a Sunday drive on a beautiful fall day and had pulled into a lay-by for a break. A "lay-by," for those who wouldn't know, is an extra lane added to the side of the road, much like a turning lane, only it's there for motorists to pull over and take a break.

This lay-by was at the end of a long steady downgrade and, unknown to us, a chap on a racing bicycle was riding down the grade behind us. He was pedalling as fast as he could, head down into the wind with one eye on the curb to keep him on track.

You've probably guessed it. As the curb curved into the lay-by, the cyclist followed. He came through that little back window right up to his shoulders!

Fortunately, and somewhat unbelievably, he wasn't seriously injured. He had a huge goose egg accompanied by a severe headache, some facial scratches, and was quite shaken up. No bicycle helmets in those days! His bicycle appeared to be terminal.

A fellow from the cyclist's club happened along shortly after the incident and stopped to help out. The friend was driving a Shooting Brake (station wagon) so was able to transport the cyclist and the remains of his bike home.

Got a story to share? Send yours to ray@newson.ca and we will put it in the Jottings for all to enjoy.

President's Musings

In this last Jottings before the forthcoming election (where I will no doubt be deposed), I wish to share with you some of my observations of the functioning of the Club over the past year. (I am aware, by the way, that these comments will be seen by folks outside of the Club.)

Last year at this time we decided to determine what the membership thought was needed to improve the Club's activities. **Frank Basten's** survey received input from a number, but not all, of the members. Based on the results, the new executive, with input from the Past President, designed a year that offered a lot of very different things: a new location, new technical activities, double the drives, and what we believed to be better communication with all of you.

The result has been disappointing. I am not disappointed by the organization and conduct of events and activities. I am disappointed in the lack of participation by the majority of Club members. I recognize that many

members have been around for quite a while and are selective in what they want to do within the club. Many of you also have competing activities. Nevertheless, the team who will plan and conduct 2007 activities will require a lot of new feedback if their efforts are not to be wasted.

I would like to thank this year's team for all their hard work: **Al Graves** (Events and photography), **Paddy and Stewart Robertson** (Concours), **Rob Dunlop** (Concours), **Lee Harrington** (Membership, Equipment, Supplies etc., etc.), **Mike Olsen** (Annual Dinner), **Frank Basten** (the Survey and great support), **Roger Gough** (Money Master), **Phil Karam** and his helpers (technical stuff), **Ray Newson** and **Paddy Robertson** (Jottings), **Dave and Helen Clyne** (BBQ) - plus a host of volunteers. If I have forgotten you it must be the Alzheimer's reoccurring.

To all of you—great work and thanks for your support.

Cheers, Mike

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In Search of ...

The Ottawa Jaguar Club relies on volunteers to make it move and grow. If you want to be more involved in the life of the club, don't hesitate to contact **Rob Dunlop** (613-834-0588; rojedunl@hotmail.com). The election will be held on November 13th, at the regular monthly meeting.

If you have any questions about any of the Club's positions or the Constitution, talk to president Mike O'Brien.

Winter Storage Sites

Jack Jordan (564-2785 or 799-5000) may still have space in Bells Corners. Storage "in" dates are **Nov. 5, 12, 19 and Dec. 3**. You can get your car out as early as April 8th. Cost for OJC members is \$375.00 for the entire period. This is a warehouse-type space, unheated, but secure. There is no access during the winter. You must contact Jack in order to reserve space.

Boyd Vehicle Storage is a heated, secure and always-accessible alternative. Cost is around \$110-120 month depending on the services you request. Contact John Goodsell, 744-5767.

Membership Dues

It's time to renew your membership for 2007!

Dues are \$50 per year (\$60 if you pay after Dec. 31st). Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

Market Place

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

1968 Jaguar 420, \$16,000. Opalescent silver-grey with navy interior. This Jaguar

420 has been fully refurbished to original condition and is ready to drive. The leather has been renewed, new headliner, carpets, and rubber seals have been installed. The wood has been refinished to its original splendor. The exterior paint was chemically removed to bare metal and a primer, base coat/clear coat system applied. Bright work good but not excellent. The rear end was removed and new bearings, seals, rotors, shocks and springs installed and calipers rebuilt. The front end received same treatment with new bushings, ball joints, mounts, front rotors and brake calipers rebuilt. Braking system redone with silicone brake fluid. Steering box rebuilt, new bushes installed in steering linkage. New tires on good wire wheels. Engine compartment clean but not detailed. Unknown mileage on engine, however, it has good oil pressure and compression and runs strongly. Automatic transmission is good. Boot redone with new boot mat. Spare tire, jack, tool kit and knock off hammer are all there. Drivers handbook too! Contact Grant Edwards 613-254-5611, grantedwards@rogers.com. [ASO]



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1986 Series 3 Sovereign XJ. Exterior grey with grey interior. Has 157,000 kms but very clean and well looked after. Contact Mrs. H. Lamarre in Laval QC, 450-661-6316. Make an offer. [SON]

1996 Jaguar, XJS 4.0 Litre, Convertible,

Celebration Edition produced in a limited quantity to mark Jaguar's 60th year. Jaguar Daimler Heritage confirmation certificate available. Special celebration exterior colour, bright turquoise, tan leather interior, black insulated soft-top, special premium wheels. Never winter driven, excellent condition, none better. A Concours d'Elegance winner, fully loaded with only 67,271 miles. Maintenance records available. **\$25,500.** Contact Joyce Mount at 613-828-4547, Ottawa. [OND]



NEW! 1990 Jaguar XJ12, Vanden Plas. Black with tan interior. 53,000 kilometers. Mint condition - never winter driven. Contact Len at Montreal (514) 496-1589. [NDF]

Advertising in Market Place is free to OJC 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.

Cats among the Leaves

The Fall drive took place on a cool and somewhat cloudy Sunday, October 15th. Eight cars congregated at Richmond for the start.

We ran down to Perth via back roads, visiting Ashton, Blacks Corners and Tennyson on the way. From Perth we turned north to our first stop in Balderson, and the cheese store. From there it was just a short 10-minute drive to Lanark, and our lunch stop.

After lunch we ran north up 511 to Calabogie, passing the entrance to the new raceway. We stopped for some fresh air at the Calabogie lakeshore. From there it was east and south, via Burnstown and White Lake back to Pakenham for an abortive ice-cream stop - the General Store freezer had failed so they had none! However, they had some absolutely delicious fresh baked maple-cinnamon-swirl buns - absolutely decadent!!!

After the stop in Pakenham, most folks made a bee-line for Hwy 417 and home but a few carried on for post-drive refreshment at the Cheshire Cat.

Cheers, Alan Graves



Clockwise from top right: Early morning lineup in Richmond. The **Brownell's** E-type outside the Balderson Cheese Shop. Lunch in Lanark. The Calabogie Lakeshore. Pakenham General Store (source of those fabulous buns). **Edwin & Teresa Tamez** at Calabogie. Temporary stop outside Perth.



How well did you know your Chromozones?

This was a real challenge—evidently not quite the 'walk in the park' we'd envisaged. There were no winners ... in fact, there were no takers!

Here are the answers to October's Chromozones Challenge to identify the bits & pieces of chrome in the photos.

- A. 50 Standard Vanguard
- B. 36 Chrysler
- C. 31 Ford
- D. 60 Cadillac
- E. 52 Ford Ranch Wagon
- F. 57 Thunderbird
- G. Land Rover
- H. 48 Austin A40
- I. 53 Chev
- J. 61 Daimler SP250

Kicking yourself for missing out on this? We'll do another quiz in the future. Better luck next time!

Stewart Robertson

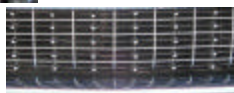


A.

B



C



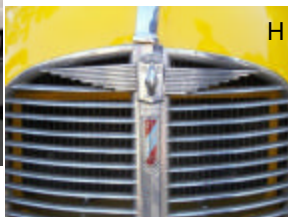
D



E



F



H



G



I

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J

Rearview Mirror: Jaguar Muscle Car

You may have seen it around town and slapped your forehead in wonderment. What the.... It's sapphire blue, all sleek body, flared fenders, and huge, knobby tires, conceived of by an inventive guy who must've had dreams bordering on the visionary before he slapped a 1984 Jaguar body onto a 1978 4 X 4 Dodge chassis.

As one wag put it, Gwyneth Paltrow above the neck, Arnold Schwarzenegger below.

More likely, it's the result of a couple of the boys getting together, a few "Hey, what ifs," more than one box of beer, and abracadabra, a hybrid is born.

Call it a Jagu-ruck or a Dodguar if you want but this is gobbledegook, Lewis Carroll "slithy toves" stuff. "It's just a 4 X 4 Jaguar," owner Phil Karam explains. "And," he admits, "I needed it like a hole in the head."

But if you are a British car collector, like Mr. Karam, and you already have a significant collection of Jaguars, and this is the one-and-only Jaguar sport ute in the world, then you need it.

Still, Mr. Karam, retired Director of Corporate Purchasing for a high tech company, is a little baffled at what compelled him to respond to an Auto Trader ad on the Internet. "Damned if I knew what I wanted it for. It was just a neat vehicle. Being a Jaguar collector, I said, 'OK, it's a Jag and it's a truck.' You can always use a truck, plus the price was right. All the things lined up so it wasn't hard for me to convince myself that I needed it."

Of course, everyone wants to know what Mr. Karam paid for this one-of-a-kind car. So, what'd you pay for it, huh? He is coy but at the same time candid, "Everyone would love to know this but since I haven't told anyone, I'm not going to start now." Mr. Karam assures me that of the vehicles he owns, this one is the least pricey, but the one that garners the most attention. "People crane their heads to get a good look," he marvels.

Well, ya. After all, it is a genuine Jagu-ruck. Or is that Dodguar? Whatever you

think it is, it seems to be a clear case of form and function wedded, or make that welded, in an unlikely combination that borders on the bizarre. It even earned a photo in the January issue of Car and Driver. Slithy toves, anyone?

Q: Was this odd-ball vehicle something you conceived?

A: No. I work on my other cars but I didn't build this one. My understanding is that someone in Chatham, Ontario started it and then the son of the star of the Red Green Show, I think his name is Max Smith, bought it and had it completed.



Q: What power plant does it use? A: It has the complete drive train of a Dodge, that is, a 440 cu inch (7.3 litre), four barrel, 375 horse power, with automatic transmission. There's no fuel injection, no computer, it's nice and simple.

Q: Run it by me again. What made you buy such a strange vehicle?

A: It's economical on gas.

Q: This is economical on gas?

A: No, it sucks back gas but then no Jaguar's economical on gas.

Q: So why did you buy it?

A: I wanted to get my wife a Jaguar where I didn't have to worry about door nicks.

Q: But the step up into the car is about three feet and not that easy to get into. Try again. What appealed to you about the vehicle?

A: How about I couldn't live without it.

Q: Ya, me too. I want the second one that's made. How do you see this vehicle fitting in with your collection of other Jaguars?

A: I have several others, from a 1952 XK120 Fixed Head Coupe to a 1995 XJR Supercharged sedan so this one fits in quite well.

Q: What's it registered as?

A: It's registered as an '84 Jaguar. It could have been registered as a '78 Dodge truck since there were two owner-ships. Might as well take the better of the two.

Q: Those tires are something else.

A: Yes, they are 32" mud and snow tires. They allow me to be able to almost walk under the car to change the oil.

Q: What do the neighbours say?

A: Some think that what they see in my driveway is a Jaguar I haven't taken off the trailer.

Q: Any response from other drivers?

A: It's really interesting to see the reaction of people. I was in the east end of Ottawa in an area with many truckers and everyone gave me the thumbs up. When I

took it to the Dodge dealer, within a few minutes all the mechanics came over and circled the car.

Q: Being up high, you really get a good view of everything. But you know, despite the comfort and appointments of a Jaguar it feels like a truck. A hilarious truck.

A: It is a truck. Look at the trailer hitch. And you're right, there's nothing serious about it but I appreciate the skill and engineering that went into the fabrication. I admire the imagination behind it.

Shannon Lee Manion
Writer, Photographer, Broadcaster

Ed. Note: Reprinted from the May 2000 issue of Jaguar Jottings and, in turn, reprinted from the Ottawa Citizen, April 14, 2000. The original photos couldn't be located; this was taken this week by Mike O'Brien.

October Meeting Notes

Monday October 10th, 2006

Mike O'Brien opened the meeting at 7:00 pm to the 25 attendees. Andrew **O'Brien** was experiencing difficulty with the computer projector for the guest speaker so Mike presented club business while waiting for the glitch to be worked out.

Mike O'Brien stated that he received only seven responses to the idea of moving the club meetings to the Knoxdale Community Centre beginning in January '07. He will ask the executive to visit the site and report back at the November meeting. Mike also spoke on the constitution and the proposed changes being tabled at the AGM in November. He wanted input from the membership on the changes as well as parameters for life member designation. **Rob Dunlop** has formed

a committee (of one) to handle the executive nominations for 2007. Any-one with an interest to help the club or sit on the executive should contact Rob.

Lee Harrington stated that the club has 70 paid members.

At this point in the evening the glitch had been solved and Mike O'Brien introduced **Mr. Giovanni Controneo from CSIS**. Mr. Controneo gave a slide and verbal presentation regarding the set up, accountability and general workings of the CSIS agency. It was a very relaxed presentation and he fielded many questions from the members. **Phil Karam** thanked Mr. Controneo on behalf of the club and presented him with a club ball cap.

Alan Graves then took over the projector and carried on with the slide presentation of the Jaguar Owners of North America tour as well as four of the club's summer functions. It was an excellent presentation with some very interesting photos and commentary by Alan.

At the end of the presentation, Mike O'Brien asked for additional comments from the membership and the meeting was adjourned.

Special thanks to Andrew O'Brien for all of his help, (like he had a choice).

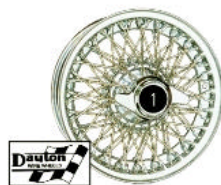
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*Lee Harrington, Secretary
(really, the secretary is Terry Milton,
my C.A.O.)*

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16 x 6J	EB157	£270	€368	\$333
16 x 7J	EB167	£275	€374	\$462



Flat Hub Wire Wheel

Fits : E-Type Series 3

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