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Photos: Al Graves, p. 1, 3, 7; Garth
Gullekson, p. 8; Jason Patrick, p. 10,
11; Gordon Sleight, p. 10.

St. Paddy's Day March Dinner

***Some OJC Members Enjoying the March Dinner
with Some Actually "Wearing the Green".***

April Jag Night

***Monday, April 9, 7 pm,
68 Knoxdale Road***

Jaguar Jottings

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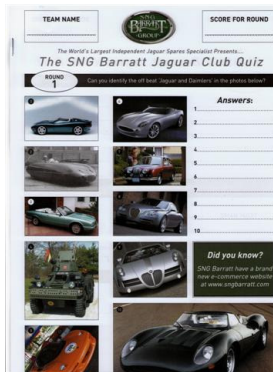


Club Events

April Jag Night - Monday, April 9th, 7pm

LOCATION: Community Centre at 68 Knoxdale Road

For a bit of fun at this month's Jag Night, we will be testing your knowledge of "off beat" Jaguars and Daimlers, celebrity Jaguar owners, historic Jaguar events, famous faces, Jaguar acronyms, Jaguar advertising slogans, Jaguar-linked locations, Jaguar-related TV and film themes, Jaguar-linked companies and organizations and Jaguar-related general knowledge.



All of these categories can be found in the SNG Barratt Jaguar Club Quiz. The Quiz is composed of ten rounds of questions put together by SNG Barratt and presented to Jaguar Clubs throughout the world.

So, put on your thinking caps and "give it a go".

Membership Dues

Dues are \$60 per year. 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.

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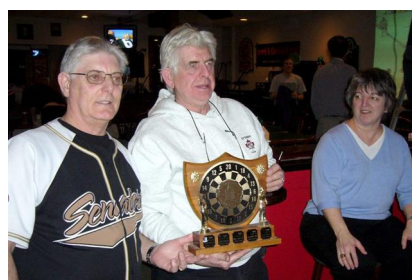
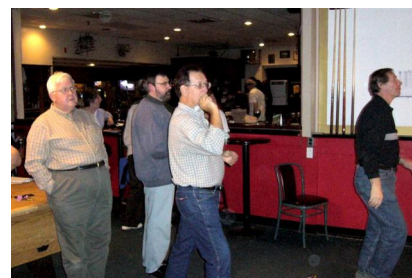
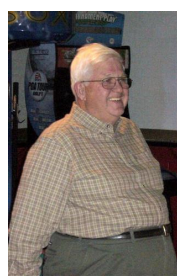
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All British Club Darts Tournament

On Saturday March 10th, several OJC members participated in the annual All British Club Darts Tournament at the GreenFields Pub in Barrhaven. As the event announcement stated: "British cars, pubs, and darts They just go together." Some pictures taken at the Tournament follow. The winners (lower right) were from the MG Club.



Is your Jaguar a labour of love,
or maybe you just love to labour?



From over 25 years of experience we know that just like their cars, Jaguar drivers are incredibly diverse. Many just like to drive, loving nothing more than a blast down the motorway or the challenge of a winding B road.

Some love restoration and excel in resurrecting a phoenix from the ashes following months and possibly years of painstaking dedication. Others however, like a little of both and enjoy a little fettling before a run in the country on a crisp Sunday afternoon and lunch at a favourite hostelry.

But whether you are an experienced rust killer, Sunday driver or maybe a little of both, SNG Barratt offer a parts service that is really second to none. Vastly experienced staff, an informative website, free catalogues, enormous stockholding, fast despatch and best of all great prices!

So if you're hoping to go a little faster, planning a ground up restoration or just want a new Jaguar baseball cap to keep your hair in place when the top's down. SNG Barratt really are the people you should be speaking to!



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Jaguar Day

Saturday, June 23, 2007
Rockcliffe Airport, Ottawa



Vintage Auto and Aircraft Display
Ottawa Jaguar Club
Rockcliffe Flying Club
Vintage Wings of Canada

Meet & Greet (for participants and invited guests)
Friday, June 22, 7:00 p.m., Chimo Hotel, Ottawa

OJC Concours d'Elegance

9:00 to 11:00 registration
12:00 Judging, 4:00 Awards

RFC Flights over Ottawa

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

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. **\$20,000.** Contact Joyce Mount at 613-828-4547, Ottawa. [AMJ]



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

E-Type FHC 1964 3.8 S1, \$37,500 Can. LHD 87,000 miles, dark blue metallic, black leather interior. Excellent class 3 car in daily use, never winter driven. Ground-up restoration, stripped to bare metal; every moving part rebuilt or replaced, too much to list; contact for details. Photo record available. Took 2nd place (driven class) at OJC 2004 Concours. Contact Doug Bell 819 429-6177 or e-mail joananddoug@citenet.net. [AMJ]



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.

Purrfect Thoughts

If a word in the dictionary were misspelled, how would we know?

- Steven Wright

Live in such a way that you would not be ashamed to sell your parrot to the town gossip.

- Will Rogers

Don't argue with an idiot, people watching may not be able to tell the difference.

- Anonymous

Did you ever notice when you blow in a dog's face he gets mad at you? But when you take him in a car he sticks his head out the window.

- Steve Bluestone

Technical Tips

The following Tips are the last of several from Global Auto Care.

Transmission and Differential

Fluids: Automatic transmissions are a collection of servos and friction discs that are operated using hydraulic pressure. The transmission fluid breaks down over time and there is component wear that is filtered to stop contamination. Thus, there is a need to replace the transmission fluid and filter to minimize or prevent premature transmission failure. This is another one of the "costly" repairs. Some differentials also have friction discs to give limited slip capabilities. Differential fluids also break down over time and require changing on a regular basis. High heat and fluid breakdown also occurs in transfer cases (4x4) and manual transmissions. All of these areas carry high repair bills on breakdown. As with other fluids, most manufacturers have recommended fluid replacement intervals.

Engine Oil: Nowadays there are many different types of engine oils for automobiles. To understand what they all do would take a lot more space than what I have here. So, a reasonably good web site for engine oils is www.carbibles.com/engineoil_bible.html. Here you can see for yourself all the different factors when considering your engine oil. Remember "you can never change your oil too often".

Battery: If your Jaguar was in storage over the winter without the battery being charged, you should first perform a low amp charge to bring the battery to a full charge. We normally charge the batteries for twenty-four hours at two amps, then check the electrolyte. If your battery is sealed, a load test can be performed. Remember, a freshly charged battery is very susceptible to explosion, so, take extreme care when removing or installing the battery cables. **You should always disconnect the negative cable first and con-**

March Dinner

Ottawa, March 17: Accompanied by a fresh snowfall, thirty-nine members of the OJC (including Peter and Kira O'Gorman, our newest members) arrived to enjoy our annual March Dinner. Once again, the Restaurant International at Algonquin College provided an outstanding gourmet meal. We ordered à la carte from a wonderful selection of delicacies. The only complaint was the weather...will spring ever arrive? Some pictures taken at the Dinner follow.



Trivial Matters

1. What country had one million vehicles in operation in 1928?

- ☐ United States
- ☐ France
- ☐ Britain
- ☐ Canada

2. What year was the hit tune "In My Merry Oldsmobile"?

- ☐ 1895
- ☐ 1900
- ☐ 1905
- ☐ 1915

3. What year were automatic windshield wipers introduced as standard equipment?

- ☐ 1903
- ☐ 1913
- ☐ 1923
- ☐ 1933

4. What year did the first gas gauge appear on cars?

- ☐ 1895
- ☐ 1915
- ☐ 1922
- ☐ 1934

Answers on page 11.



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Targa Newfoundland:Part II

The following article is by Evan Gamblin, one of the participants in the 2006 Targa Newfoundland and a former OJC member. He and his partner, Glen Clarke, campaigned a 1979 Porsche 911. Here is Part II of the article. Part III will complete the article in a future edition of Jaguar Jottings.

Frenchman's Cove-Garnish (Day 4, Stage 6)

At over 180 kph the suspension is working hard on the rough surface as we cross the narrow strip of land between the estuary on our right and the breakwater of huge boulders on the left. The speed sensors on both rally computers are playing up again, so we are again using the GPS odometer to track where we are in the routebook. The GPS display is just a blur, impressing me once again with the ability of the human eye to interpret it. In the right-seat you quickly learn to tune out the bumps and vibration, but on past years in-car video the roughness of this and some other stages reminded me of a bobsled run.

I recall running this stage in 2003. On the preceding Fortune stage we'd run onto gravel in a blind corner. Within a couple of seconds we'd hit a curb, broken a rear rim and blown the tire. Although the tire and rim held together and we lost surprisingly little time completing the remaining 2 km, the subsequent 2 minute penalty for changing the tire dropped us far out of contention for first place. (That year each car in Modern division was limited to 4 tires for the event, compared to six now). The only spare that fit in our car was a front, several sizes smaller than the rear. Throughout this

fast section the rear of the car oscillated continuously and it was a relief when we could finally mount the correct size.

Within a few minutes we approach Garnish, where the road narrows and becomes rougher still. Ahead is a corner I'd noted while running this stage in the other direction. "In 150, Caution. Right downhill into ugly, ugly hairpin right, gravel and curbs". Not what you'd hear from a WRC navigator, but makes the point. As we slither out of the hairpin, there's a chuckle on the intercom, "Good call".

Several corners later, turning downhill towards the water there's no mistaking Scott Giannou's co-driver, Ray Felice standing at the bottom of the hill. Ray is waving the red cross page from a routebook: "Emergency - stop immedi-



U-944 captain Craig Seko signals all is well

ately". As we turn onto the waterfront and pull over, I see the roof of Craig Seko's red 944 bobbing in the harbour facing shore. Inside are two white helmets. Alongside the car is an open fishing boat, but no sign of Craig or Ian. Then Craig's head pops into sight on the other side of the car, and Ian appears in the boat. They were running only a few minutes ahead of us, so those fishermen were really on the ball. U-944 captain Craig Seko signals all is well.

By now, what must be the whole village has turned out to watch the rescue. Inquiring about water depth, I learn that during high water springs

there is usually over six feet of water where Craig's car went in. Timing is everything. We'd parked in front of Jason Byrne's BMW M3, which sported a very bent left front corner. Back at the ugly hairpin, he kissed the corner of a house, and when the car began overheating he parked it. Knowing the stage would be cancelled, we continue to the finish at touring speed, record our time and head off to the start of the day's final stage in Marystown.

My evening is divided between appealing a substantial transit penalty following this morning's fuel system problem and trying to source a replacement fanbelt. The first can knock us out of contention, the second out of the event.

The fanbelt on the car is beginning to fray at the edges, and the four spares in the trailer have gone missing. Targa's Gary Ball is helpful as usual in locating local suppliers and persuading them to open after hours. However, it appears this type of belt just isn't available in Marystown. In the end we have no success with the appeal or the fanbelt. With the help of some parts fabricated by local hydraulic shop owner Dennis Dwyer, our crewmember Brad Smith is able to get the fuel return system working again.

Overall standings at day's end:

Swain/Bell
Townsend/Horsey
Buchanan/Adams
Clarke/Gamblin
Giannou/Felice

Leg 5 North Avalon (Marystown-St John's, 9 Stages, 1 cancelled)

President's Musings

Spring is just around the corner and I am sure that many of you are thinking about getting your cars out of storage. We are also starting to think about what we can plan to give you an opportunity to use them. Our next meeting is on April 9th, Easter Monday evening, and we are working on finding someone from the oil industry to talk to us about changes in formula and what that means to the older engine.

The winter season has been full for the social side of the Club. The Christmas Party and the March Dinner were well attended and the folks that I spoke with seemed to enjoy themselves. A big thanks goes to Paddy Robertson who chaired both events and to Mike Olsen for his help with the March Dinner.

In closing my little bit, I would like to thank Paul for coming up to speed so quickly with the Jottings-great job. Finally I would like to welcome two new members: Peter O'Gorman from Arnprior, who has been out to the last two events, and Johns Woods from Roblin, Ontario, who met with us before the last meeting and then we lost him. We hope that he will make his way back to Ottawa soon.

Cheers, Mike

2007 OJC Events Calendar

(Detail changes shown in red)

EVENT	DATE	TIME	LOCATION	COMMENTS
Jag Night	9 April	7:00 PM	68 Knoxdale Road	To Be Confirmed (TBC)
Spring Drive	13 May	TBC	TBC	Details available in due course.
Concours Judges Training	14 May	6:00 PM	68 Knoxdale Road	Details from Chief Judge.
Jag Night	11 June	7:00 PM	68 Knoxdale Road	Local event - details to follow.
Concours d'Elegance	22 June	7:00 PM	TBC	Meet & Greet - location TBC.
Concours d'Elegance	23 June	All Day	Rockcliffe Flying Club	More details in due course.
Jag Night	9 July	7:00 PM	68 Knoxdale Road	TBC
All British Car Day	14 July	All Day	Andrew Haydon Park	More details to follow, Al Graves coordinator.
Jag Night	13 August	TBC	TBC	TBC
Annual BBQ/Corn Roast	19 August	TBC	TBC	TBC - May be associated with car event.
Jag Night	10 September	TBC	TBC	May be show and shine at Hazeldean Mall.
Fall Colour Drive	14 October	TBC	TBC	Note that Thanksgiving is 8 October.
Jag Night/Annual General Meeting	12 November	7:00 PM	68 Knoxdale Road	Elections, remainder TBC.
Christmas Party	15 December	TBC	TBC - Volunteer Host?	TBC

Targa Newfoundland: Part II (continued)

The bad news is we're 40 seconds down on the leader. The good news is today's stages are the hardest of the whole event, and the organizers have promised to set difficult times. Of the day's nine stages, about five are likely to be key in separating the field.

The car has much more grip this year and Glen is exploiting that to the max. On Osprey Trail we're 5 seconds late, but make good gains in the next two stages, Spaniard's Bay and Upper Island Cove. Next comes Brigus.

Brigus (Day 5, stage 6)

This very tight stage through one of Newfoundland's oldest and prettiest towns is a favourite of ours. Picture



hilly streets the width of those in a village in Devon or Cornwall with curbs and narrow sidewalks replaced by neat white picket fences, and you have the general idea. Sightlines here are very short, and some turns very close together. As evidenced in the TV coverage, this is a stage where the driver can easily be surprised by arriving at a road junction not knowing which way to turn. Co-drivers must be on top of their game in Brigus.

This year the stage ran in reverse compared to previous years. That made it more challenging to drive and hard to determine whether the organizers had set more difficult stage times. As it turned out they

had.

Off the start line, we're flat out on the winding 550m straight before getting into the twisty stuff. Turning into the first hairpin there's a stop sign laying right across the road - felled by the previous competitor, we learn later. The town of Brigus makes its signs with good solid posts, and running over it is bumpy. We rocket up narrow, twisty and bumpy alleys, encountering a lot of gravel on the pavement from earlier cars cutting corners.

At the northeastern corner of the stage, the road fishhooks right over a blind crest and drops steeply to the historic Harbour Pond bridge, 50m down the road. We take the corner fast, the back end sliding on exit. At 100 kph, the steep bridge ramp launches the car a foot in the air. We're airborne for 3/4 of the length of the bridge before touching down. Great - the new suspension doesn't bottom. Accelerating hard up the straight to the top of the hill we make a hairpin right, then downhill into a left and uphill into another twisty alley.

Halfway through a hard right hander the sliding panel in my side window explodes out of the frame and in a flash flies across the car into the driver's footwell. Surprised at finding a foot-square piece of Lexan down among the pedals, Glen quickly tosses it back to me. I drop it in my door pocket, where it can't do any more damage. Murphy is clearly still with us and enjoying the ride.

Finally the turn into the finish straight, and another flat out burst down the short straight. Crossing the finish line, I check the rally computer display. The good news? We've made our target time.

Later we learned only two teams zeroed Brigus (the Paterson/Mattson Mini and ourselves) and that we tied with the Richard/Paynter Subaru STI for FTD on this stage. To see how the Brigus stage looked from the Mini, go to: <http://www.netbug.net/blog/michael/?p=86>. Now visualize doing that 10% faster.

Brigus moved us from third to second place, one second behind the leader. We would remain one second behind until the very last stage.

Torbay (Day 5, Stage 9)

Although this is the final stage of the event, any one of three teams could still win outright. Over the course of the day's previous 8



Torbay - sunken road junction

stages, we've made back most of the 40 second deficit from the previous day's transit penalty. We're not precisely sure how far we are behind the leader, but clearly need maximum effort on this stage.

About mid-way through this stage is a square left followed by a long straight. As with Turn 5 at Mosport, good exit speed out of this corner should save seconds on the following straight.

We make our way through commuter traffic and line up. Off the start we're immediately into a forced right, then about 300m later into an uphill square left. Approaching that, straight ahead there's a Mustang off

Targa Newfoundland: Part II (concluded)

backwards - silver means it's Rob Pacione's - and co-driver Brian Maxwell is showing us the OK sign. That's rough luck - they were leading the Open division.

Now nearing the midway point in the stage, we approach the key left - which turns out to be located just over a crest in a sunken road junction. Corner entry is steep downhill and on the outside at corner exit is a big rock face. (Think of it as Pre-cambrian Armco - ready to catch the over-exuberant).

Glen brakes and then going over the crest, rotates the car. We slide though the apex carrying great speed out onto the straight. Real Vic Elford stuff.

At the end of the straight are several more corners and finally the finish line. We're five seconds late, but it's a great way to finish the event. Later we learned this was the lowest penalty for the stage. It was also second fastest overall, 6 seconds behind the Richard/Paynter STI and a second ahead of two other STIs.



We stop and park for fifteen minutes so residents can see the cars and chat and the kids can pick up hero cards and autographs. The Daimler Chrysler crew chief comes up to tell Glen he was spectating at the sunken road junction. Then he shakes Glen's hand and without

another word walks away. Driving onto the wharf downtown for the finishing ceremonies, we're directed to the head of the line of parked rally cars. It is another hour or so before the official results are an-



nounced and we learn we really have won overall. The margins are tight: we are 8 seconds ahead of second-place Jud Buchanan and Jim Adams, who are 4 seconds ahead of Keith Townsend and Jen Horsey. That's as close a finish as anyone would want.

Overall Targa standings at finish:

- 1- Clarke/Gamblin
- 2- Buchanan/Adams
- 3- Townsend/Horsey
- 4 - Swain/Bell
- 5 - Hopkins/Hughes
- 6 - Paterson/Mattson - 1959 Mini
- 7 - Giannou/Felice
- 8 - Silver/Fuss - 1967 Mustang
- 9 - Criveller/Criveller, 1985 Porsche 911 Carrera
- 10 - Grant/Blanchette - 1970 Volvo 142GT

Full results, including Grand Touring can be found at:

www.rallyscoring.com.

Other Ottawa-area Teams

This year saw five teams from the Ottawa area entered. The others are:

Grand Touring

Ralph Neumann/Phil Tughan - 2002 Subaru WRX

Targa

Craig Seko/Ian O'Halloran - 1990 Porsche 944S2

Paul Racine/Rob Martin - 2002 Subaru WRX

Geoff Wright/Cam Jones - 1993 Porsche 968

In the Small World department: Carleton Place, where I live is a small town of nine thousand or so. One of our neighbours sons, Kevin Macdonald, traveled to Newfoundland from Florida to support the Pacione Mustangs.

TO BE CONCLUDED WITH OTHER INTERESTING TARGA VEHICLES.

Trivial Matters Answers

Question 1

Canada

Question 2

1905

Question 3

1923

Question 4

1922



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JAGUAR



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