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Photos: Phillip Karam, p. 1,3; Al
Graves, p. 10.

***An Example of the Jaguars Auctioned
in Arizona (1955 XK140MC OTS for
\$137,000)***

See Phillip Karam's Article on page 3.

June Jag Night

***Monday, June 11, 7 pm,
68 Knoxdale Road***

Jaguar Jottings

Editor: Ray Newson

(613) 271-1331 (phone/fax)

ray@newson.ca

Co-Editor: Paul Davis

(613) 225-3449

pdavis002@sympatico.ca

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Club Events

Manordale/Woodvale Family Day - Saturday, June 2nd, 9:45 am

LOCATION: Community Centre at 68 Knoxdale Road

Meet at 9:45 am to participate in their parade, followed by a show and shine. Check the e-mails from Al Graves and Lee Harrington for more information.

Concours Judges Training - Saturday, June 9th, 9 am - Noon

LOCATION: Corporate Renaissance Group at 6 Antares Drive, Ph 1, Suite 200

CONTACT: Rob Dunlop (613-834-0588) to register.

June Jag Night - Monday, June 11th, 7 pm

LOCATION: Community Centre at 68 Knoxdale Road

Jaguar Day and Concours d'Elegance Meet & Greet - Friday, June 22nd, 7 pm

LOCATION: Chimo Inn

Jaguar Day and Concours d'Elegance - Saturday, June 23rd, 9 am

LOCATION: Rockcliffe Flying Club

CONTACT: Paddy Robertson (613-729-8859) for more information and to pre-register.

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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Translation-Communications
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6595, rue St-Hubert
Suite 59046
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Arizona Car Auctions

Once again, the Arizona car auctions hit new highs- \$\$\$\$\$\$\$\$\$\$. I met up with John and Cathy Smiley who were vacationing in Phoenix this winter. Along with two car buddies from Cleveland Ohio, we toured and kicked tires at Barrett-Jackson, RM Auctions,



Figure 1: 1937 Duesenberg Model SJ Cabriolet \$2,805,000 (last one built).

Russo and Steele, and Silver Auctions in the one week period. We saw about 25 Jaguars of interest.

RM Auctions had the best mix of European cars, as always, and in the eight hours of their Friday auction pushed through \$30M in sales. Although Craig Jackson attempted to lure RM's bidders away by holding the auction for his European consignees on the same day,



Figure 2: 1959 Jaguar XK 150 DHC \$107,000

Austin Healeys never reached their full potential. This was good for the buyers and bad for the sellers as Barrett-Jackson had a 'no reserve' on all his cars. On the following day, Barrett-Jackson was able to get \$5.5M for a 1966 Shelby Cobra 427 'Super Snake'.

I enjoyed watching and meeting John O'Quinn. He bought about 7-10 cars at RM to add to his collection of 900! When I congratulated him on his ad-



Figure 3: 1959 Jaguar XK 150 DHC \$87,000

ditions, he said he got 'lucky'! As it turned out, he is the famous Texas lawyer that won class action law suits against the tobacco firms as well as class action against the breast implant firms. Needless to say, he is a billionaire. Today I watched him on the Larry King Show as he is representing the mom in the Anna Nicole Smith trial.

You can view the results of the 4 auctions by going to www.rmauctions.com, www.barrett-jackson.com, www.russoandsteele.com, and www.silverauctions.com.

Phillip Karam



Figure 4: 1921 Rolls Royce Silver Ghost Torpedo Phaeton \$511,000.



Figure 5: 1969 Jaguar 'E Type' \$31,900.



Figure 6: 1978 Tupolev N007 Gullwing Boat Russia \$187,000.

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Jaguar Day

Saturday, June 23, 2007
Rockcliffe Airport, Ottawa



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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

Information

Paddy Robertson
613-729-8859
stewart008@sympatico.ca
www.ottawajaguarclub.com

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1990 Jaguar XJ12, Vanden Plas. Black with tan interior. 53,000 kilometres. Mint condition - never winter driven. Contact Len Phipps at Montreal (514) 569-1589. [JJA]

E-Type FHC 1964 3.8 S1. \$37,500 Can. LHD

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Jaguar Fleet for Sale. I have the following cars for sale: 1997 Jaguar Vanden Plas (X300 4.0 litre), 1988 Jaguar Vanden Plas (V12), 1986 Jaguar XJ6 and two 1965 S-Types (could make one nice one) plus boxes of Series III parts and some S-Type bits. Mike O'Brien 613-258-9136. Photos and service records available. All cars are certified and e-tested (except the S-Types). [MJJ]

1995 Jaguar XJR, Supercharged. Mint condition. Fully loaded. Exterior - British racing green; interior - cream. Complete new emissions system, power steering pump and rack and pinion. 169,000 km. Asking **\$13,500.** Call: 613-834-5552. [MJJ]



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Ask The Experts

Of interest to E-type owners: the brake bleed screws on the rear of E-type Jaguars is somewhat inaccessible, making the job of bleeding the rear brakes very difficult.

A new product is on the market: a pair of hoses that extend the rear bleed screws to where they are more accessible. The bleed screws fitted are a self-bleeding type, and the claim is that they allow for single-handed brake bleeding.

The cost is 52 UK pounds and contact for this product is derek@flexolite.co.uk.

Thanks to **Evan Gamblin** for providing this information.

May Meeting Notes

The night began with a 'Hoods Up' in the parking lot for approximately 45 minutes. Members checked out each other's Jaguars, talked and offered advice. **Dave Clyne** and **Al Graves** both had their latest acquisitions available for inspection. Over a dozen cars were on display.

A short meeting took place inside the Community Center with 29 members present. **John Smiley** gave a presentation on paint preparation and finishing. He piqued a lot of interest and there were many questions from members. **Al Graves** gave a short description of the Spring Drive and explained the reason behind asking all members to reply either 'Yay' or 'Nay' to participation at club events. **Rob Dunlop** gave an update on the Concours Judging seminar (see Club Events for the location). **Paddy Robertson** updated the members on the club's Concours d'Elegance (see Club Events for more information). **Lee Harrington** informed members about the Community Day event to be held at the Margaret Rywak Community Center on June 2nd 2007.

Montreal Club News

By: Jean Roy

Edited: Martin Pitt-Bradley

Classic Jaguar straight-sixes are meant to idle with a poppy chatter then break into a roar as their respective cars hurtle down Coventry's back roads, but last Spring Jim Begg's XK140, parked out on a driveway in Kirkland, was instead rattling along on five cylinders and belching blue smoke every few seconds.



Norm Carroll, Jean Roy and Roger Tremblay had all gathered to revive the faded-jade-green roadster. Roger immediately volunteered to rebuild and polish the carburetors, a generous offer and probably a good idea, but Jean suggested a simple compression check might be a more logical first step. Norm agreed, which made two against one since Jim wasn't consulted.

With the enthusiasm typical of fiddling with someone else's car, they popped the plugs out to check the compression of each cylinder. The test re-



vealed cylinder one was the culprit, it barely bouncing the test gauge's dial up to 30 psi. They immediately began pontificating about just how cor-

roded a valve can get after fifty years of use. The head must come off... the valves are chewed up... the gaskets are leaky... there's carbon build up...

A week later, it's time to pull the head.



The same fifty years of combustion that had compromised cylinder one had, apparently, nearly welded the fourteen studs between the head and block in place. With a lot of grunt work, and the occasional cuss, the head was freed, revealing cylinder one's and two's exhaust valves burnt out. Jim sighed and packed it in the trunk of this daily driver, a Ford, along with the radiator.

They (Jim, the head, and the radiator) headed off to Brown's Lane in Toronto for complete rebuilds, though no one was quite sure what they would do with Jim.



After a couple months, the head and radiator were back, the head looking all the better for its face having been planed and valves lapped. Once the head was reinstalled along with the newly silver ceramic plated exhaust manifold, the heart of the car was looking much better. Looks can be deceiving since it soon became apparent they

had just successfully timed the cams on cylinder number six, but the distributor was on cylinder number one. No one was willing to take it apart all over again, so they lifted both camshafts and turned the crankshaft to bring the timing mark in line with cylinder number six. It wasn't exactly standard, but it got the job done.

Of course, reinstalling the radiator



was harder than expected, things generally are. Then there were the fuel leaks to find and seal, and finally the gear lever lifted right out of the shifting gate. Finally, after more than twice the time originally forecasted, the car's driveline was sorted.

Jim took the car out with Jean riding in the passenger seat. The engine was purring and people smiling as



they rocketed around AREA. The car suddenly sounded a lot more like that poppy roar Jags are known for. So there's life back in the car now, how about the brakes next? The paint? A full resto?

To all questions, Jim answers, "Restore it? I'm going to sell it!"

Targa Newfoundland: Part IV

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 IV which concludes the article.

Targa Newfoundland - Day 5 and Epilogue

Every rally co-driver likes to think they're riding with one of the best drivers on the planet. Otherwise, why strap yourself into a car on the side with no controls? Now that you know my bias, here's the story.

Among the useful terms Brit motorbike racers contributed to motorsport vocabulary is the verb "to tiger". It means an exceptional and unexpected performance. Despite some handicap that dramatically reduces the chance of winning, a rider or driver somehow digs deep and finds the skill to pull it off. Almost all the great racing drivers of the past demonstrated this ability to overcome some major deficiency in power, handling or competitive situation.

Fangio tigered to place his Maserati 250F ahead of the Ferraris of Hawthorn and Collins at the Nurburgring in 1957. Moss did something similar with a Lotus at the Ring in 1961. No doubt you have your own examples. A musician doing the same thing would have the audience spontaneously on its feet, applauding an inspired performance. This is not something that happens every day, but during this year's Targa I was privileged to witness such a performance first-hand.

To recap: by the end of the sec-

ond last day we had built a lead of about 14 seconds over the 2nd place team. Then we received a penalty for being late starting a stage due to a mechanical problem. This dropped us to 4th place, 40 seconds behind the 1st place team. At the finish in Targa, 1st and 2nd place are often separated by less than 10 seconds, so 40 seconds was a huge deficit. Finishing first began to look like an impossible task.

Glen was furious at the prospect of losing because of an administrative penalty. Coming from a road racing background he could accept being beaten by a faster team, or because the car broke - but this was too much. However, we persevered.

What saved us? First, the organizers responded to competitor's requests to make the final day's stages more difficult. In any previous Targa, final day stage times were not difficult enough to alter the finishing order. Second, Glen transformed the anger into focus and made the drive of his career to date. There were nine stages in all, of which five were critical. He drove those five flat out, ten-tenths. And this after completing four days of challenging driving that included Hurricane Florence.

Those who've driven hard on Toyo RA-1 tires will recall that they're quiet until you approach the limit of their grip. On those five stages Glen consistently had the tires squealing, including through top gear corners. Significantly for the co-driver's concentration/peace of mind the car always felt well-balanced, and he never put a wheel on the shoulder. (Apart from an outright spin, few things will get your co-driver's attention like putting wheels on the shoulder at high speed).

Here I must add a large caveat. You know the kind: "Professional Driver, Closed Course - Do NOT attempt this at home, kids". To allow for the unex-

pected, we teach newbie Targa competitors to aim to enter a corner at no more than seven-tenths. In other words, turn in at no more than 70% of the speed at which they could drive that corner while remaining on the road. In slow, late apex, out fast.

The difficulty is this: A driver functioning in the zone above nine-tenths generally cannot hear all the co-driver's instructions. Imagine trying to drive a particularly tricky bit of road with a passenger talking non-stop. If you didn't ask them to be quiet, you'd probably purposely tune them out pretty quickly. In a driving-near-the-limit situation, the "tuning out" is involuntary. Here's an example:

While practising for the 1955 Mille Miglia, Stirling Moss and Denis Jenkinson tried communicating using an intercom. They stopped using it after a test run in which Moss progressively increased his level of driving effort from eight- to nine- to ten-tenths while Jenkinson continued reading him route instructions. At nine-tenths Jenkinson noticed Moss began missing the occasional instruction. Stopping the car after driving at ten-tenths, he asked why Jenkinson had stopped reading instructions. At the highest level of concentration, Moss had been so focussed on his driving that he had not heard ANY instructions. (Thanks to Doug Nye for this info, in a published interview with Stirling Moss on the 50th anniversary of that Mille Miglia).

Their solution was to use hand signals. Another approach worked better for us, but we had hand signals as a fallback.

To finish the story, our fellow com-

Targa Newfoundland: Part IV (concluded)

petitors took larger time penalties than we did and by the end of the final stage we were 8 seconds ahead overall. Targa is very much a game of minimizing errors and coping rapidly with unexpected problems. Sometimes you're more fortunate than others, sometimes not.

Speaking for myself, I knew I'd been part of something pretty special. Like most Targa competitors, by the end of the final day I'm usually completely done-in. This time, even after the adrenalin had burned off, I could have safely and comfortably run at least one more day. The car was another story.

Glen's 911 gave all it had - and then some. Stripping it down later revealed the following: two cylinder barrels are cracked, two pistons have several broken rings each, the intake side of the oil pump is cracked, the limited-slip diff no longer slips, the exhaust headers are flatter than formerly, rear camber plates are bent like pretzels and all bolts mounting the coil over suspension are bent. To our great good fortune, the car carried us to the finish line. (Afterwards it refused to start.)

After all that, it's hard to imagine how we could top this year's event. However, the Targa organizers have always managed to come up with new stages and twists to keep the event challenging, and God willing, we look forward to this fall. Our team intends to also begin competing in performance gravel rallying. Top finishers in the Paris-Dakar are probably safe. For now.

For final finishing order, see the Targa Newfoundland website: <http://www.targanewfoundland.com>.

This year, we were fortunate to meet someone who competed in both the

original Mille Miglia and the Targa Florio. While studying medicine in Italy in the 1950s, **Dr. George Verilli** competed in hillclimbs with an MG-TD. During this period he met Giannini Marzotto, who invited him to co-drive and drive some of the latter's cars in those events. As a result George wound up piloting a Lancia Aurelia B20, Austin-



Healey 100S and a Zagato-bodied 2-litre Maserati coupe.

In 2006, George co-drove and finished in a Triumph Spitfire modified for auto-crossing. Its owner/driver, **Mark Vandecarr**, has substituted a 2-litre Toyota engine and 5-speed box and fitted it with independent rear suspension of his own design.

Another interesting vehicle at Targa NL06:

Geoff Fowlow and **Fay Matthews** XK-140 Drophead Coupe, a veteran of the first event in 2002, this year marked the fourth time that the Newfoundland Motor Carriage Company has competed in Targa. Geoff and Fay



don't have nearly as far to travel as many others, but this year the drama began as they were leaving home. Noises in the rear suspension were traced to a broken shock mount, which they repaired. Later in the event the other rear shock mount failed. Fortunately those were the only two major problems they experienced.

Evan Gamblin



In its 5-year history, Glen and Evan are the first Canadians to win the event overall. They are also part of the first Canadian team to win the national team prize (Churchill Cup), with Scott Giannou/Ray Felice and Jim Kenzie/Brian Bourbonniere.

The Members of the Ottawa Jaguar Club would like to congratulate **Glen Clarke** and **Evan Gamblin** on their well deserved win. We would also like to thank Evan for sharing their exciting story with us.

Ray Newson

Spring Drive 2007

The Spring Drive was held on Sunday, May 20th. Eleven cars rendezvoused at Richmond, before leaving around 10:15 for a



drive to Ashton and Blacks Corners, on good back roads. From there we headed down through a twisting lakeside road through Tennyson and on into Perth for a coffee stop. From Perth it was south towards Rideau Ferry, stopping at a country store before pressing on through more winding back roads, crossing Highway 15 south of Lombardy and on to RR 17, heading south

to Jasper. From there it was a short run to Merrickville and our stop at Gads Hill Place, which was a good and attentive host for an enjoyable lunch. After lunch and a little time to see Merrickville, it was off again, via more back roads, crossing the Rideau at Burrett's Rapids. From there it was on to



Manotick and a stop at Manotick's old mill, by which time it had finally started to rain - the rest of the day being good weather. We left the Mill around 4 to head back to Chez Gravies for some after-drive refreshments and then went on our

various ways. And my "new" '97 VDP was great on its first club outing!!!

Alan Graves



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1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500

OJC Executive

President: Mike O'Brien 613-989-1342
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 613-729-8859 stewart008@sympatico.ca
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 Webmaster: Mike O'Brien 613-989-1342

Club information:

Guy Larabie
 924 North Russell
 Russell, Ontario K4R 1E5
 613-445-2173
 email: guylarabie@igs.net



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