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***The Hazeldean End of Summer  
Cruise "Night" attracted a wide  
variety of British cars.***

*See Page 3.*

***October Jag Night***

***Tuesday, October 13, 6 pm,  
Cheshire Cat Pub***

**Photos:** David Batten, p. 9; Alan Graves, p.  
1, 3; Ray Newson, p. 6, 7, 10; Tom Serio,  
p. 6, 7, 10.

## *Jaguar Jottings*

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# **Club Events**

## **October Jag Night - Tuesday, October 13th, 6 pm**

*LOCATION: Cheshire Cat Pub, Carp*

We plan on visiting Rob Staruch's workshop in Carp to see the ongoing work on Mark Roberts' E-type, an XK150 and other projects. We'll meet at the Cheshire Cat Pub at 6 pm on Tuesday 13 Oct (the Monday preceding is Thanksgiving Day), departing for Rob's at 6:15. Approximately at 7, we'll return to the Cheshire Cat for dinner and/or an ale. Members should advise Mike O'Brien ([webmaster@ottawajaguarclub.com](mailto:webmaster@ottawajaguarclub.com)) if they plan on visiting Rob and if they will stay at the pub afterwards for dinner.

## **Membership Dues**

Dues are \$60. 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, 1372 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

# **6one3 Website**

Good Morning Clubs,

For those that don't know me I am the person responsible along with Wendy Hall for putting together the Calendar of Events and also added the All Clubs listing this year.

I wanted to take a moment of your time to pass on a local website that I feel is an asset to our hobby here in Eastern Ontario. Many of you may already be familiar with the website 6one3 which was formally Ottawa City Nights. My good friend Fabian, the creator, and his crew work extremely hard to bring the events to us by way of their photography skills. They coordinate to attend almost all the Car Shows and Cruise Nights in Ottawa, throughout the Ottawa Valley and beyond. Their dedication to our hobby is something that can be easily viewed on their website.

Please pass this information onto your memberships and please take a moment to view the events they have covered so far this season. I am confident that there isn't a ride they have captured including yours and all free of course for your viewing. Also, don't forget to check out and join the forum on their site.

Fabian is a good friend of mine and I would like to pass on many thanks to him and his crew for capturing the shows for us to enjoy, especially those where someone couldn't be in attendance.

First Class Job and keep up the great job...!!!

[www.6one3.com](http://www.6one3.com)

Kindly,  
Rod

[www.Hwy43CarClub.com](http://www.Hwy43CarClub.com)

# ***Hazeldean Cruise Night - End of Summer Show Spectacular and British Invasion***

Because our regular British Invasion of this show was rained out in August, we arranged for an impromptu British Invasion of the all day end-of-season show on the Sunday of the Labour Day weekend.

We had around 30 British cars turn up and eight of these were Jaguars, some not from the Club. In addition there were a few other British cars scattered through the rest of the show, mainly because they were "camping out" with friends who had non-British cars. I saw Jaguars, MGs, Triumphs, Lotuses, Morris, Rolls, Austin Healey and more.

The non-British cars were very diverse and almost uniformly were prepared to an excellent standard and were very different in nature - all the way from a 1915 Model T to semi-dragsters, modern muscle cars and even military vehicles.

The show really got going around 9:30 am and kept going all the way to 3:45 pm. It featured a BBQ lunch cooked by the Kanata Volunteer Firefighters, an appearance of the CHEO bear (the show was raising money for CHEO) and an end-of-day prize-giving ceremony right in the British sector. The overall event organizers were stellar and really welcomed us. Many thanks, you guys!!

**Alan Graves**





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Perhaps as just revenge for the abysmal summer weather, September rebounded with superb sunshine and five Club activities (which may be a record for one month) to engage the membership. Equally important, the variety of events pretty much covered the spectrum of members' interests, from grease monkeys to show and shiners and just plain cruisers.

On the 2<sup>nd</sup>, eight Jags (+ Bentley) joined a wide cross section of UK and Euro cars for a special Rideau Carleton Raceway Cruise Night. The usual hot rods and American iron added to the super turnout. The variety at these events make them great fun for any car nut...although my ears took some time to recover from the engine runup by a full blown dragster! **Phil Karam's** XK120 was once again recognized with a trophy. The Hazeldean Mall British Invasion finally went ahead on the 6<sup>th</sup> with great success after the rainout in July. **Al Graves** shepherded the Club representation and reports on it elsewhere. 12 Sept., Phil Karam hosted an excellent tech session at his home where he demonstrated restoring leather seats using his recently-acquired Mark 2. Employing several training aids, charts and diagrams and hands-on demos, "The Professor" masterfully led the dozen plus attendees through the process...although several needed to be reminded with a sharp rebuke and a stern look from Phil to "pay attention".

The monthly Monday gathering followed with a return to Liam Maguire's for an ale quality check and a natter about things automotive or otherwise. Finally on the 19<sup>th</sup>, **Lee Harrington** put together an awesome drive and treasure

hunt for the nine participating cars concluding at the idyllic Green Gables Winery in Oxford Mills. Owner John Spencer proved the engaging and generous host with a vineyard tour, a wine tasting and stories of the challenges growing grapes in our balmy climes (e.g. pruning vines in a February snow storm wearing snowmobile suits). His 4,000 vines produce 3,000 bottles of vino of sufficient quality that several cases and numerous bottles left with the departing OJC members.

All in all, a really excellent month for those inclined to participate and worth a major "thank you" to our organizers, "the usual suspects" Al Graves, Phil Karam and Lee Harrington ably assisted by several others.

For October, don't forget the "Tiptoe Through the Tulips" interclub rally on the 4<sup>th</sup> and our regular monthly evening gathering, this month on Tuesday 13 Oct (to avoid the Thanksgiving long weekend) visiting Rob Staruch's shop and the Cheshire Cat Pub in Carp.

With the weeks racing by, it won't be long before our Annual General Meeting in November including election of the executive and officers for next year. I'd ask that you give some thought to sharing your talents and time to help run the Club in 2010. If you're so inclined, please let our VeePee Chuck Robinson know. In any event, please make a point to attend and contribute to this event where we discuss the state of the Club, the past year's activities and future plans. Your input determines the way ahead.

**Cheers and Happy Motoring,**

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# *The Miami Boat Show*

This article is not so much about boats at a boat show but more about the show itself and the effort that goes into getting the boats there and putting it altogether for a short five-day run. Don't expect to find a trolling motor for your fishing boat here. You will see jet skis, speed boats and zodiacs with 200hp motors, but you won't see price tags on any of them - these are toys attached to the real Mega Yachts that this show is all about.

The Miami Boat Show, or more correctly the Miami Yacht and Brokerage Show, is second only to the Ft. Lauderdale Boat Show world-wide for its display and sheer number of Mega Yachts all collected in one place at the same time. More than 500 vessels are all crowded together along a mile-long stretch of the Indian Creek Waterway bordering Collins Avenue in Miami. The logistics of putting this show together is mind boggling, to say nothing of the monetary value of all of these floating palaces all tied up together. High end Mega Yachts as far as the eye could see, rumour had it that the total value was upwards of \$3B US. Who said recession?



*They do squeeze these Yachts in!*

Bonnie and I were fortunate enough to be invited along for a ride by my son Neil who drives these big toys for a living. He was delivering the 108' M/Y *Freedom* from its winter dockage in Ft. Lauderdale to the show. The timing is very critical when delivering these boats as they are docked, depending on size, up to 10 or 15 deep and actually have docks and gangways built around them as they arrive. There are temporary buildings also that are either built in-place or floated in to be occupied by the Brokers and Manufacturers in the midst of the action. All of the spaces are planned months in advance and drawn out on Auto CAD drawings ensuring that every spare inch is utilized and that the boats are packed in as tight as possible. Every boat has a designated spot and a strict time slot that must be met to load (dock) into the show. You cannot arrive early as you will be in the way as they try to load those yachts scheduled ahead of you - arrive late and you will find this already crowded water-way overcrowded with boats being held up by you.

Our time slot is 2 pm and Neil estimates that the trip will take us about 2½ hours. He plans on leaving the dock at Aventura just south of Ft. Lauderdale at 11 am. We meet up with him at his apartment at 8:30 am, we will be riding together as parking is at a premium at both ends. Our first stop is to pick up Shane, a day worker that Neil has hired for the show. Shane is an Australian and we pick him up at the train station. He is an experienced deck hand working his way around the US and has with him all of his worldly possessions, his bike and a very full back pack.

Arriving at the boat, Nate, Neil's first mate and Georgia, the Stewardess are already getting things ready to go. We leave the dock sharp at 11 am, our trip will be on the inter-coastal waterway and involves several bridge openings, a precarious shallow area and some very narrow spots as we approach the boat show location. Our trip is very pleasant and uneventful, just the way it should be, it is very windy though and while waiting for the last bridge opening Neil notes that there are four or five other Hargrave Yachts behind him. Hargrave is the manufacturer of M/Y *Freedom* and will have a total 16 Yachts in the show. At 108' *Freedom* is the second largest of the eight Hargrave boats to be docked today and the last, so he lets the others pass as it will be very tight for manoeuvring in the channel while these boats get docked. Everything is looking good.

(Continued on Page 7)

# *The Miami Boat Show (continued)*

Tilt! A boat from one of the other brokerages is lost and is obviously going to be late. The earlier Hargrave boats are already loaded in nose-to-nose as are the first four Hatteras' entries; *Casa Blanca*, a 92' Hatteras is next and missing. It finally shows up at 4 pm, 2½ hours late. In the mean time, Neil along with three other Hargrave Captains and three more Hatteras Captains were required to hold their positions in a very narrow channel (nowhere to dock or tie off) and in steadily increasing cross winds. One boat was actually pushed aground: "On-A-Roll" quickly became known as "On-The-Rocks", fortunately no damage. All of the boats have their radios tuned to the Show Management channel waiting for direction. This at least keeps us entertained, listening to the banter as the dock crews guide Yachts into their respective slots, line up incoming traffic and direct the building of additional docks and space as areas are closed off.

Shortly after 5 pm we finally get to dock *Freedom*. Being one of the larger boats and the last to squeeze into this dock area, it promised to be one of the most difficult of the day.

Unbeknown to us, on the boat directly ahead of us, the 105' M/Y *Dream*, was a reporter from the "Triton" newspaper, the Miami and area Yachting news. Tom, the Triton reporter wrote; "With even less room to manoeuvre, Capt Neil on *Freedom* had to get all 108' in beside us. With remote control in hand, he pressed *Freedom* into our stern and with a little persuasion at the bow, she slipped right in." They ran a picture of the "persuasion at the bow" as the combined length of *Freedom's* 108' plus the approximate 60' of the boat that she was nose to nose with was longer than the space available, it was expected that the bow of the smaller boat would easily slip under *Freedom's* bow, however, a raised railing around the bow of the smaller boat interfered with that theory. I guess it didn't show up on the CAD drawing, every inch does count.



*Every inch does count. (Photo – Triton News)*



*I lied, there were some trolling motors.*

At about 7pm we called it a day. The Hargrave shuttle bus picked us up and delivered us back to Neil's vehicle. Neil will be back tomorrow, we will be back in a couple of days when the show is actually in progress.

As expected, attendance at the show did appear to be down, after all *Forbes* list of billionaires did shrink from 1,125 last year to 793 at show time. Deals were still being made, however, some show specials advertised as much as \$1M discounts and special financing, just like at a car show. Not all of the boats on show are for sale though, after all, even in this game nobody keeps \$100M inventories. The brokers do arrange with clients to enter their yachts into the show just as we would enter our cars into a car show, an opportunity to show and tell your toys. This also gives the Brokers an opportunity to show many of the models that they have available and custom features that may be had. If you do choose to order a custom boat, however, expect to wait 2 to 3 years for delivery.

When we did visit the show, we were fortunate enough to tour a number of boats inside and out. The opulence is repeated from one boat to the next, extensive use of marble and exotic veneers, most master suites with his & hers bathrooms joined by a common shower or with showers separated only by a glass partition. VIP guest suites with in-room laundry, garages to stow away the tender and toys, even private decks at water level off of the master suites that disappear when travelling.

(Continued on Page 10)

## Marketplace

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**1985 XJS.** Antelope Brown. \$500 or best offer, as is. Runs, but needs new interior and other TLC. Body is good – no winters. Contact Stewart or Paddy Robertson, 613-729-8859, Ottawa. [SOND]



**V-12 Engine Block and Parts from 1985 XJS.** About 100,000 miles wear and tear. Has been dismantled and needs a project-minded person to reassemble. Best offer accepted. Contact Stewart Robertson, 613-729-8859, Ottawa. [SOND]

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## Northeast Regional Director Needed

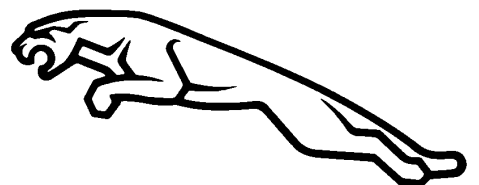
JCNA Northeast Region Club Editors Please put the following in your next available newsletter.

JCNA Northeast Regional Clubs: Each region has two regional directors, one elected on even years and one elected on odd years. Each regional director may only serve three elected terms (6 years). Your current regional directors are Steve Weinstein and Sherman Taffel. Steve's three terms are up in 2010 and your region needs to elect a new regional director. Please discuss this promptly at your next club meeting.

Someone from the northeast region must be interested in becoming your regional director. Duties include attending the AGM in March of each year. This is always fun as it gives you a chance to visit different towns and is kind of a mini-vacation. Then in the fall, usually October, there is a fall board meeting. In the past the board members have traveled to various clubs and attended their concours or other events, making it a fun weekend. This year the board is going to meet using either email or via web cams so there will not be any travel. Either way, for the March AGM and the fall meeting, expenses are on your own. JCNA does not provide any stipend for these events. But it is well worth it to support your region and bring new ideas from your region to the national club.

If you or someone in your club is interested in running for regional director, please contact Brock McPherson, [Bmcperson@Jcna.com](mailto:Bmcperson@Jcna.com), right away as he is the Nominating Committee Chair and the deadline for submission of October 15th.

Steve Kennedy, JCNA President



# ***Editor's Ramblings***

## **BACK UP, BACK UP!**

No, I am not talking cars, I am talking computers. After my recent nightmare of a crashed hard drive and losing hundreds of pictures and data, it has become very obvious that I made a major error in not backing up my system. Take my tip **BACK UP** your info including your e-mail addresses and files. **DO IT NOW!** I had to take my PC to a local computer store. Three days and \$166 still didn't find out what caused the crash. It was, however, coincident with me switching to Bell Mail (for a very brief one day) and then switching back to my original ISP (Ripnet).

If any member has sent me material for October's *Jottings*, please re-send as it would have been lost, too.

Have received a phone call from one of our paying advertisers in *Jaguar Jottings* commenting on the fact that only three of our Club members had purchased goods from him. He is asking "Why do I pay \$50 per year and not receive more business from the OJC?". Perhaps members could be polled as to how many do purchase goods from the advertisers in our *Jottings* and why not.

Had a scare this weekend. The engine quit on the XJS just when I was entering the traffic lights at a very busy road junction. I managed to coast across and to the side of the road out of the traffic without a push. Have any of you tried to steer a XJS without power steering - I thought a tyre had gone flat, it was that hard. The battery on my XJS was completely dead; unknowingly, I had been running on the battery for about a mile. I had put it on charge for about 15 minutes prior to going out (to the local air show). Fortunately a lady motorist stopped (would that have happened in a big city?) within 5 minutes and drove me home to collect a battery out of one of my cars. I hooked it up and returned home in the XJS. This is another one of those warnings - if your dashboard volt meter doesn't show any charging volts, don't drive away. I thought it was the volt meter sticking but the alternator had failed. Since then, it has been OK but I will be removing it for checking as I don't trust it now.

Not my lucky week, was it?

**Frank Basten**

# ***Photos from the Treasure Hunt***

9



## ***The Miami Boat Show (continued)***



*Elegant living*



*The Captain's Office*

Technically these boats are all on the leading edge. *Freedom* for example is equipped with twin CAT C-32 engines producing 1675HP each, Naiad stabilizers and bow thrusters. It is also equipped with twin CAT Diesel Generator sets for AC power, a salt water purification system for unlimited fresh water and a state of the art sewage purification system that returns all sewage back into the ocean pure enough to drink, or so they say. The carpeted engine room is protected by an automatic Halon fire suppression system.

Want to visit the show? Good news is that it is free, free as in you can walk the docks and check out all of the boats, from the outside that is. To get onto any of these yachts and tour their stately interiors and polished engine rooms is by invitation only. Parking could also be a bit of a problem as all on street parking is closed off. Closest parking is at the Fontainebleau Resort directly across the street - show special \$100, no in and out privileges. Other hotels close by are \$55 or if you can get into a municipal lot, their show special rates are \$25 (usually \$10 daily max). Best parking bargains are the churches nearby that pack cars in as tight as the boats at the show, \$20 apiece, but expect a walk.



*Show's over and the boats leave like hockey fans leaving a Sen's game.*

So what did this have to do with cars? Well we did see some *SMART* cars sitting on decks, waiting to be hoisted onto the dock at the next port for a drive into town, oh! what dreams are made of.....

**Ray Newson**

## 2009 OJC Executive

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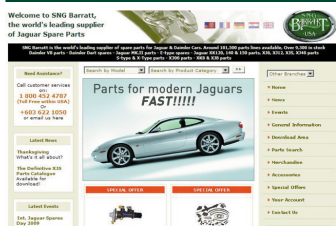
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