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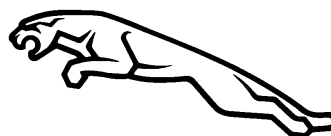


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They don't look their age!

(see article page 7)



Photos: Alan Graves, p. 3, 5; Rob Dunlop,
p. 1, 7; Paddy Robertson, p. 8

Jaguar Jottings

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Club Events

August - September

- ◆ 12 Aug. **OJC Golf Classic. Cancelled**
- ◆ 19-21 Aug. **Prince Edward County Drive & Tour.**
- ◆ 30 Aug. **Euro Invasion at Hazeldean Cruise Night.** 5:30PM start, followed by pub refreshments at Ashton.
- ◆ 12 Sep. **OJC club night** at St. Anthony's. Activity TBA
- ◆ 24 Sep. **Chappell's Challenge Rally**—see details on page 4.

Dues

Dues are \$50. 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.

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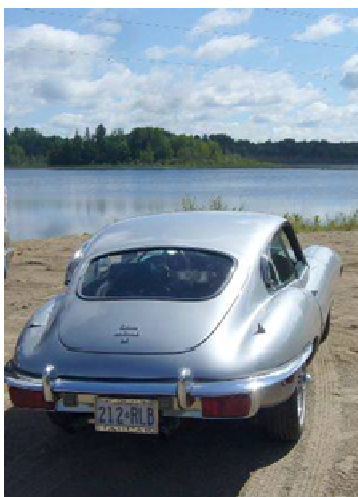
Summer Drive Chutes Coulonge

At 9:20 on Saturday, July 30th, four cars set out from Tim Horton's in north Kanata for a back roads drive to Pembroke. Along the way we were joined by two others, including **Dave Clyne**'s recently restored E-Type. We headed via mainly back roads and secondary highways through Arnprior, to a lakeside stop before heading through Beachberg and on into Pembroke for lunch at Finnigan's.

After lunch, we took Hwy 148 across into Quebec for the 40 minute drive over to the picturesque Chutes Coulonge. We spent a little over an hour at the park, walking the waterfall and chasm trails before heading back to the cars. The return journey was via 148 and 301, crossing into Ontario at Chenault before heading back through Braeside and into Arnprior for a cold Iced Cappuccino at TH's. Two cars departed in Arnprior but the rest of us

headed over to the Cheshire Cat via a really back-roads route, led by Dave Clyne. Five of us stayed for dinner, finishing off a great day out with (for once) perfect weather.

Al Graves



President's Musings

Wow, what a summer!! July was a totally gorgeous month, weather-wise, with lots of club activity under continuous sunshine and blue skies. An ABCD event with nary a drop of rain was definitely a unique occasion! The Summer Drive to Fort Coulonge and an E-Drive were equally blessed. Constant top down driving does have its hazards for those of us "folically-challenged" but, nevertheless, it's a real and rare (no pun intended) treat. Details on these events are elsewhere in the Jottings so I'll focus on what's coming up...

- ◆ 12 Aug. OJC Golf Classic. Cancelled due to lack of interest (..even Tiger couldn't make it...). Lee may try again next spring.
- ◆ 19-21 Aug. Overnighter to Prince Edward County. This is already past booking deadline but for those interested in a worthwhile outing, come join us at The Kingston Boots 'n Bonnets annual event on Sunday, 21 August.
- ◆ 30 Aug. Euro Invasion at the Hazeldean Mall. 5:30PM start, followed by pub refreshments.
- ◆ 12 Sep. OJC club night at St. Anthony's. Activity pending, TBA
- ◆ 24 Sep. "Chappell's Challenge" Interclub driving event. Mike O'Brien is anxious to hear from you if you plan on participating or would like to help with running the event
(webmaster@ottawajaguarclub.com)

Summer is slowly drawing to a close (sigh) and all too soon it'll be time to store away your cherished cat. Don't miss out on the promised great weather for the remainder of our driving season and come join us!

Tech Sessions

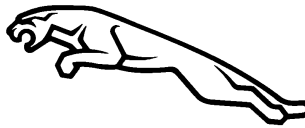
Tech Coordinator Phil Karam is proposing several tech sessions but needs your input as to what you'd like to see and do. Please contact him (karam@rogers.com)

My tech tip

There's one thing that's common to all Jags and that is leather upholstery. Summer is the ideal time to give your leather that necessary annual treatment to keep it supple and clean. For old Jags (like my E-type), I prefer Connolly Hide Food which I slather on the seats, leave overnight to soak in (aided by the summer temps), and buff the next day. Newer Jag leather seems to prefer other treatments such as Leatherique or Zymol. Regardless of the brand, like changing engine oil, this is one activity which pays off in the long run. Leather is expensive to replace and in my opinion never looks as good as the original.

Cheers and Happy Motoring,

Rob Dunlop



Chappell's Challenge Rallye

September 24, Carleton Place

This multi-club "fun" rally (not a hard-core rally) will be run on high quality roads – no off-roading!! The following clubs are participating: MG, Mini, Mercedes Benz, BMW, Triumph and the OJC. To make the rally work we will need several volunteers for marshalling, check point and registration duties, and plenty of participants.

Location: South West of Ottawa starting in Carleton Place, ending in Perth. The start point will include briefings, etc. and the site will offer parking and proximity to bathrooms and breakfast. The duration will be 3 hours +/- 15 minutes (unless you are lost). This is a scavenger hunt/ treasure hunt with questions easily answered by all plus a time-speed-distance (TSD) component for those who wish. Everyone will be expected to complete the treasure hunt portion.

Equipment: strongly recommended - a cell phone. Recommended - a navigator with a good sense of direction and math skills if in the TSD sector, and a stop watch.

Number of participants per car: minimum 2 for safety reasons. Limit is based on the number of seat belts available.

Number of cars for entry: Preferably 30 to 40, but decision will be based on enthusiasm of club members and will be limited to the one-hour dispatch time based on a car every minute.

For more details contact Mike O'Brien at webmaster@ottawajaguar

All British Car Day 2011

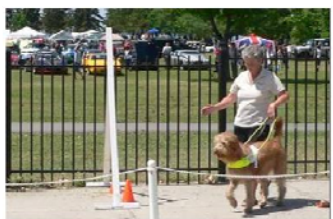
The All British Car Day (ABCD) was held under virtually cloudless skies and a warm 30 degree temperature in beautiful Britannia Park on July 16th. The field was at least half full before 10:00.



The attendance was fantastic, with 196 registered cars – by far the best showing yet – ranging from a 1923 Rolls-Royce to 2011-2012 models shown by sponsoring dealers. There were plenty of Jaguars, along with Triumphs and MGs as well as representation from nearly every British car marque, present and past, including Alvis, Lotus, Marcos, Berkeley, and Wolesey to name but a few.

The Toronto Triumph Club held their Concours in the middle of the show and we had an area – too small as it turned out – for celebrating the E-Type Jaguars 50th Birthday.

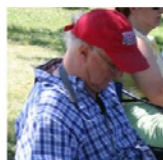
The lunch was provided by the Land Rover Club as usual, but we also had Tim Hortons on site early plus WannaWafel Belgian Waffles.



After lunch, The Canadian Guide Dogs for the Blind charity supported us well with an excellent demonstration of dog behavior at various stages of training – unfortunately this had to be done on the patio and only a few people came to see the show – but they also had folks dropping in to their tent next

to Registration – we thank them for the great effort they made in coming out.

The afternoon was hot and sticky but gave people plenty of time to view the cars, or to sleep off lunch in the shade before the prize draws around 3 pm. Then it was time to head home.



The show wouldn't have been the huge success it was without the efforts of the volunteers from all of the clubs – too numerous to name here. But the OJC volunteers played their part too – thank you to **Mike O'Brien, Chuck Robinson, Craig Turner, Lee Harrington, Sue Graves, Paddy Robertson, Peter Whitworth, Mark and Sarah Roberts, Rob Dunlop, and Karen Graves.**

There are more pictures posted on the web site.



Al Graves

Marketplace

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

1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class"



Championship at last year's JCNA Concours. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000. Frank Basten 613-342-0467, e-mail fbas-ten@ripnet.com. [MJJ]

For Sale: 1953 JAGUAR MARK VII. 56,000 original miles, engine head rebuilt otherwise all original except carpeting and air cleaner. Needs brake master cylinder. Licensed/driven annually up to two years ago. Fully functional. Photo on Outaouais Classic Car Club website (www.avao.ca), under photo albums, first item (members rides), 2008, page 2. Car is in top row right (white Mark VII). Appraised at \$8,500, insured for \$12,500 at time of photo (2008). Contact/offers to JP Sincennes (sincennesj@videotron.ca). [MJJ]

Wanted: Looking to purchase a used Moss type 4 speed with overdrive transmission to fit XK140, should be in working condition. An overdrive transmission out of an XK150 would also fit. Gary Grant, Ottawa. Phone: 613-248-0752. [MJJ]

Jaguar XJS-C 1988. This rare V12 Jaguar Cabriolet XJS-C features an



interchangeable hard 'T' top and a convertible top (not H & E conver-

sion). Only 419 Cabrio's came to the Canada between 1986-88. Black with chrome trim and alloy wheels and black and tan interior. Automatic, with air conditioning, stereo/cassette, leather heated seats, power windows, cruise control, fog lights and good tires. Safety and e-test in 2007 (new coil, distributor, plugs, cables, injectors). Battery in 2008. She's in great shape (for her age) but not been on the road over last couple of years since overseas work kept her in my garage at home. Its last visit to the shop was to Bryan at Madeley Motors in Kingston in 2009 where she passed safety again except for rear brakes which outstripped the "hobby" fund. The half-tonneau and optional rear half hard top (with glass window) are in good shape. Driver/passenger roof panels need some TLC. Asking \$9,500 but willing to consider offers as I have a new project I wish to pursue. Larry Yarema, 613-608-4362. [MJJ]

XJSC Cabriolet. V12 Vanden Plas (gold colored). C/W T roof panels, soft top and hard top all in tan, SS exhaust. Asking \$9,000. Les Horn



[les.horn@gmail.com]. [MJJ]

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.

Coming next month ...

We are working on an article about the 'historical' list of members of the OJC. It's a sad fact that we have lost a lot of members over the twenty-six year history of the club, and some of their names haven't been seen in a long, long time.

If you have input on this subject, or thoughts on articles of interest to the membership—just about any subject will do—please let us know. Contact Frank Basten (details on page 11).

Thanks!



*Hugh Siddons at Stowe: 2003
Photo by Stewart Robertson*



*Club line-up at Merrickville: 2004
Photo by Stewart Robertson*



*Tailgating at Hudson: 2006
Ray, Frank, Guy, Dave
Photo by Paddy Robertson*

E-Drive



E-Drivers Nell Hobbs, Helen and Dave Clyne, Jean Dunlop, Guy and Christine Goodman



Once again, **Don and Nell Hobbs** put together one of their patented E-Drives, inviting other E-type owners to join them for some back road cruising on Sunday, 24 July.

Four E-types assembled in Carleton Place (**Don and Nell, Dave and Helen Clyne, Guy and Christine Goodman, Rob and Jean Dunlop**) before heading off on a “vigourous” follow-the-leader drive behind Don’s beige roadster through the Lanark Highlands and southward. Dave Clyne’s coupe (the solo hardtop in the group) was experiencing its first serious run since a complete restoration. I followed Dave and Helen much of the way and I can report that little of significance actually departed his car!

The route was outstanding with lots of twists and turns, up hill and down dale and very little in the way of traffic. Upon arrival at the Smugglers Inn in Gananoque for lunch, the mile-wide grins on drivers and co-drivers pretty much told the story. It was Dave’s first “real” drive with his car and he was particularly thrilled with it all. An equally fun run back to Merrickville for a welcomed pub stop ended a truly great day.

Many thanks to Don and Nell for their excellent stewardship and company. It’s days like this that remind us all why we’re all mad keen about Jags!

Rob Dunlop

Hazeldean Cruise Night: Show & Dine

Tuesday, August 30, 2011: It’s British Invasion” time at the Hazeldean Cruise Night, followed by a gathering at the Old Mill at Ashton (which now brews its own beer).

The Hazeldean Cruise Night organizers have again agreed to extend their hospitality to us and to provide space for our “Invasion.” They have had many inquiries as to when we are coming and are looking forward to our participation.

You (and the members of all other British Car Clubs in Ottawa) are invited to come and join us in the “British Invasion” zone any time after 5:30, at the Hazeldean Shopping Centre on Eagleson Road, just south of Robertson Road/Hazeldean Road, and about 2 km. south of the 417 exit onto Eagleson/March Road. We will leave around 7:15 for the drive to Ashton, arriving around 7:45.



In four of the last five years, we have had a great turnout—up to 55 cars. Rain date will be a week later.

Alan F Graves, Event Coordinator, OJC

Jaguars on The Island



During a recent visit to Victoria, I took a brief tour of the Jaguar Car Club of Victoria's Concours d'Elegance on Saturday, July 30. We'd been invited to attend by Gregory Andrachuk (chief judge), and he'd assured us it was worth seeing. What a show! It's too bad Stewart couldn't be there. They had 157 Jags (and a Daimler) on the field; 53 were judged. The cars came from the Island, Vancouver, Washington and Oregon and even further afield. There were many, many E-types, lots of 1950's XKs, and even a couple of impressive SS100 replicas.

I arrived a little late in the day, so there were a lot of gaps in the field because a number of cars had left already. The setup was familiar, but much larger than our own. I could see the organizers under a tent doing the scoring, and knew better than to interrupt them just to say hello.

The Concours is part of the Club's annual JOTI event, which started on July 27th with a drive up to Tofino and Ucluelet (Pacific Rim National Park), and concluded on the 31st with a Slalom.

The Concours itself was held at Windsor Park, a cricket field behind the Tweed Curtain in Oak Bay. The day was sunny and very warm (for Victoria), but the park is only a short block from the ocean so there was a welcome breeze.

On a personal note...I once lived across the street from the park. I was 2-3 years old at the time, but still remember it. My brother used to pester the cricket teams!

www.jaguarclubofvictoria.wildapricot.org.



Paddy Robertson



An old boyfriend had a Jag this shape and colour (I didn't know the difference, then). I wonder...



The Victoria team hard at work ... they didn't need any help.



A spectacular example — and a mere \$125K



Paddy and her sister Moira at the Windsor Road house. c. 19XX. Ah, memories!



One of two SS100 Replicas. Very fine indeed!



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Editor's Ramblings

Finally finished the replacement of the front and rear brake discs and calipers on my 89 XJS. The front brakes were straightforward; however, the rear were a different story and, as I mentioned in last month's Jottings, were not for the faint of heart.

Once the complete rear cage unit was removed, it was straightforward, but the exhaust pipes refused to be separated from the mufflers and this made it difficult to manhandle. With the help of a friend, we maneuvered the complete cage and exhaust system onto a pair of stands and the work began. To cut a long story short, once the new discs and calipers were installed, the next hurdle was to set the

wheel camber. There are shims of different thickness front and back of the brake discs which are there to establish the camber for the wheels. "Make note of thicknesses and replace same when replacing discs," the instructions say. Not so. I set up a rig to check this statement and found the camber way out (I believe I mixed up the various shims also). I had to make several new shims to obtain correct camber (try and purchase them). I will not bore you with the long process of establishing a camber check set-up; suffice to say there is a short cut. Should any one decide to carry out this disc & caliper replacement, I will be pleased to assist with more info. My local "BRIT CAR REPAIR" shop stated that it is a pig of a job to replace the discs & calipers in situ and I believe it. I have a series of pictures if anybody

wishes to see what is involved.

I was missing a Hub Cap off my 86XJ12-VDP with Kent wheels, I believe it was stolen or came off somehow, just prior to our Concours. Anyway, couldn't get one in time for the show. Subsequently, I ordered one from SNG Barratt and received Four! I will be replacing all of mine with the new ones, and therefore have a couple of spares in good condition for sale. I will keep one back just in case.

Guy Goodman, sent in an article on some interesting future driving Technology. <http://profeng.com/features/take-your-eyes-off-the-road> comes from the latest Inst of Mech Eng (PE) Magazine and describes a very futuristic technology. Worth looking at.

Frank Basten, Editor



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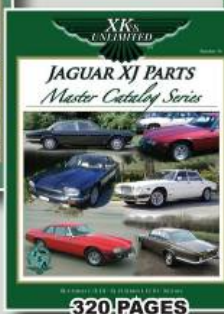
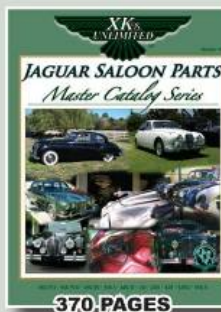
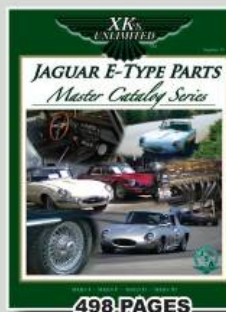
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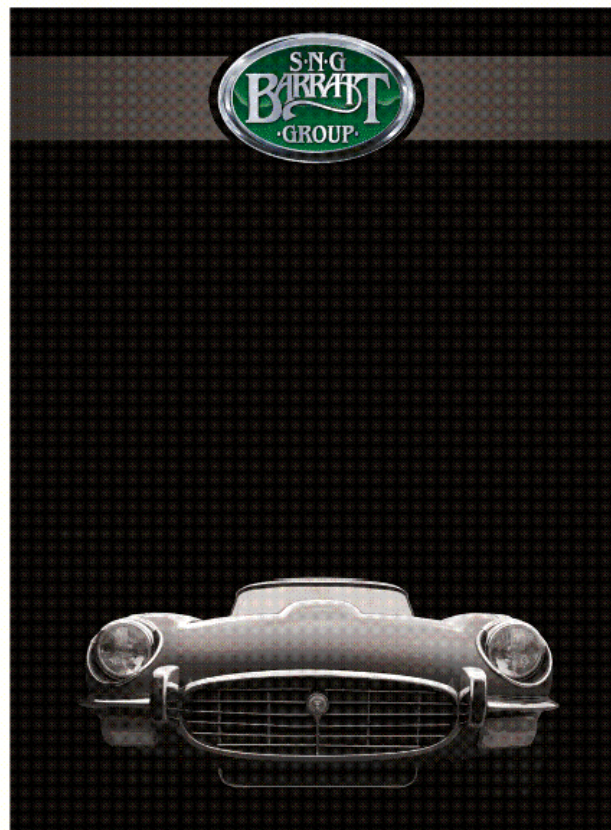
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