

# Jaguar Jottings

MARCH 2012

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Ottawa  
1986  Club

## 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 20<sup>th</sup> of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at [www.ottawajaguarclub.com](http://www.ottawajaguarclub.com).

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## Membership Dues

Dues are \$50. Our excellent benefits plan includes membership in OJC as well as the Jaguar Club of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque for \$50.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director Karen Wilson. Please do not mail cash.

Karen Wilson  
777 Otty Lake Side Road, RR3  
Perth, Ontario  
nada. K7H 3C5

## Events This Month

12th—Talk on Jaguar Parts and Service Sources—St Anthony's

## Photo Credits

Front cover— XK-RS Convertible in Finland — **Jaguar Cars Ltd.**

The Rise of the Phoenix : Part II — **Mike O'Brien**

Looking Back : Part II — **Paddy & Stewart Robertson**

## In This Issue

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# President's Musings

While anxiously awaiting the weather to once again release our cats into the sunshine, your executive has been grinding away on numerous administrative issues.....

## **Constitution Amendment**

Many thanks to the members who responded (50% of the membership) to our proposal to reinstate Life members into our Constitution. It passed virtually unanimously and clears the way for us to recognize in an appropriate way those special members who have played a significant role in the success of OJC. Recommendations for Life membership can come from any member and require 2/3rds membership approval.

## **JCNA AGM—Dues increase.**

The AGM this month has a couple of issues of particular interest and relevance to OJC. The key issue is an expected motion to raise the dues to belong to JCNA by \$8 per member (Your OJC membership of \$50 currently includes \$22 which goes to JCNA for the Jag Journal and other benefits) The increase would raise the JCNA portion to \$30. Your executive intends to express concern that the dues increase is recommended without exploring fiscal savings and efficiency. The message will be passed by our club delegates, Lee Harrington and John Smiley.

## **JCNA AGM—Concours judging**

Secondly, JCNA will require qualification from more judges in order to take part in sanctioned concours evaluation. Currently, at least one judge on each Champion and Driven judging team needs to be qualified. Beginning this year, two qualified judges per team will be required for Champion class, then beginning in 2013 all Champion judges require current qualification.

The objective here is to tighten up the judging standards, which isn't a bad thing. The challenge for us and other clubs will be getting the volunteers to undergo the training (no big deal, by the way) or risk losing the JCNA sanction for the event. Details for both are available on the JCNA website: ([www.jcna.com](http://www.jcna.com))

## **Darts 'n Pizza**

A dozen guys and gals assembled at St Anthony's for the annual arrow throwing contest. Random mixed teams vied for the title with relatively few darts ending up outside the designated area and no reported injuries. Munching on fresh pizza washed down with ale and wine, the participants demonstrated amazing skill (this scribe excluded) before Guy Goodman and Jill Clarke emerged undefeated and overall winners. Thanks Guy for putting together the round robin table.

## **Sourcing Jag Parts**

A time get together on the 12th for those needing parts to get their beasts ready for the coming season. Mike O'Brien has volunteered to share his parts sources and experiences including cross-border shopping. Others are welcomed to come along and add to the discussion. He'll also delve into the mysteries of bringing US cars home...legally.

Finally, don't forget to mark your calendar for the **Club Spring Dinner, Saturday, 14 April**, at Robbie's Italian Restaurant. With luck (...okay, a lot of luck....) there'll be a few Jags in the parking lot.

Cheers,

Happy and Safe Motoring

**Rob Dunlop**

## **Members' Corner**

As this a new feature of the Jottings, we'll be catching up on new members who came aboard at the end of last year as well as introducing the latest OJC joiners

### **Stan & Vivian Grabstas**

Ottawa residents, joined Nov 2011, proud owners of an 1997 XK8 convertible

### **Mike & Joan Lemieux**

From Cornwall, joined 2011, drive a 1988 XJ Series III Vanden Plas

### **Marie Paule**

From the Ottawa area, joined in Jan 2012, first time Jaguar owner with a 1989 XJS convertible

### **Gary Shaw**

From Thornbury, ON, joined Feb 2012, and drives a red 1988 XJS. Gary's car was apparently owned previously by a Dr. Mantse of Ottawa. Gary's interested in technical events and car shows.

## ***The Rise of the Phoenix : Part II***

The Series 3 Jaguar Vandenplas known as the "Black Cherry" or #31 of the last hundred Series V12s has made some progress. On Sunday the 12th of February a crew from the Ottawa Jaguar Club descended on the car and over a period of 8 hours put the engine back in the car. (Vikram Ambrose and Dave Batten beginning the assessment).



The engine came out easily because the cross member and the steering rack had been removed. Not true of going back in. It was a slow and methodical process, with much discussion, sometimes with all six workers talking at the same time.



This photo shows part of Bob Hiland searching for the nuts on the engine mounts. He finally found them and secured the engine. There is very little room to move down the sides of, or underneath, this huge engine.

The engine was stuck because the oil pan would not cross the cross member and steering rack, so with the enthusiasm of someone who had just entered the fray, Dave and Bob took off the oil pan and the baffle inside it



and in it went. They all (including Phil Karam and Merv Clarke) had started at 1 PM and this point was reached at about 6 PM when all but one helper bailed to get home for dinner and other planned events. Their service was much appreciated.

sion was still dangling at the back. Vikram, bless his socks, stayed and connected the drive shaft, and installed the transmission's support bracket and the "crash bracket". That ended with supper for him and me at my place about 8:30 PM. It was a long but successful day.



The engine was in but the transmis-

This weekend (19/20 February), Bob Higgs came up from Toronto and we moved on with the detailed connections. Despite all the good intentions, not all bolts, nuts and clips were in labeled plastic bags and the wires that had been connected to the new fender were not always in the right place. Often it was one step forward and one step back.

The exhaust and all the heat shields are back in place. The majority of water and electrical connections have been made on the top and back of the engine. The next phase requires the sorting out of all the electrical harnesses at the front of the engine and the installation of the rad and oil coolers etc. That is next week and is PART 3 in March.

**Mike O'Brien**

# Ethanol Gasoline

Over the past 15 years, I have been using ethanol gasoline in all of my cars, boats, lawnmowers, snow blowers etc... I did this not necessarily because I thought it was the thing to do, but rather because MacEwen Gas was offering it as a midtest 89 octane rating for the same price as low test 87 octane rating.

Although most of my cars called for Hi-test, I found that my Volvo S80s and my later model Jaguars, operated sufficiently well with mid-test. And on occasion I would treat them to a taste of Sunoco 94. Upon my emission checks for the Volvos and late model Jaguars, the cars always came out 'squeaky clean'. It was not uncommon to receive 'zero' in all segments of the emission test. Thus I concluded that it must be because of the clean ethanol fuel. That was then. Now is now!

A few months ago, while trying to start my snow blower in preparation for winter use, I struggled with trying to start it. When storing it, I normally turn off the gas line and let it run using the gas left in the carburetor. However on this occasion the gasoline was sitting in the tank all summer. It was not until I changed the gasoline in the tank, that the snow blower started (on the first pull). In mulling that experience over, I thought back to 3 lawnmowers, 2 hedge trimmers, 2 chainsaws, 2 leaf blowers, and 2 weed-eaters that never gave me starting problems in the new season. But they are small and it was quite easy to use-up or dump-out the gas from the tanks.

When I think of my outboard motors, over the last few years they have been giving me more starting problems than I wish to remember. Is it because I am using them less and less, and the gas is never fresh?

Ethanol has an attraction to moisture. Not only is the gasoline degrading its

octane level over time, it is also collecting an undue amount of water. While we were at Rob Staruck's a couple of months ago, he made some interesting comments about ethanol gasoline, and its degradation to rubber products, carburetor fuel bowls, and firepower. He also recommended a gas stabilizer made by Lucas. Since most of my "collector cars" get treated to Sunoco 94 or high test anyways, I have not experienced any detrimental effects.

Automobiles produced after ethanol came into existence will and should operate cleanly and efficiently. Older cars with rubber components in their carburetors, fuel pumps and hoses will find the rubber degrading and failing. Perhaps this was the cause of the failed rubber in the fuel rails of early EFI Jaguar V12's that often resulted in engine fires. When ethanol was introduced, car manufacturers adopted newer rubber/synthetic parts to withstand the degradation caused by the ethanol fuel.

Now on my search for ethanol free fuel, I decided to ask the 4 main gasoline suppliers to comment on the ethanol content in their different grades. Their responses are as follows:

| Brand\Grade | 87  | 89  | 91  | 94  |
|-------------|-----|-----|-----|-----|
| Shell       | 10% | 5%  | 0%  | N/A |
| Esso        | 10% | 5%  | 0%  | N/A |
| Ultramar    | 10% | 5%  | 0%  | N/A |
| PetroCan    | 10% | 5%  | 0%  | N/A |
| Sunoco      | 10% | 10% | 10% | 10% |

So, what have I learned from all this?

My classic cars and 2stroke/4stroke motors will only be getting 91 octane gasoline, as for now, it is ethanol free. Whatever gasoline that is left in the tanks during storage will be



removed and burned/drunk by my Jag truck. Next question: from whom will I buy it from? Using [ottawagasprices.com](http://ottawagasprices.com), I can find gas prices in the region for both hi-test and low-test. Although brands struggle for market share by displaying the low-test price on their signage, the price difference for hi-test differs considerably. Now we should all know that Costco has the lowest price for low-test 87. They also have the lowest spread for hi test 91, at +6 cents over low-test. Ultramar has the next best, at +10c. However on Thursday they offer 3 cents discount off hi-test, so the spread is only 7c. Shell delta was 15c, Esso delta was 17c, PetroCanada was 17c and their 94 at 20c extra.

As for Canadian tire, Drummond's, Mr Gas, Pioneer, MacEwen... who knows what the ethanol mix is, however I presume that it is the same 10%, 5%, 0%, mix.

Final conclusion.....Costco Hi-test, and if you are not a member, Ultramar Hi test on Thursdays.

Technically yours,

**Phillip**

# *Participating in Concours d'Elegance*

I got involved in Concours d'Elegance back in 1999. The very first concours I entered, I vowed was going to be my last. What I considered to be my beautiful Jag got absolutely slaughtered by the judges and I was not a very happy camper. Why waste my time with all this garbage? Why spend a day cleaning the car just to be told by a bunch of so-called experts that my car was a piece of junk; who needs that? Well fortunately I had a few friends who took the time to show me where I went wrong.

The first thing they explained to me was that a Concours d'Elegance was never a competition of car against car or competitor against competitor. They explained that it was an activity to encourage Jaguar owners to preserve and maintain their Jaguars to a very high degree whilst keeping them as original as possible. In a Concours d'Elegance, the present condition of the car is judged against a standard that is set to reflect the exact condition the car was in when it left the production line.

Therefore if parts had been changed or added that did not match what the factory supplied, or it had aftermarket items added or repairs that had been undertaken that also did not meet original factory standards, the changes would all receive deductions. Body damage, stone chips or faded chrome work would all be subject to similar deductions.

After looking at my score sheets from that first 1999 Concours with a renewed understanding, my immediate reaction was that I could never afford to have all the listed items fixed; they would cost me too much money. Way more than I could afford anyway. However I soon found that there were benefits in belonging to a Jag

club full of like minded enthusiasts. I learned I could trade with other Jag owners for the parts, information and knowhow to fix and prepare the parts myself. I am not particularly talented but I am at least eager to learn.

I began talking to other more experienced enthusiasts and experimenting with scrap parts I had lying around and those I acquired from the scrap yard for this exact purpose. I learned and developed new skills that I never thought I had or was capable of. The bonus was that I got to enjoy my Jaguar ownership even more and it turned out to be no where near as expensive as I first thought it would. The personal satisfaction I got from doing it all myself was absolutely priceless. I now drive a Jaguar that I can really be proud of and one that garners lots of attention.

My advice to anybody that has aspiration of participating in Concour d'Elegance is to attend Jaguar club meetings, get to meet the members and discuss your intentions. You will be amazed at how helpful the members will be to you to make sure that you

enter your car into the most suitable class and if you are so inclined, how to prepare your car and/or fix it. This all adds up to getting the most out of your participation and reduces the risk of going home afterwards regretting that you ever entered.

For my second try at Concours events I had purchased a Canadian Limited edition V-12 VDP for \$3,600. It was #39 of the last 100 VDPs built, all of which came to Canada. It was in really, really poor condition when I took delivery of it and it needed a lot of work. Seats leathers were really bad, glass was scratched by a doggy passenger with sharp claws, the head liner was drooping, carpets were destroyed and the paintwork was dull and badly damaged. In addition the engine compartment was an absolute disaster. The mechanicals supposedly had been looked after by an authorised Jaguar dealership. However I think they must have had the janitor working on this car as nothing really had been done properly. It took lots of sorting out.

I did have a lot of parts available to



me that I had purchased very cheaply from vendors I had met at various Jaguar and all-British car shows. Armed with lots of phone numbers I got to work, on the car. I used all the words of wisdom I had received from other club members in the past and with the exception of the engine bay, I managed to have this car sorted out for the beginning of the 2002 Concours season. I had invested hundreds of hours of "pleasurable" labour into this car; I also put a total of \$694 worth of parts into it.

During 2002 I sparingly showed this car and I used the judging sheets as blue prints for locating the cosmetic faults that still existed in this car. I focused all my attention on these items making sure I fixed each one correctly.

In 2003, the first full year I commenced to show this car, it became runner up in the Driven Division of the JCNA National Championship with an overall average score of 9.98. I was absolutely thrilled with gaining second place with what two years previous was little more than just a parts car. (Worth noting that I did not have this car resprayed either, with advice and guidance from others more knowledgeable than myself, I fixed what I had).

During the 2004 season, the previous owner of the car approached me and expressed a strong desire to purchase the it back from me. We finally settled on a price of \$41,000. I finished the Concours year out with this car and this time it scored third in the JCNA national championship driven class but with improved average score of 9.99. It might not seem much of an improvement but when you get into these higher scores they get harder and harder to earn.

The reason I mention this is to point out that if you do all the work yourself and keep careful control over the amount you spend, without spending a king's ransom, you can vastly improve your car knowing that you are not throwing money away. It will

repay itself by being a safer, more reliable car to drive, be a joy to own while greatly enhancing the resale value. All it takes is the time to get to know your fellow club members and the individual skills and knowledge they possess and learn from them.

Concours is a time to get together with fellow enthusiasts, talk cars, compare your work and learn what next you need to work on. Remember, the self satisfaction of knowing what you have managed to accomplish as a result of your own efforts is absolutely priceless.

**Bob Higgs**



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## Bits and Bobs

### All British Darts Day

This year again all the British Car Clubs met at the Royal Canadian Legion for the All British Darts day sponsored by the Ottawa Valley Triumph Club. The Ottawa Jaguar Club was represented by three members and two interlopers. Teams were Steve Fox and Tony Jefferies (interloper #1-pay your dues Tony) and Mike O'Brien and Lee Harrington and finally an attendee at many functions but as yet Jaguar-less Phil Bury who having come late was seconded to the MG Club as a filler.

There were teams from OJC, the Triumph Club and The Ottawa MG Club, about 26 people all together.

After a well documented round robin there was a play off round. Lee and Mike did well but didn't make into the finals. Steve and Tony won every match in the Round Robins but were defeated by expert darts personship (new politically correct term) from the Triumph Club. It was great fun and good camaraderie amongst the Clubs.

**Mike O'Brien**

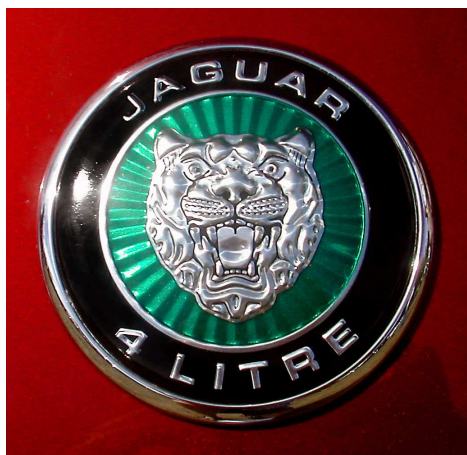
### WANTED: OJC NEWSLETTER EDITOR

With the retirement of our long-serving Jaguar Jottings editor, Frank Basten in January, search for his replacement continues without success. The chief responsibility is to assemble material for the publisher (Vikram Ambrose) to artfully craft into our monthly newsletter. If this is of interest or you'd like to know more, please contact me at your earliest convenience.  
([president@ottawajaguarclub.com](mailto:president@ottawajaguarclub.com))

### Jaguar Pale Ale

Jaguar Cars Ltd. announced today the launch of a new beverage—Jaguar Pale Ale, available at all Jaguar dealers with the purchase of a new XJ Supercharged. Just kidding! I almost got you there, didn't I?

*Cerveceria Hacienda* - a new boutique brewery operating out of a converted estate in the Pachuca Mexico countryside with a cool new beer called *Jaguar Pale Ale*.



Although quite a bit different, the logo made me think of the "Growler".

The "growler" was used on many early Jags as well as recently on all the new cars as well.

**Vikram Ambrose**





**OJC Annual Spring Dinner**  
Saturday, April 14, 6:00 pm

Robbie's Italian Restaurant  
1531 St. Laurent Blvd, Ottawa

Contact Paddy Robertson to reserve  
Guests are very welcome!

613-253-6266  
[paddy.roberston@yahoo.ca](mailto:paddy.roberston@yahoo.ca)



Mike O'Brien

# JAGUAR

## MAINTENANCE MADNESS

12 March 2012

St Anthony's Community Centre



Join Mike O'Brien for a discussion on sourcing cars and car parts internationally. Bring along your sources and experiences.

# Looking Back : Part II

*Paddy and Stewart explore the early years of the club*

As the OJC is about to host our 25th Concours, we thought it would be fun to look back on a quarter century of Concours memories.

**1988 - RC Centre.** The Club's first **Concours d'Elegance** was held on September 10, 1988 at the RA Centre. With Dave Boon as chairman and Ron Foster as chief judge they ran this event as a training exercise in preparation for the first JCNA-sanctioned event scheduled for 1989. Only OJOA members from the Toronto area were invited to join the Ottawa members. The budget was \$758, primarily for dash plaques and trophies.

Twenty-six cars, mostly E-types, were entered covering twelve of fifteen JCNA classes - an excellent turnout for a first time event! A banquet followed in the Rendezvous Room with 36 attending. Awards were presented, speeches made, and the evening ended with music, dancing and socializing.

The scores? They certainly weren't as high as we see them today, with several in the 70's. Top score went to Merv Clarke with a score of 99.2, presumably for his XJ6 although it's not specified in the report. The Club set the bar quite high for the following years' events.

**1989 - Talisman Motor Inn.** The 1989 Concours, the first JCNA-sanctioned event, was held at the Talisman Motor Inn on Carling Avenue on September 23<sup>rd</sup>. Entrants from Buffalo, JANE and the JC of Southern New England enjoyed a dry but windy and cold day. Twenty-six Jaguars from a Mk V to a 1986 XJ6 were judged. The Acting British High Commissioner attended the evening banquet, along with Jaguar of Ottawa president Tom Byers. Best in show: you guessed it, Merv's XJ6 with 99.7.

**1990 to 1998 - Andrew Haydon Park.** For the next nine years the club held the Concours at Andrew Haydon Park in Nepean.

Our 1992 Concours began on Friday evening with a meet and greet for out of town guests in a hospitality room at the Baron's Hotel. We had lots of potato chips and beer. It rained the next morning and we expected to be washed out, but fortunately it cleared up. In the evening we had fifty members at a formal dinner and trophy presentation at Baron's Motel.

There were fewer people at the meet and greet in 1993, but the following day we had more cars registered than the previous year. A special guest was the High Commissioner from Belize. We had forty-six members for dinner and enjoyed an entertaining speech by guest Gary Magwood.

In 1994 followed the same format but we endured a burning sun. John Arnone from Jaguar Canada joined us at dinner to present an award for the most beautiful Jaguar.

Only one guest came to our meet and greet in 1995, so we decided not to rent a room again. The day of the Concours was warm and sunny, with registration down a bit. Phil Karam BBQ'd sausages and that proved to be very popular. After dinner and awards we had a slide show.

1996 found us once again at the Baron's Motel for our meet and greet, but this time we just met in the bar. The Concours didn't begin well in heavy rain. At 1200, during the judges briefing, it became a down-pour and we were ready to cancel. Even as we spoke the rain let up a bit, so we went ahead - making allowances for water marks. The British High Commissioner Sir Anthony Goodenough, selected and

made the Drop Dead Gorgeous award. We dispensed with the formal dinner and had a BBQ dinner catered by Lone Star on-site.

In 1997 we decided to make the meet and greet more of an event. With Barb Woods' inspired leadership, we had a successful evening with over fifty people. By noon the next day we had fifty-two cars registered. Sir Anthony participated again, we had a roving quartet for music, and once again the Lone Star catered dinner.

For a reason known only to bureaucrats, the City of Ottawa decided we couldn't use Andrew Haydon Park again, so in 1998 we moved to the Aviation Museum in Rockcliffe. We woke up on Saturday, 12 June to heavy rain and a thunder storm. Fortunately Michael Bell (Jaguar Ottawa) had set up a large tent for our use and we had two of our own. The rain slowly let up and we had between 35 and 40 cars. After Sir Anthony made his presentation and the awards we crowded under the tents for our dinner.

The Hershenhorns deserve special mention. For many years they entered their absolutely gorgeous, red and fully restored XK150, each year getting a higher score. When they finally achieved 100 points in 1998 they declared that they wouldn't be back, but to thank the OJC they generously donated the Best in Show trophy that we still present today.

**1999 - Aberdeen Pavilion.** 1999 was an exciting year. Michael Bell and Jaguar Ottawa invited us to hold our Concours in conjunction with the unveiling of the new Jaguar S-Type on Sunday, June 6<sup>th</sup> at the Aberdeen Pavilion at Lansdowne Park. It was a flashy event with a jazz band outside, the Governor General's Foot Guards band inside, pipers, free food

1999: Jack Buchanan's cat led the line up at the Aberdeen Pavilion. In the far left background – one of the British Guests in Club Class



prepared by Dave Smith and a large crowd. Chief Judge Harry Brownell directed the judging despite the challenges of dealership organized events and hordes of people around the cars. Forty-two Jaguars from the Club participated. The Hershenhorns presented their Best in Show trophy for the first time to Merv Clarke and his beautiful, 100.0 point 1986 XJ6. This was the only year the Concours was held on a Sunday.



1999: Chuck Cowie and Dave Boone



1999: Judges Roger Gough, Alistair Allen and Hugh Siddons

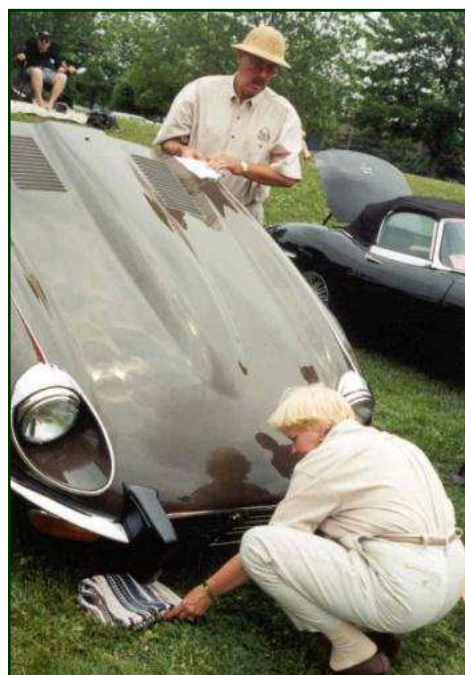
**2000 to 2005 - Canada Museum of Science and Technology:** Our first Concours of the new millennia was held at the Museum of Science and Technology. The evening before, Barb Woods organized our meet and greet at the Chimo Inn, with forty guests attending.

Despite the cold and threatening skies we had a good turn out with 47 cars, 48 counting the Museum's Rolls Royce! The museum provided exemplary

support to Concours Chair Bob Hiland. We had cold cuts and salad for dinner under a large tent set up by the museum.



2000: President Wendy Vander-Meulen presents Phil Karam with the first of many awards



2001: Mitch and Pat Mitchell - TLC for a 100-pointer

In 2001 we held our reception at Capone's, another successful event organized by Barb Woods. The next day at the Museum the weather began well, but then the sky began to grow darker and darker. Suddenly a torrential rain broke out with high winds, and Sir Anthony found himself packed tightly with fifty new found

friends under the shelter of a small tent. The rain let up, and then began again, more intensely than before with thunder and lightening. We skipped the last of the presentations.



2001: The Hagopians' head-turning E-Type



2001: Dave Boone was awarded the Distinctly British prize by the British Deputy High Commissioner



2001: Classy Gents! Chief Judge Harry Brownell in discussions with Herb Woods

Barb Woods, once again, was at the top of her form organizing lots of food and entertainment at Capone's meet and greet in 2002. Unfortunately, the next morning we woke up to a non-stop, torrential downpour. It looked as though we would be washed out for sure, but we hit the wet jackpot! Concours Chair Frank Basten and the crew from the Canada Museum of Science and Technology were on the ball! They moved our Concours inside the museum, fitting a dozen cars nose-to-nose between huge locomotives and clearing another area where we squeezed (literally) another eighteen Jags. The Concours went ahead! With cars parked on plastic drop sheets the mop-up began with extra time for the clean-up. Judging was a challenge, with flashlights put to use in the dim lighting. Sir Anthony joined us as usual.



2002: The Robertson's XJ6C peers through the gloom in the Museum



2002: Judge Bob Hiland uses a flashlight to check out the boot



2002: The damp Cats that didn't make it inside



2002: Paul Davis's XJ6 – a pretty shade of blue in any light (Photo Y. Robin)

In 2003 we moved our reception back to the Chimo Hotel. Again we had lots of guests, food and entertainment. The next day we had sun for the first time in years and with fifty-five cars registered. After folding our tents the die-hards met at Kelsey's for dinner.

Wendy VanderMeulen organized a rousing meet and greet at the Southway Inn in 2004. We had the largest turn-out ever with over seventy guests. We hosted the JONAT (Jaguar Owners North American Tour) drivers from as far away as Vancouver, who also participated in the Concours the following day. We had good weather and a good turnout. At the end of the day we went back to Kelsey's.



2004: Sheila Chappell's "William" Morris was a hit. (Photo P Robertson)



2004: Peter Whitworth's dog, Vodka, had Champagne taste!



2004: Grant & Tanya Edwards had time, along with their Concours Co-Chair duties, to tiddly up their E

Wendy VanderMeulen organized another successful meet and greet in 2005, this time back at the Chimo Inn. We had about the same turn-out as the previous year. On Saturday the weather held out long enough for the judging to finish.



2005: It rained, again! Ken Fewkes' and Phil Karam's elegant saloons share the cloudburst



2005: The Judges hold a noon-time meeting

### 2006 to 2009 - Rockcliffe Flying Club Years

In 2006 we held our Concours at the Rockcliffe Flying Club. We were back at the Chimo Inn for our reception but

only about thirty people participated. The upside was lots of food and door prizes for everyone.

At about 11:00 pm on Friday evening John Scopis, who was driving his E-Type from Toronto, phoned to say that he had broken down just before arriving at his hotel. His clutch had failed, and Mark Roberts swung into action with an OJC repair team. They had him up and running for the Concours the next morning.

Michael Potter and Vintage Wings supplied a 1930's Beech Staggerwing on static display (perfect for photo ops), and a P-51 Mustang did a brief air display during the afternoon. It was an exciting day with perfect weather, 51 cars, and a smooth operation!

We had excellent weather again in 2007, and a vintage RCAF Chipmunk available for rides. There were 47 cars on display but only seven in Champion class, so judging was over quickly. Awards were finished by 1600.

Our run of good weather continued in 2008.



2006: A Pitts Special does a smokey fly-past. No this was NOT an (official) air show! (Photo A. Graves)

Jaguars with Wings! This was the first of three years at the Rockcliffe Flying Club, as evidenced by our special guests.



2006: Pete Whitworth's antique Aeronca was also on display (Photo A. Graves)



2006: The Brilliant Red Beech Staggerwing on static display (Photo A. Graves)



2006: Vintage Wings' P51 Mustang dropped by. Photo A. Graves)



2006: The Supervisors: Marc Chappell, Mike O'Brien, Rob Dunlop



2007: The cats had to share ...an aerial photograph of cats and birds at the Rockcliffe Flying Club. (Photo A Graves)



2007: The special guest: a 1954 Harvard from Vintage Wings (Photo M O'Brien)



2007: Yes, there were Jags, too, especially in Club Class (Photo M O'Brien)



2007: Phil Karam's X200 was a particular favourite of the British High Commission's representative (Photo A. Graves)

## 2010: Gatineau Airport

In 2010 at the Gatineau airport, the day began overcast, rainy and cold. Fortunately by noon it was clearing up. Vintage Wings put on a flying display with a Harvard and provided tours of their amazing facility. Steve Fox won the Hershenhorn Trophy for Best in Show (Champion) and Lee Harrington the Global Auto Best in Show (Driven) award. Rob and Jill Staruck (Vintage Mechanical Services) introduced a splendid new award for Enthusiasts' Class. The poor showing by members (only eighteen) was disappointing, but the day turned out better than expected. Our hosts were superb.



2010: Lee Harrington and Toby, his prize-winning XJ-S (Photo C. Roberts)



2010: XJ120 & XJ140 on site. What lines! (Photo C. Roberts)

## 2011: Canadian Aviation and Space Museum

We combined our Concours with a Canada Aviation and Space Museum event. The weather was perfect, there were lots of events and activities, but we had only 34 cars (and a Porsche). This year we elected to check the mechanicals before parking the cats, and erected a small

tent near the entrance where the judges could check cars on arrival – this was for all classes including Enthusiast. Dave Clyne's recently restored E-type was the choice of Euan Wallace, First Secretary at the British High Commission, for the Best of British award.



2011: A cat of a different stripe: a Leopard I main battle tank



2011: The paintwork and chrome did gleam (Photo S. Robertson)

What will happen in 2012? Mike O'Brien is again in command and the Concours will be on the first Saturday in June, again at the Aviation Museum. Mike will advise us the details in due course.

A passing thought: in 1985, when the Club was formed, the members had cars that were a mere 15-30 years old. Just think ... most of those same cars are still around, and much older! (So are the members, but we won't go into that).

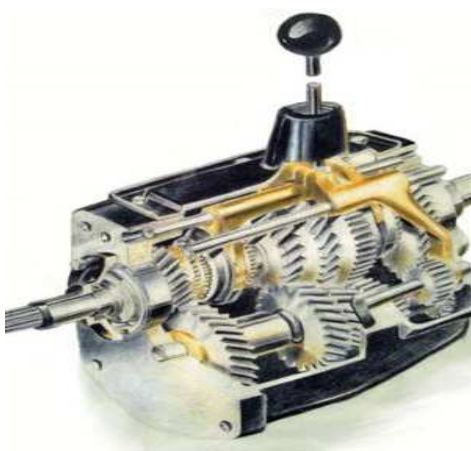
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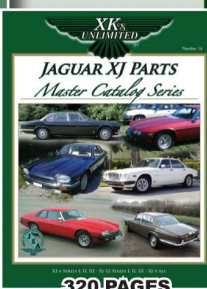
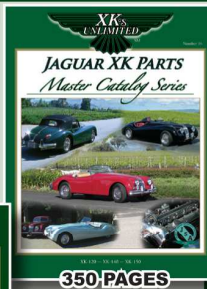
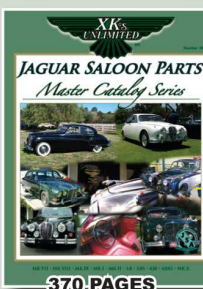
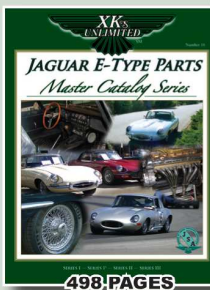
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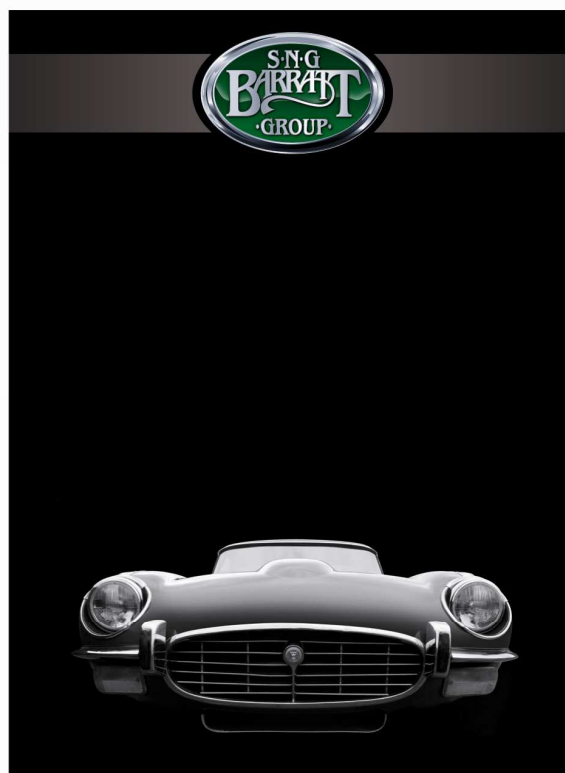
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