

Jaguar Jottings

OCTOBER 2014

ottawajaguarclub.com



Ottawa



Club

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Club Events This Month

TBD Oct - Ottawa Jaguar Club Fall Colours Drive

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Membership

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Club of North America, a *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*. Make your cheque for \$55.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director, Karen Wilson. Please do not mail cash.

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President's Musings

Egads! After a so-so summer, it appears Mother Nature decided to take pity on us and end the driving season by shoving in a couple weeks of summer-like conditions. Hopefully you've found an opportunity to get your beast(s) out for a run before thoughts of winter storage jolt you back to reality. The club had several occasions in September to do just that...including the annual **Hazeldean Mall British Invasion** (albeit after a week weather delay), an action-packed and fun-filled **Technical Day** with Professor Phil and two generous invitations by the **Austin Healey Club** to join them for a "libations tour" and a Colours Drive. I attended all but the showery first Healey tour and reports are elsewhere in the Jottings.

A special thanks to **Alan Graves** for the Hazeldean stewardship, particularly complex directions to the follow-up stop at the Ashton Pub ("turn right then straight ahead for 20 minutes until you run into the pub") and Prof **Phil Karam** for a super show-and-tell morning at his garage followed by a deli lunch at Dunn's then an excellent visit with new garage and wheel/tire specialists **Bearr's Motor Sports**. Also, to **Louise and Graham Boardman** of the Austin Healey club for their club's hospitality on their two drives....for which we will be sure to return the favour next season.

Evolving Membership

The club continues to attract a steady stream of new members with a wide variety of Jags. While classic '60s, '70s and '80s models continue to dominate, there is a notable trend towards the '90s and new millennium models; XK8/Rs, XFs and the aluminum XJ8s (X350) as well as the current XK/R range and even a new F Type. This was readily apparent to me at Hazeldean where I was parked

between new members Dave Botting and his 2005 XKR drophead and Blaik Spratt and his 2011 XKR drophead. Ashton Pub discussions later tended to focus on restoring, parts and rebuilding which I realized have little relevance to the new car owners. With that in mind, we'll endeavour to offer some activities more in line with the "computer Jags". The "Race the Runway" event focusing on modern machinery and the visit to Bearr's Motor Sports who specialize in modern mag wheels and tires come to mind. **For the members with the later/latest Jags, please let us know how we can better serve your interests.** Any ideas and suggestions gratefully appreciated. (How about aluminum body repair?)

Upcoming Activities

October - Fall Colours Drive – date TBA No one's stepped forward to organize this so we'll attempt to put something together this week. With leaves tumbling as we speak and snow not far behind, it'll be short notice.

November – Annual General Meeting - mid Nov. Details to follow but expect a Monday/weekday evening with buffet dinner to entice your attendance.

Cheers and drive safe,

Rob Dunlop

Members' Corner

We are pleased to welcome the following new members to the OJC:

Douglas Rowland (Helen McKiernan)
Ottawa – 2007 XK coupe

David Potter
Ottawa – 1971 E-type OTS

Barrett Karam
Ottawa – 1992 XJS, 2004 X-Type, 2007 XK, 2008 XJ VDP, 2008 XJ Super V8

Andy and Jill Ellwood (returning members)
Ottawa - 2007 XJ VDP

Welcome/Bienvenue and we look forward to seeing you all out at club events.

Contact details for new (and old) members are provided through the membership list emailed periodically by membership director, Karen Wilson.

Technical Day

Twenty plus club members assembled bright and early at the home of the club's Technical Director, **Phil Karam** for a "show and tell" day. An experienced Jaguar restorer, Phil demonstrated metal folding and welding techniques including the black art of lead loading so prevalent in classic Jags, while displaying his own handiwork on his XK120 OTS, XK140 coupe and just completed XK120 coupe. Phil prides himself in using the techniques of the time vice modern often simpler methods. The excellent results spoke clearly as to his expertise. Following a Q and A session, the now peckish group followed Phil over to **Dunn's Restaurant** for a massive smoked meat sandwich and other deli delights.

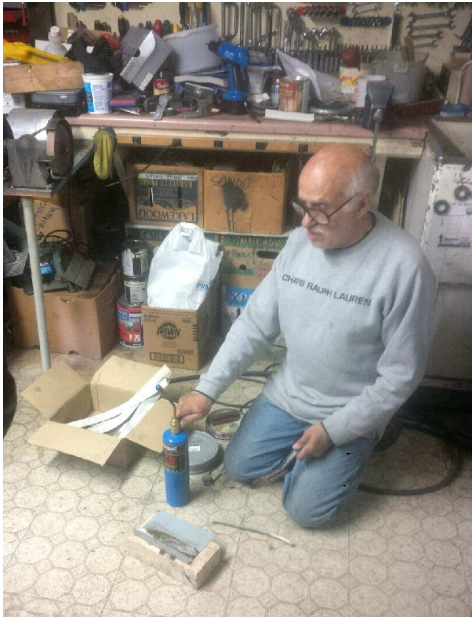
For the afternoon, Phil arranged a visit with the year old garage **Bearr's Motor Sports** (www.bearr.ca), specialists in wheel alignment, balancing and specialty tire suppliers in addition to general repairs and servicing. Equipped with the latest Hofmann alignment and balancing machines, they are able to diagnose and remedy any wheel-related problem with supreme accuracy.

Also of particular note was the variety of Euro cars in various stages of repair around the garage giving the impression that their expertise wasn't limited to rolling rubber. The very knowledgeable and experienced head mechanic Mete (met-EH) started out with Grand Touring Motors in Toronto working on Rolls Royces as well as specializing on V12-engined cars. He

has worked on most exotics including Jaguar, Aston Martin, Porsche and late model Land Rovers, Audis, BMWs, Volvos, Mercedes etc. The visitors were clearly impressed by his in-depth knowledge, frank responses and engaging personality. Several members booked appointments before leaving that day (me included) ... one had a problem diagnosed on the spot. After my own initial very favourable impression and a successful followup appointment, I predict that in future more than a few members will be making their way to Bearr's in the east end of Ottawa.

Many thanks to Phil Karam for a truly superb and informative day.

Rob Dunlop



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Hazeldean Cruise Night



The first attempt at the 2014 British Invasion, on Sept 2nd was a wash-out – literally.

The weather was so bad that the whole Cruise Night was abandoned. But perseverance pays off – we tried again a week later on September 9th which was fine weather-wise and were welcomed to the show with our own British invasion area – which we slightly overflowed with nearly 40 cars from many different marques, including a broad range of Jaguars.



People started arriving around 5:30 and started drifting off over to the Old Mill at Ashton for a bite and a pint from about 7 pm on – we had about 22 folks at the pub for a very convivial meal and chat. As usual everyone seemed to have a great time – and some of the non-British cars on display were really quite amazing, unique or interesting. Hopefully we will be doing this again next year – we are certainly welcome to do so. **Alan Graves**



Austin Healey Club Colours Tour

Fellow enthusiasts at the Healey club invited us to join them on their Fall colours drive this past weekend. With a weather forecast of sunny, 24c and leaves already turning, five OJC cars and couples took advantage of the kind invitation. The meeting point at the **Antrim Truck Stop** in Arnprior was an adventure in itself with mouth-watering home baking and super-sized breakfasts to tempt the occupants of the 18 cars taking part. In addition to the Jags (and one Bentley) there was a goodly variety of vehicles including lots of big Healeys, MGs (including a couple of MGTFs), a Mustang and Porsche interlopers. With great skill (and some luck) the leader managed to keep all 18 together throughout the tour.

The drive along the Ottawa River to the dam crossover into Quebec was spectacular with many trees already in full colour under bright blue skies and summer-like sunshine. The route continued northwards to the Fort- Coulonge stop at **Bryson's Bistro du Bucheron**, an 1850 hay barn, taken down, reassembled and beautifully reinvented as a restaurant. Recently opened, it's located behind the Spruceholme Inn B&B, a classic stone house. Following a hearty brunch, the group continued

eastwards on Highway 148 to the **Lavender Ridge Winery** in Lusville to sample some of their wines and check out the lavender products. All too soon, it was time to head home through Gatineau (...is it just me or are the Gatineau roads unbelievably bad? ...never again with my E-type...) Thanks Healey club....we look forward to returning the favour and hospitality next driving season.

Rob Dunlop



Stowe - British Invasion

STOWE, VT. SATURDAY, SEPT. 20, 2014. Three club members (Hugh Siddons, John Smiley and myself) attended the show. Hugh and I drove there in tandem by the leisurely scenic route through northern NY and Vermont on the Friday arriving in the late afternoon in cold but bright sunshine. We met Ray Redshaw a former member and local Jag mechanic with his wife at the reception Friday evening. Ray had entered his impeccable MK 2 in the Concourse for Saturday judging and won a first on Saturday. We met John and Cathy for breakfast at The Golden Eagle and proceeded to the show for 10:00 AM entry. After I parked first in class 29 (series 1 E Type 1965 to 70) I was joined by a couple of Montreal members; one being a mechanic, who worked on the original restoration of

my car in 1997/8 in Laprairie, Que. At Mario Bois VoituresAnglaises

After cleaning our cars Hugh and I filled out people's choice ballots for all 10 Jag classes until the closure at 12:30. After a long wait for lunch at one of only 2 food stands we surveyed the field and found only four cars of unique interest: a 1953 Austin A 30 and A 40, a 1967 Rover P5 and a Rover 2200. The A 30 is owned by a Quebec city couple who bought it from the restorer and it is in mint condition. The A 40 is a recent American barn find in running condition and complete but in need of a full restoration and asking \$4000 US. The Rover 2200 is in mint condition and in real use by the owner, but for sale (including manuals, tools, etc.) at \$17,000 US due to a growing family. The couple did their honeymoon in this car. The Rover P5 is also in mint condition.

The other notable cars were a pair of series 2 E Types for sale with one of them a claimed barn find in pristine condition. After studying this "barn find" car I decided it must have been restored due to a number of anachronisms like the seller's claim of clear

coat paint, which was not available in the late 1960's. I took several photos of engine details of the 2 cars for anyone interested in restoration referencing. I also snapped photos of the long lines of each Jag class although Jags were outnumbered by the usual assortment of MGs, TRs and Healeys. On Saturday morning it was about 37 deg. F and at my hotel many British cars would crank but not fire, the single 1980s Bentley finally caught just when the battery was expiring.

There was a significant no. of Canadians present. The one jarring aspect of the show was the enormous no. of classes up to something close to 60 to insure everyone won something; an unfortunate new equality trend in competitions. Hugh and I waited around until 5:40 PM to see if either of us won anything (we didn't) and they were only up to class 30. Another cause of the drawn out schedule was the copious commentary by the announcer. There were a lot of comments and complaints about this and a large number of cars had left by this time.

David Kenny



Jaguar XE Photos



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Marketplace

1971 Jaguar Series 2 E-Type OTS, British Racing green with suede green interior. Manual transmission. 67,000 kms. 6 cylinder DOHC, 4.2 litre. Same owner since 1974. Excellent condition, 90% of interior leather and trim re-upholstered in Connolly leather. Complete maintenance records and original manual. Appraised Oct 2013 at \$45,000 (with full documentation). Asking price: \$45,000.

Contact Bob Rochon, Tel: 613-241-9526



1972 Jaguar Series One XJ6. 4.2L in working order. Exterior is in fair condition, with some minor rust, paint in good overall condition, with a few minor flaws. Interior is in pretty good condition, wood trim has some minor cracking in the varnish. Front seats intact, rear bench seat has some dried and cracked leather at the top, but the car comes with a second rear seat I bought that can be used to repair the original seat. New floor pans are included with the car to replace the two front floor pans on the car. Body panels and doors are all straight and gaps are parallel. Chrome is in good condition on the bumpers, mirror, etc. Rims show some rust and pitting. The Stromburg Carbs have been switched to SU's from a 420 and a second rear seat and floor pans are included. I have \$4000 invested in this car so far, but am willing to accept any reasonable offer to see it go to a good home. Contact: David @ (613)822-3669 [jas]



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