

December 2001

Executive 2001

President: Michael Stott (613) 596-9484

Vice President: Daniel Thompson

Secretary: John Smiley

Treasurer: Roger Gough

Membership: Harry Brownell

Activities: Barb Woods (613) 592-8571

Concours Chair: Frank Basten

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Chief Judge: Harry Brownell

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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OJC Website: www.ncf.ca/ojc



The Ottawa Jaguar Club
 annual
Christmas Party
 Hosted by Hugh and Hally Siddons

Friday, December 7th
 52 Forest Hill Avenue, Ottawa
 Cocktails 7 pm, Dinner 8 pm
 Pay at the door (exact \$ TBA)
 R.S.V.P. 727-5777 by Nov. 30

**December - NO
 MEETING**
**Next meeting is Monday,
 January 14th**
**7:30 pm at Capone's
 Ristorante**
831 Industrial Road

**There is no January issue
 of Jaguar Jottings - We'll
 be back in February!!**

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Photos: Stewart Robertson (page 7)



Notes from the November Meeting

John Smiley, Secretary

The meeting was called to order by Vice President **Daniel Thompson** at 7:30 p.m. at Capone's Restaurant, with 30 members in attendance.

Daniel talked about the voting ballots for the Regional Directors. Concerns were raised that some members still had not received their latest Jaguar Journal with the ballots enclosed. Daniel is going to prepare a list of those missing their Journal and advise JCNA.

John Smiley collected the ballots on hand and will forward them on to Mr. Ray A. Cheely, Chartered Certified Public Accountant, Great Bend, Kansas.

Wendy VanderMeulen looked after the election of officers for 2002 and following is the list of the new executive.

President: **Daniel Thompson**

Vice-President: **Yann Robin**

Secretary: **John Smiley**

Treasurer: **Roger Gough**

Membership: **Harry Brownell**

Activities: **Wendy VanderMeulen**

Concours Chair: **Frank Basten**

Paul Davis, Guy Larabie, Frank Basten and **Paddy & Stewart Robertson** volunteered to assist Wendy with activities.

Jim Walker received a plaque from JCNA as *Jaguar Jottings* was chosen as being the best newsletter of the year in the "corner stapled" category. He read out a letter he had forwarded to JCNA asking that in the future they should consider including the person responsible for the layout of the newsletters. He complimented **Paddy Robertson** for her work on the layout of the Jottings and shared the plaque with her. He will continue as editor of the OJC Jottings for the next year.

Treasurer **Roger Gough**, reported that we have \$5,500.00 in the bank and the Concours showed a profit of \$489.00.

Hugh Siddons is hosting the Christmas Party on 7 December 2001 at 7 p.m. Cost per person will be approximately \$30.00. Confirmation of your attendance is required. Please telephone either **Hugh or Hally** at **(613) 727-5777**.

Daniel Thompson adjourned the meeting and the usual informal discussion and socializing took place.

OJC Events Calendar

January 14 - Monthly Meeting

February 11 - Monthly Meeting

February ? - Go-Karting??

March - TBA

April 8 - Monthly meeting

June 15 - OJC Concours d'Elegance



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President's Message

Michael Stott

Well, time to put the babies to bed again. For those of us who put our cats away for the winter it's time to say goodbye for a while and say hello to snow and salt and wait till spring rolls around again.

For my part, I've enjoyed being President this past year. We've had some fun times and great camaraderie. Ours has a reputation for being, a very friendly club. I remember being most touched when one of our US visitors to our Concours remarked on the complete difference in reception he'd received between OJC and another club which shall be nameless. At OJC he felt warmly welcomed. And that's the way it should be, in my opinion. Jaguar clubs are for the enjoyment of the members as they enjoy their cars.

I'd like to congratulate the new executive on their election and look forward to a new year. I know we're in capable hands. I'd also like to thank the current executive for all their

unstinting work and effort put in over the past year. I think they did a great job.

So, thanks once again to all for your support and have a great Christmas and New Year. And don't forget to come to the Party!

DUES ARE DUE!

Dues are \$50.00 if paid by December 31st, \$60.00 thereafter.

Send your cheque (payable to Ottawa Jaguar Club Inc.) to:

***Roger Gough
1289 Turner Crescent
Ottawa, ON K1E 2Y5***

Any questions? Call Roger at 837-2462.

Market Place

This newsletter accepts advertisements in good faith, but we suggest that it is in your best interest to make every effort to check offers personally.

For Sale – Michelin H Rated Performance directional snow tires, size 225 X 55 R16. Tires are in next to new condition. Asking \$ 350 (or B.O.) for all four. Call Guy Larabie, 613-445-2173.

For Sale – 1957 Mk VIII Saloon. This vehicle was originally fitted with a standard transmission with OD and a 3.4 engine. It was once part of Governor General Vanier's entourage but unfortunately is now but a parts car. Comes with some spare parts and the original engine. \$500 OBO. Contact Dave Boon, Ottawa 613-731-4166, email daveboon@sympatico.ca.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor to provide the information.

Holiday Greetings

The members of the Ottawa Jaguar Club wish all of our affiliates throughout the world sincere warm wishes for the Holiday Season, and health, happiness, and Peace in the New Year

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and the Global Auto Care ‘Best in Show - Driven’ Award***

JOA-Montreal Annual General Meeting, November 20th

There was a very good turnout by members at this annual meeting at Cote St. Luc BBQ; the year 2001 was reviewed and many plans were made for the upcoming season. The minutes of the meeting are as follows:

- ◆ Nominations were received and reviewed for the 2002 club executive. The following appointments were made:

President: William Taylor
Vice president: Jacques Bernard
Membership: Daniel Thompson
Webmaster: Eric Gelinas
Technical Director: Norm Carroll
Newsletter editor: Jim Walker – Paddy Robertson
Treasurer: Daniel Thompson
Activities: Leon Frechon (to be confirmed) and Guy Goodman

- ◆ Activities for 2002: at least two “drives”, British Car Day in Hudson on May 26th, one picnic in area of Hudson/exit 17, one technical seminar at a restoration shop, Ottawa Concours, Stowe and more.

- ◆ It was agreed the Montreal club would not hold a JCNA sponsored concours in 2002 but rather throw their full support behind the Ottawa concours planned for June 15th.

- ◆ The club has a bank balance of approximately \$800. It was agreed to leave this amount in the bank in order to develop a “war chest” for future use. The club will thank the Ottawa Club for the use of their treasurer in 2001, and open our own bank account for 2002. The Christmas party will be charged on a per-head basis.

- ◆ Daniel asked for more French

speaking articles in the newsletter. Try to encourage French speaking members to contribute written material.

- ◆ The new membership director has a goal of 100 members by the end of 2002. We will look into the possibility of including a club brochure with the package every new Jaguar owner receives when buying a car. Work much closer with Decarie Motors and John Scotti.
- ◆ Major push on to get **Daniel Thompson** elected as JCNA regional director for Northeast region. His mandate is to improve the services offered to local clubs. If this is found to be impossible after one year, club will look at possibility of joining the Jaguar Enthusiasts Club based in the U.K. Daniel will look at the possibility of inviting all Jaguar enthusiasts who are in Montreal for the F1 Grand Prix to a special event in the downtown area. Although Jaguar Cars Inc. will be invited to

participate, it is not essential that they do so.

- ◆ The Ottawa newsletter is much appreciated and admired by all; agreed to continue with the shared resource. Daniel will create a new letterhead for the section of the newsletter that is reserved for JOA.
- ◆ The club will be looking to participate in its first “slalom” event in 2002 by sharing resources with one of the other Montreal area clubs. High performance driving school may also be on the agenda.
- ◆ Club funds will be used to purchase badge bars which will then be sold at a small profit to

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JOA-Montreal Calendar of Activities 2001/02

**Monday, December 10th, 2001: JOA CHRISTMAS PARTY –
7 p.m. at Restaurant “Yo-Yo”,
4720 Marquette, Montreal
YOU MUST RSVP BEFORE NOV. 30TH BY
CALLING DANIEL THOMPSON AT
514-848-0716
SPOUSES REQUIRED!**



January 15th, 2002 –
JOA Montreal regular monthly meeting at Cote St. Luc BBQ
February 19th, 2002 –
JOA Montreal regular monthly meeting at Cote St. Luc BBQ
March 19th, 2002 –
JOA Montreal regular monthly meeting at Cote St. Luc BBQ

J.O.A. Montreal



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James Langton - Investment Executive; December 1999

"Top prize in the small-to-mid-cap sector goes to a fund that has a long record of producing great results in a difficult sector of the market. Small-cap stocks are notorious for their volatility and cyclical nature. Making money with them year after year requires a great deal of discipline and skill. The folks at Pembroke Management have demonstrated they have those qualities"

Gordon Pape - The Moneyletter; September 1999

"It's easy to make my buy list every year. All you have to do is be like Ian Soutar and the gang here at Pembroke Management: beat your peer group by a mile in three out of every four years. Earn top grades in both rising and falling markets and for that extra measure of safety charge lower fees than the rest of the pack."

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"Oh yeah, then they put their own money in the fund, right alongside yours."

Duff Young - FundMonitor 1998

"You won't see any of this company on TV this RRSP season. You won't find glossy brochures in your mailbox extolling their virtues. They don't care if you see them as an athletic team, or as world travelers, or possessing the strength and cunning of a wild animal. But we think there is plenty in it if you get acquainted with this company. And with a stable corporate philosophy, proven investment capabilities and participation by management in the ownership of the company, we expect that will continue for years to come."

Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

Daniel Thompson
President and C.O.O.
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Important information about the GBC Funds is contained in a simplified prospectus. Obtain a copy from GBC and please read it carefully before investing. For The GBC Money Market Fund the yield will fluctuate and there is no assurance the Fund can maintain a fixed net asset value. For all other funds unit value, yield and investment return will fluctuate.

Continued from page 5

increase club finances; interested members will be able to purchase club name tags with club logo on them, cost is approx. \$7 each; **Guy Goodman** will look into a deal on club business cards.

- ◆ **Eric Gelinas** and **Daniel Thompson** will work together to get the web site up and running ASAP.
- ◆ Membership renewal forms will be sent out in early December along with a check sheet for those interested in buying club regalia.
- ◆ Christmas party will be held at a Montreal area restaurant in the second week of December; bring your own wine. Spouses are required to come! The individual member will pay cost. Not to exceed \$50 per person, all included.

Finally, **Bill Taylor** accepted the trophy for "**Member of the Year**". Daniel thanked him for all the work he had done in 2001. It now becomes Bill's job to choose a worthy recipient for the 2002 calendar year!



XJS found "resting" in its natural summertime habitat.

Tip of the month

WW2

by Stewart Robertson, OJC

I recently tackled yet another small problem with my '77 XJ6C. It was one of those incessant little breakdowns that give members more than enough to talk about at monthly meetings.

The pump for the windshield washer fluid had stopped working – not a big problem but it had to be fixed.



As a do-it-yourselfer I had three options:

replace the defective unit with an original part (certainly the most desirable option for the purist with both time and money), replace the part with a generic pump from Canadian Tire (without doubt the least desirable option reserved only for the non-purist) or repair a part that is otherwise not user serviceable (for the technically competent who is prepared to invest the time).

Being fiercely independent, and following my ongoing quest to keep my car as original as possible, I tackled the third option.

On my XJ6C, the washer reservoir is located in the front left side of the engine compartment, just ahead of the wheel well beside the radiator. I would normally have expected to find the washer fluid pump attached to, or right beside, the reservoir. After a short search I found it located just ahead of the radiator support and behind the headlights.

It came out easily with one bolt. I was surprised to find it well made until I noticed it wasn't a Lucas part. I expected it would be an easy fix.



I put it on the bench and put power to it. The pump would turn, but not with enough power to pump fluid. Fortunately the whole assembly came apart very easily. This allowed me to clean and inspect both the brushes and commutator. There was no apparent sign of damage or wear, so I expected that, with some cleaning and lubrication, my problem would be solved.

I reassembled the unit, tested it, and was a bit upset to find no change in its performance. After taking the unit apart and reassembling it several times, I discovered that I could marginally increase the performance by putting differential pressure on the four screws that hold the unit together. I tried numerous combinations, but couldn't get the pump to work properly.

I had now invested about three frustrating hours of my precious Saturday afternoon to the project, and came to the realization that I'm not always that much of a purist!

I went to Canadian Tire, got a generic pump, and had it installed and working five minutes later. Then I found something more rewarding to do with my time!

Gas or gum, all models

If you are going to store your Jag over the winter months, be aware that the additives in the gasoline will separate out toward Spring and become a sticky, syrupy gum or tar-like substance on the inside of the fuel system.

To prevent this separation, use a gas stabilizer product and simply follow the directions on the label. You should also put some in your lawn mower, garden tractor, boat engine and whatever else is going to sit around all winter with gas in it. It's also a good idea to disconnect the battery.

Good Luck,

Walt Osborn (c) Walt Osborn 2001

This weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works, 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA
PH (208) 684-4767 FX (208) 684-3386
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Business Card \$2.50/month or \$25.00/year

Marketplace: Free to members; \$5 to non-members

Submit advertising copy to: The Editor, Jaguar Jottings, Ottawa Jaguar Club

Body Panel Fabrication

By Guy Larabie, OJC

After my motor installation was complete in my winter car (a Toyota Landcruiser wagon), I moved on to restoring the various body panels. As we all know, living in the Snow Belt is not the kindest environment for automobile and truck bodies.

In my case, my wagon had caught a dreaded disease known as lower body cancer. Due to mysterious (well, not that mysterious) forces, i.e. road salt, humidity and poor undercoating, the bottom 6 inches of the doors and most of the rocker panels had reverted to their original chemical composition, i.e. iron oxide a.k.a. rust!

Being a stickler for detail and wanting to preserve the original look and integrity of the car, I opted to cut out all of the offensive cancer sores and replace them with new metal. I bought a sheet of 20 gauge satin finish automotive sheet metal from T.P Crawford Roofing (Leitrim Rd. & Fenton) and had then cut and bend 6 door and tailgate panels to my dimensions. The whole thing cost me \$100 with taxes and I ended up with several extra pieces of flat metal left over for future use.

The next step was to fabricate rocker panels. I looked around on the net and found that reproduction factory original panels were available for \$250 U.S. each from several sources. A quick calculation revealed that with exchange, shipping and taxes, the two panels would end up coating me more than \$800 Canadian. That was too rich for my blood (I'm part Scottish you know).

I decided to make a contour guide to determine what shape of rocker panel was to be fabricated. For this I used a 2-inch wide strip of thin gauge sheet metal that I had in the garage and, lying down under the truck, simply bent it around the existing panel while following the existing contour. I then used my jigsaw and cut a cross section slit at a 90-degree angle to the rocker. I inserted a piece of cardboard and I traced the outline of the rocker panel on it. I then compared my piece of cardboard and my metal strip to confirm I had the proper outline.

Moving along, I realised that the top inch of the inner and outer panels were still good but that the rest had wasted away. I used a metal cutting blade on my skill saw and cut all but a one inch horizontal strip at a 90 degree angle to the floor on the inside of the panel, and then cut along the door sill bend on the exterior (visible) side of the panel from front to back.

Again I went to T.P. Crawford's and had my two 60 inch pieces made up of 18-gauge satin finish material. The reason for using the satin finish is that it doesn't seem to corrode as fast as the uncoated steel. I had the panels made a bit bigger to compensate for possible errors and give me some room to fit and trim as required. I then had the panels mig welded in place. After a bit of grinding and sanding the panels are now primed and look 100 % original from the outside and fit very nicely on the inside.



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