

February 2002

February Meeting
Next meeting is Monday,
February 11th
7:30 pm at Capone's
Ristorante
831 Industrial Road

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Photos: Stewart Robertson; Daniel

E.B. (Ted) Powell 1918 – 2001

It is with deep regret that we advise our readership of the passing of **Ted Powell**. Ted was one of the founding members of the Ottawa Jaguar Club (OJC #4) as well as an involved car enthusiast in the Ottawa area for over four decades.



He excelled at racing his Cooper Mini in the 60's and was twice Champion in the under-two-litre sedan class in 1968 and 1969. Aside from holding many executive positions within the racing world, Ted was OJC's technical advisor for many years, and participated in Concours's and many events with his 1962 E-type. We will miss him.

To honour his memory the OJC passed a resolution at its recent meeting to have a new trophy dedicated in his name.

Our sincere condolences go to Ted's wife Dorothea, and his family.

*Mrs. Dorothea Powell invites you to join her and the family at a memorial in celebration of the life of
 Ted (Edward Bertram) Powell*

*This celebration will take place on Saturday, March 16th, 2002 from 2:00 pm to 4:00 pm at Pinecrest Cemetery, 2600 Baseline Rd., Ottawa.
 Light refreshments will be served.*

RSVP by February 16, 2002 to Cindy Armstrong by telephone (489-2725) or via email cindy.armstrong@sympatico.ca

Executive 2002

President: Daniel Thompson (514) 441-6522
 Vice President: Yann Robin (613) 233-5506
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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. Deadline for contributions is the 23rd of each month.

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 (613) 692-0220 Fax 692-0220
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Co-Editor (Layout & Production):
 Paddy Robertson
 (613) 729-8859 Fax 729-4984
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OJC Website: www.ncf.ca/ojc

Notes from the January 2002 Meeting

The meeting was called to order by President **Daniel Thompson** at 7:30 p.m., at Capone's Restaurant with 22 members in attendance.

Michael Stott announced that he had updated the Club's website.

Capone's Restaurant has been advised that the monthly meetings will be held at their establishment for the coming year.

The Executive meeting of JCNA will be held on 24 and 25 March in Kansas City and **Daniel** will be attending.

The guest speaker for the evening was **Robin Fredette**. Robin is well known in the Ottawa area for fabricating metal panels and his talk gave an in-depth view on how to shape, stretch and shrink various types of panels. Robin also announced that he hopes to put on two-day seminars later in the year and may be reached at 722-6675.

Jim Walker advised of the new JCNA rules for editing awards as well as the new categories being considered. He has submitted the names of several OJC members, **Daniel Thompson**, **Stewart Robertson**, **Phil Karam**, and **Paddy Robertson**, for consideration in the judging of the 2001 Jottings by the JCNA Awards Committee.

ADVANCE NOTICE
OJC March Dinner
Saturday, March 16, 2002
National Press Club,
150 Wellington, Ottawa
RSVP 729-8859 or
stewart@travel-net.com

Roger Gough reported that OJC has \$6,790.00 in the bank.

The Activities Committee is organizing a skating outing on the Rideau Canal, a dinner at the National Press Club on 16 March, and Go-Karting in April.

It is with sadness that we report that **Ted Powell**, a founding member of OJC, has passed away.

Rob Dunlop suggested that an Award be established in Ted's name. There was unanimous agreement and **Ed Theoret** is to contact **Dorothea Powell** for any input she might have. Further details to be discussed at the next meeting.

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

John T. Smiley
Secretary

OJC Events Calendar

February 11 - Monthly Meeting

March 16 - Dinner at the National Press Club (Contact Stewart Robertson 729-8859 to reserve)

March 24-25 - JCNA Annual General Meeting, Kansas City

April 8 - Monthly meeting

April ? - Go-Karting

May 26 - British Car Show, Beaconsfield QC

June 15 - OJC Concours d'Elegance

DUES for 2002!

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.

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President's Message

My first message as president of the Ottawa Jaguar Club! First thing to do is thank **Mike Stott** for all the great work he has done during his term as president. I know he was a great help to me and always very professional and efficient in his endeavors. Already I have big shoes to fill!

I have several goals for the coming twelve months. One of them is the desire to book an interesting and informative guest speaker for every monthly meeting. Being from out of town makes this a bit more of a challenge but perhaps it is actually an advantage in terms of generating fresh ideas and fresh faces. Suggestions are welcomed!

Another goal is to increase the number of entries at the annual Concours. This can be done by a combination of more Montreal members and a better program of communication-advertising within the Northeast and North-Central JCNA regions.

I'm hoping to work with some people within the OJC in order to bring us our first JCNA sanctioned slalom event in 2002. Hopefully we can bring some Montreal members up and have a really fun time of it.

Finally, I plan to use my representation on the JCNA board of directors to deliver better value to the member clubs. At the very least, we should be able to get a better feeling as to what the challenges are at the national level and what initiatives we can support to make our club more attractive to new members and incite existing members to stay on board.

To use that expression: "don't touch that dial!"

Daniel Thompson

JAGUAR CLUBS OF NORTH AMERICA, INC.

January 18th, 2002

Mr. Daniel Thompson
2075 Melba
St. Bruno QC, Canada J3B 3R9

Re: JAGUAR CLUBS OF NORTH AMERICA, INC. ELECTION

Dear Mr. Thompson:

The results have been received from the accounting firm of Ray A. Cheely, Chtd. for the 2001 election for Regional Directors for the 2002-2003 term.

As reported by the accounting firm, the Northeast Region outcome was as follows:

Judy Ferring	42	valid
David Roch	64	valid
Daniel Thompson	80	valid
	37	invalid
Total cast	223	

Very truly yours,

JAGUAR CLUBS OF NORTH AMERICA, INC.

BROCK R. McPHERSON
Nominating Committee Chairman

***Congratulations to Daniel from the
Ottawa Jaguar Club***

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.

This space is free to OJC and JOA-Montreal members. If you wish to sell parts or vehicles, contact the Editor (details page 1).

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Living with the New X-type

by Daniel Thompson

The Decision

In the fall of 2002 it became painfully obvious that we required a second family car. My wife drives the functional minivan but, with three kids, we have major scheduling problems. So, during one of our late night strategy meetings, we agreed that we required a second family car. Now, what to buy?

Let me clarify. Although I mention "second" car, there are actually five cars in the family already – the minivan, two Jaguars and two Healeys. Of the five, it is the '68 E-type that racks up several thousand miles every summer in what is now a 96,000 mile car. Of course, the car is put to bed during the winter "salt" months and is

quite an impractical vehicle for shuttling around screaming kids or even business associates.

On our short list was the new Jaguar X-type. It had virtually all the qualities I was seeking: four seats and four doors, a decent winter car with the bonus of all-wheel drive, a reasonable price, sufficiently handsome to impress clients, a reputation for reliability and, hopefully, not too enticing for car thieves. I spent time reading Jaguar's publicity material and engineering reports, then read as many reviews and road tests as I could get my hands on. The reviews were unanimous: Jaguar has a winner on its hands.

The Purchase

While I'm not writing this article to gain free publicity for a dealer, I will mention that Decarie Motors in Montreal took very good care of me. They were open and honest throughout the sales process and I ended up getting exactly what I wanted.

Decarie's sales manager, Cheryl Blas, told me that

they had been selling quite a few X-types and demand continued to be strong. The only minor problem they had was deciding what models and options to order. For the first time in a long time, a Jaguar dealer actually has to try to predict what buyers will want in advance and order accordingly. With the X-type, unlike previous fully optioned Jaguars, you have quite an array of options to choose from and the ultimate price can be very different indeed. My dealer was of the opinion that most buyers would follow Jaguar tradition and order the (larger engine) 3.0-liter version laden with most, if not all, options.

We agreed upon a 2.5 liter, manual transmission model in Platinum (silver) with only a few options included: the "weather" package (heated seats and windshield, power headlight washers)



JOA-Montreal Calendar of Activities 2001/02

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

June 15, 2002
Ottawa Jaguar Club Concours
d'Elegance

and the CD player (but not the trunk mounted changer). The deal was concluded over a handshake and all I had to do was wait. The car had left the Jaguar factory on November 27th and was expected to arrive in Halifax on December 9th. With any luck, I would have it before the holidays. (I kind of like this image, I pictured William Lyons in his blue suit waving the truck off at the factory gates as row upon row of shiny new X-types wait in line for their turn to get on the boat.)

"I'm in Love with My Car"

On December 19th I picked up my new car. It was a bright and sunny day with temperatures just below freezing. We had received 4 or 5 inches of snow in the two days preceding, so the roads were already covered in their first dose of the dreaded salt. I brought a special CD with me: "A Night at the Opera" by Queen. Of course, I was ready to play the track "I'm in Love With My Car" to test the new stereo system. Delivery went very smoothly with Cheryl giving me the standard demon-

stration of all buttons and knobs.

Decarie was kind enough to supply me with a few early Christmas presents: a baseball cap, a very nice pen, an X-



type t-shirt and an X-type lapel pin. A quick break for a photo-op and I was on my way for the first time in my new X-type.

Other than "shin room"[an issue for a 6'3" fellow], the car is very roomy and VERY comfortable. The interior is positively beautiful, Jaguar having succeeded again in combining leather and wood, modern and traditional, in a cabin that reeks of class. I have a special note to those road testers who complained that the X-type does not have a central locking feature: it does! All you have to do is give a little push on the "lock" tab just above the interior door handle and all four doors will unlock. When you engage gear and drive off, the doors lock automatically, making a loud unnerving "thunk" in the process.

My first drive was into downtown where my office is located and this baptism was not without drama. Within 45 seconds of leaving the dealer's parking lot I was stuck in traffic. The British car gods must be

watching over me because the car immediately in front of me rear-ended the car two in front as we were crawling along, one of those 10 mph accidents that dents bumpers and

cracks reflectors, etc. When the highway finally opened up, I took the opportunity to squeeze the throttle and row the gears all the way up to 100 mph. Absolute silence in the car and no engine noise at all, even at these speeds. All too easy, I'm afraid!

I decided to try my luck [my own building's lot normally being full] in the largest indoor parking garage in the downtown area; as soon as I got in there I knew I had made a serious mistake. The parked cars were squeezed in like sardines and I was forced to drive my brand new car through spaces that offered only inches to spare in order to get around to the exit. It took me 15 minutes of waiting in line just to get the heck out of there. One interesting thing did happen while I was stuck in this underground garage from hell: two 40-something ladies walked past my car while I was in line to get out. I could hear them going "Ooooooh, Ahhhhhh, Ooooooh" as they approached; then they took a good look at the car when they were alongside it and one said "Jaaaguuuuuaar..." and the other said "to die for..." That made me feel pretty good, especially as right in front of me was a brand new 3-series BMW the same colour as mine. My new lady friends didn't even notice it.

I finally made it out and headed for my usual parking garage. As I was pulling



Wendy VanderMeulen
Associate

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www3.sympatico.ca/wendyv

in, the electric door started to come down, stopping about a foot away from my windshield! The attendant was a really nice guy who liked my car, so he found me a nice safe spot to park and the tension-filled first trip was finally over.

Home at Last!

I got the car home safely that night and introduced it to its new home. The garage is currently full of vintage machinery, so I'm afraid the driveway will be home for the X-type. This is not as bad as it sounds, as one of the worst things you can do to a car that is regularly covered with salt is park it in a nice warm garage. Besides, with synthetic oil and a block heater the car should be fine outdoors.

The next day I got the first of many chances to drive the car on snow covered roads. The traction is excellent, even with the stock all-season tires. I do not plan on buying snow tires for this car, something that is usually mandatory in this neck of the woods. In a straight line on snow it will leave almost anything for dead, it is only when you get into turns that you realize you have limited grip with these tires. It does make for some great 4-wheel drifts, though!

Does this car invite unwanted attention? No, not as much as an E-type would. It is a handsome car and I try to keep it as clean and shiny as possible. However, to the uninformed it does not look much different than a BMW, or a Ford Taurus for that matter. I do attract the attention of two groups: the teenage young men in "hot hatches" and the 40-something men in

their Audis, Beamers, Lexus, Acuras and Volvos. This latter group are the ones that discreetly want to race with you, you'll notice them creep up beside you at 70 mph, using their peripheral vision to read the name on your trunk lid. Then they put their foot in it a little, say up to 80 mph, just to see what you're going to do. So far, I've played the little game with them, downshifting into 4th and pulling away. The X-type is a very quiet and smooth car with good power, even in 2.5 liter form. I can verify that it is very stable and comfortable cruising at 100 or even 120 mph. I'm already tiring of this game, however, and am now happy to let them drive on by as I load another CD into the player and enjoy the comfort of the cabin.

Final word? Jaguar have produced a winner here, the car is handsome, comfortable, easy to drive, powerful and reliable. And the price is right. I plan on keeping mine for a long time!

Next month we'll continue with Daniel's comments on the new X-Type's features, including ride, clutch, winter coverings, and security.

Daniel Thompson can be reached at dthompson@gbc.ca if you want to talk about X-types, E-types or anything else Jaguar

ADVANCE NOTICE

OJC March Dinner

Saturday

March 16, 2002

**National Press Club,
150 Wellington, Ottawa**

\$40/person

RSVP 729-8859 or
stewart@travel-net.com



OJC Housekeeping

The **Bent Piston Award** - do you remember this "fabulous" award? OJC used to give it to someone who had completed (or endured) a large restoration or mechanical job in the past year. It was probably last awarded in 1996 but we can't recall who got it. Do you remember? Contact **Frank Basten** (613-342-0467) to let him know.

Check out our updated Website (www.ncf.ca/ojc). Thanks to **Mike Stott** for his work on the site.

Jag Jottings is always looking for articles and ideas and, especially, PHOTOS. Contact either Jim or Paddy.

We welcome aboard the new Executive - particularly **Yann Robin** who is taking on the post of Vice President, and **Daniel Thompson** who is President and our Regional Director. There is a busy year ahead for both of them!

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Gordon Pape - The Moneyletter; September 1999

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Duff Young - FundMonitor 1998

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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
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Revamped JCNA Newsletter Competition

(Includes Cash Award for Top Editor's Sponsoring Club)

[The following is a summary of the new competition guidelines for JCNA newsletters.]

Beginning with the 2001 issues, the annual competition for JCNA newsletters has been revamped. In keeping with the growing sophistication of newsletters being published by the clubs, the competition format is based on numerous professional journalism awards and will be judged by a panel of professional journalists. Writers and photographers will be included; there will be fewer awards given to editors and the top publication will receive a cash prize for its sponsoring club.

Categories:

1. **Photography**
2. **Pre-event publicity:** articles written to inform members of a club event and create enthusiasm for attending.
3. **Post-event reports:** articles describing an event, with the intention of entertaining readers and building enthusiasm for attendance at future club events.
4. **Heritage:** historical and nostalgic articles written to entertain and to inform readers about the history of Jaguars, their owners and makers.
5. **Technical articles:** clearly written, informative articles about care, maintenance and restoration of Jaguars.
6. **Series:** Collections of columns on a single subject by a single author: book reviews, technical tips, website reviews, President's column, etc.
7. **Travel:** accounts of automobile road trips.

Judging will be done across all types of publications, without the format divisions used in the past. It will take into account overall design, neatness, clear graphics, good headlines and quality of writing.

Three awards, plus editor of the year, will be presented. To qualify as editor of the year, an entrant's publication must also have received at least one writer's or photographer's award.

This year, all entries will be judged by members of the North Jersey Working Press Association.

Awards: In lieu of presenting award plaques, a compilation of the judges' top choices will be printed in a commemorative collection. Editors and writers whose work does not appear in the book will be listed. All listed and contributing writers, photographers and editors will receive complimentary issues. The sponsoring club of the Editor of the Year will

receive a cash prize of at least \$100.

Please Note: The JCNA Board of Directors has given the committee a budget of \$500 for this program. We hope to make the cash award larger but do not yet know how much it will cost for publication of the commemorative collection.

OJC Editor's note: We have nominated the following OJC members: 1. **Daniel Thompson** for i) Post-event reports; ii) Series; iii) Photography; 2. **Phil Karam** for Heritage, 3. **Stewart Robertson** for Photography, 4. **Paddy Robertson** for Layout-Production, and 5. **Jim Walker** for Editor.

The new format for selecting winners is much improved any may help motivate our own Club members to submit more articles and photos. Thanks to all of you who presented articles for publication in 2001, and good luck in the competition.

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Tip of the month

Series I & II XJ-6 & 12 Fuel cap seal

On the dual filler caps on these cars, the seal for the filler cap is spring loaded and "floats" on four studs, retained by four push-on round barbed retainers. The cap is held at the front by a roll pin which is also the hinge pin. When the seal gets old it cracks and starts letting debris and moisture into the tank.

In the past, this seal was serviced as the whole seal and holder that floats on the four studs; part #12685. On series 2 cars the number was changed to RTC 196 for emission controlled cars. In 1988 RTC 196 went NLS (No Longer Supplied). Part #12685 (non-vented) has been available off and on and the price has varied from \$20.00 to \$45.00 each. It is in the current price book for North America at \$21.95 each, the first appearance since 1989 when it was marked N.L.S.

The seal can be easily replaced. You can take the cap off the car, or leave it on. Use some pliers and pull the old seal out of its slot. Go around the slot and bend the thin lip outward a little making the entrance to the slot wider. Cut a piece of neoprene flat rubber 1/

8" thick x 2 7/16" outside diameter, x 1 1/2" inside diameter. If you are worried about the rubber being compatible with current gasoline- there is an alternative. There is a new gasket pair available for series 3 cars as aftermarket part #GCS/L. Use the old gasket and mark the new gasket around the inside hole with a pen and cut the hole out with a razor blade knife, cutting just outside the pen mark. Stretch the new part on, crowd it into the slot and bend the thin lip back down. If you use the latter gaskets- there is a small hole- which is ignored- because it disappears under the thin lip.

Heater Flap Stuck- XJ-40

During summer operation the flap, particularly the lower flap, does not work much and so it sometimes becomes stuck in the cold air position and when the heater is on, the lower vents emit cold air while warm air comes out the top. This is not necessarily an ECU or control panel failure.

The problem we have found is usually a bad connection to the servo or a stuck lower rotary flap. The servo and wiring is accessed on the right side by removing the lower dash liner and the piece of sheet metal it clips to, and the

lower heater duct piece. The first thing to check is the plug that connects the servo to the main harness. This is a small two-wire plug. You can follow the wiring from the servo to find the plug (the servo is to

the left of the ECU). This plug can be cleaned by unplugging it, spraying it with a little WD-40 or equivalent, and blowing the connections off with pressurized air. Then plug the connections back together and try it. If you still get cold air out the lower flap, you need to check for power on both sides of the plug (with it plugged in). You should have around 6V. If you have power then the problem is probably a burnt servo or a stuck flap. To access the servo, disconnect the battery. Carefully unplug and remove the ECU and remove the two screws securing the servo. With the servo removed but still plugged in, put the ECU back and plug it back in. Reconnect the battery. Start the car and see if the servo moves. If it moves, the flap is stuck. If it has power and doesn't move, there is a problem with the servo. To free up the flap, spray some WD 40 or penetrating oil on the end and move the flap back and forth manually for a minute. This should fix a stuck flap. If you manually move the flap with the key on, the servo should move to compensate for the movement. Once the flap is freed up, you should disconnect the battery. Remove the ECU and put the servo back. Reinstall ECU. Hook every thing up and start the car and test. Then put the dash back together.

Good Luck,
Joe 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
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