



Blue Rain

Paul Davis's 1992 XJ6 in the pouring rain at the end of Ottawa's 2005 Concours d'Elegance.

Paul is December's profiled Member.

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Photos: Stewart Robertson,
p.1,3,10,11; Paul Davis, p.3.

January Meeting

Monday, Jan. 13, 7 p.m.,

NEW LOCATION: Community Centre, 68 Knoxdale Road

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 20th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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Club Events

Meeting—Monday, January 13th

NEW LOCATION: 7:00 p.m., 68 Knoxdale Road, the Manordale Woodvale Community Centre.

NOTICE:

Jaguar Jottings is not published in January. The next issue will be February, 2007. Deadline for submissions is January 25.

Christmas Party

Capone's Restaurant
831 Industrial Avenue
on Sunday, December 10, 2006
at 6:30 p.m.
for dinner and fun

To reserve, contact Paddy Robertson
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\$35 per person—pay at the door
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It's time to renew your membership for 2007!

Dues are \$50 per year (\$60 if you pay after Dec. 31st). Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

Member Profile: Paul Davis

There was only one change to the OJC Executive with this past round of nominations and acclamations. **Paul Davis** stepped back up to the plate to help steer the club as we roll into 2007. After almost twenty years with the Ottawa Jaguar Club, taking a leadership roll is nothing new for Paul. Previous positions have included Vice President in 1996/97 and President in 1998/99 along with many other support roles in judging and event organization. Paul's new challenge will see him take over the Assistant Editor/Layout role in producing our monthly newsletter, giving **Paddy Robertson** a well-deserved break.

Paul's interest in cars started with some of the interesting "classic" cars that his father owned back in the 50's and 60's. There was a 1957 Chevy with the gas filler

cap hidden in one of the tail fins; a 1961 Oldsmobile - a bullet shaped powerhouse (when gas was more affordable); a 1964 Dodge with push-button automatic transmission, and a 1969 BMW 2002 with its solid German styling and a ride that didn't lean when you took a corner rather fast.

Paul's own list of daily drivers has included a 1967 Dodge Dart (a favourite with its solid slant-six motor that served him well for over 100,000 miles), a 1968 Volvo Canadian, a 1972 Buick Skylark and then a 1977 Saab 99 that was great fun to drive and rally. This Saab, equipped with heated seats and forced-air rear-window defrosting, led him to a string of Saabs that included a 1982 900 and a 1995 900. A Toyota followed with 1998 and 2001 Camrys' and then his current daily driver, a



2004 Honda Accord.

Paul has always loved the design of Jaguars and was especially taken with the design of the Series III XJ6 (quad headlights with "eyebrows" over them, chrome "leaper" on the bonnet, Kent alloy wheels, the design of the C pillar, dual chrome gas caps, the way the rear design swept in towards the functional well-designed rear light clusters and dual chrome exhaust finishers). When he saw one finished in sapphire blue, he had to have it! So, some 20 years ago, somewhere in between all those Saab's, Paul purchased his 1982 Series III XJ6. This

car has won numerous awards in both Driven and Championship divisions at Concours events, not only in the Ottawa area but also at the British Invasion in Stowe, Vermont and JCNA Concours in Stratton Mountain,

Vermont and Concord, Massachusetts. Paul's proudest award was a 1st place in Driven class at the 1997, 8th JCNA Biennial Concours d'Elegance at Stratton Mountain, Vermont.

Following the advice of many, that it's best to drive a car and not let it sit idle too long - after all, they are meant to be driven - Paul tries to take the Jag out for a spin every week. A couple of years ago, he was driving north on Hwy 416, testing the cruise control, when he was pulled over by an OPP officer. Paul had just passed a radar trap but was sure that he wasn't speeding, so I wondered why he was pulled over, maybe to check out the car or something like that? It was "something like that." The officer told Paul that his equipment indicated that he had an illegal radar detector functioning in

the car and that it carried a significant fine. Paul was surprised as he had long ago disconnected the detector that came with the car. He knew the radar detector was activated by engaging the cruise control switch, so had removed the detector control unit and thought that he had removed all of the wiring. The officer said his equipment still indicated there was a functioning radar detector.

So, under the bonnet they crawled and, sure enough, found more wires leading to the actual detector unit mounted just in front of the radiator. Paul asked if the charge and fine could be done away with if he cut out the unit then and there. The Officer agreed and using the Policeman's "leatherman" cutters, he cut out the unit, pulled out the remaining wiring and dutifully presented it to the officer,

who was satisfied with this and agreed that no fine would be issued after all; he certainly had the evidence

that no radar detector existed in the car now. The moral of the story is: ensure that you check and remove *all* components of the offending unit before declaring that it is truly disconnected and removed!

Born and raised in Halifax, NS, Paul came to live in Ottawa after his father was transferred here. Paul attended high school in Ottawa and then the University of Ottawa where he graduated in Biology. He worked for



Continued on page 5



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Profile Cont'd from page 3

Environment Canada doing pesticide research before deciding that he wanted more, returning to school to earn an M.A. in Regional Planning at the University of Waterloo.

After Waterloo, Paul again began working for the Queen, this time in the Training and Development field with the RCMP. He recently retired and, as many of us find, he is busier now than when he was working; he wonders how he ever found the time to fit work into the picture!

Most of his hobbies center around collecting various and sundry "stuff" (from the usual stamps and coins to beer paraphernalia) - obviously a family trait as he recalls his parents and grandparents never wanting to throw things out.

Paul enjoys the comradery and the shared interest in cars, particularly Jaguars, with the members of the Ottawa Jaguar Club. After almost 20 years with the club, Paul has a great deal of knowledge and skills to share. It's great to have him back on the executive team!

Ray Newson

President's Musings

Four years ago I couldn't spell Jaguar let alone pronounce it properly. Today I complete a year as part of a small group of very talented and hard working people who have done their absolute best to make membership in the Ottawa Jaguar Club interesting and rewarding. To all of them I offer your silent applause (I know that you are clapping as you read this).

The new executive has been elected, and guess what? We are all back for another year. I don't think it is due entirely to the job we did in 2006. Rather, many members have been around the Club for a number of years and have done our jobs in the past or paid their dues in other ways. Our members live very active lives and the Club is only one of many activities that demand their time. Very few of you haven't contributed your talents and time in some way over the years.

Why the assessment? In planning last year we reacted to the analysis produced by Frank Basten that

seemed to tell us that we needed to offer more and different activities to hold your interest. We achieved over-kill in some areas. Success is measured by attendance. All events took detailed planning and effort and some were very poorly attended.

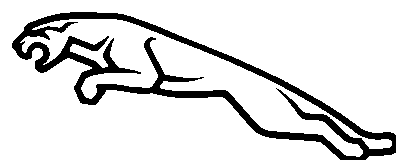
So, what now? Well, in the coming year we are going to produce events that reflect last year's activity levels. There will be a series of core events that have been traditionally well attended and we will encourage and expect the best possible attendance at each of them. There will be other ad hoc, come-if-you-want events that may be linked with those planned and conducted by other Clubs. And finally, our meetings will be in a different venue starting in January - one that offers safer parking and a quieter facility at a lower cost. We hope that those of the 70 of you that we don't see very often will come out and share the joys of ownership of a Jaguar with us.

I should emphasize that this "way ahead" outline above is just my initial ramblings after the AGM. The next Board of Director's meeting will allow all the workers to polish it and make their comments.

Thanks you all for your support in the past year. We're looking forward to 2007!

Mike O'Brien

Editor's Note: Thank you to Mike and all of the executive who planned and executed a lot of events over the last year with the assistance of so many members. Well done!



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It's been a Slice!

By Paddy Robertson

I have enjoyed putting together *Jottings* for the last six years or so, and it truly has been fun.



Producing a newsletter is lots of work, not for just one person but for the whole membership of the Club. Through *Jottings*, I have come to know most of the Club's members, some of them very well.

Although I doubt I will miss the month-end deadline, I will miss the fun of taking the articles that Ray Newson has collected and edited and putting them on the electronic page, shifting them around, taking a word out here or there to make them fit, placing the photos and trying to make each page into a pleasing picture that makes sense to the reader. (Of course, long sentences, like the last one, should be avoided at all costs!)

I must say thank you to so many people: **Al Graves** for his monthly activities reports with excellent photos; **Phil Karam, Guy Larabie, Frank Basten, David Clyne, Grant Edwards, Mike O'Brien, Rob Dunlop,**



Daniel Thompson, Dave Boon, and so many others for wonderful articles and photos; **Stewart** of course for his patient proofreading and his great store of OJC photos which has been the source of colourful fillers" (though you may have seen some of them six times...I have my favourites!).

Continued on page 7

Slice, cont'd from page 6

Wendy VanderMeulen was Club President, when I took on the job.

Jim Walker was the Editor for three years, and then **Ray Newson** took over. Jim inspired the new 'design' of the newsletter, and Ray polished it. Ray's articles, and especially his Member Profiles, have been excellent, and an eye-opener for the rest of us—who knew

how many talented people we had! Ray is continuing for another year—I hope someone as dedicated is ready to step in for 2008.



The newsletter has changed quite a bit since 2000—at first using a lot of other sources, and now relying almost solely on our own members and 'relatives' from other clubs. It feels good to see great content each month. Let's keep it up.

So, **Paul Davis** is shifting into drive (the usual baseball metaphor won't work here!), and he's more than capable. The February issue will be his first.

Thanks!

See you at the next meeting.

Paddy
Robertson



Winter Auto Storage Tips

Gas: Fill the gas tank to reduce the opportunity for condensation to form. You may also add either a gasoline stabilizer to prevent the gas from going stale and/or at least one can of gas line antifreeze to the full tank. Gas line antifreeze is a form/mix of alcohol. MacEwen Gas, Mr. Gas and Drummonds Gas all have their mid test 89 octane gasoline with 5-10% ethanol (corn alcohol). Filling your gas tank from one of these dealers is as good as putting several litres of gas line antifreeze into your tank.

Fluids: Top up all fluids, brake cylinder, radiator, engine oil, transmission. Recheck in the spring, this will be an excellent indicator if you have any leaks. Make sure that your radiator antifreeze is sufficient to withstand the coldest winter temperatures. Also, to avoid damage, make sure that your windshield washer reservoir (if equipped) has a suitable washer fluid in it and not just water.

Engine: Change the engine oil prior to storing the car so that it doesn't sit with old contaminated oil in it over the winter. If your car has a carburetor, oil fog the engine internally by spraying oil through the air intake while running and immediately before shutting it down for the season. If you are really serious, you can accomplish the same thing by removing the spark plugs and squirting oil into the cylinder heads.

Battery: Check the electrolyte level in all cells, if necessary top up with distilled water to just above the separators inside the cells. If you are leaving the battery in the vehicle, make sure that it is fully charged before storing and then charge for 24 hours once a month with a suitable battery charger. Do not leave the charger connected when not in use.

If you remove the battery from the car, store it in a cool dry place, temperature not below 0°C or above 27°C. Typically, batteries will self-discharge at faster rates at higher temperatures. Do not store directly on a cement floor, place a wooden block or something under it to insulate it from the cold cement. Again, charge for 24 hours once a month as above.

Tires: Place a piece of carpet under each tire to insulate it from the floor and pump up the tires to the maximum tire pressure indicated on the tire sidewall. This will help prevent flat-spots when you take it for that first drive in the spring. Don't forget to adjust the tire pressure back to normal before driving!

****XJ6 Owners:** Remove the front and rear carpets and under pads, if you find any water or moisture in the under pads, it is probably coming from the transmission/drive shaft tunnel that has split. Do not leave this, as your floor will rot away. Let me know, I think that I have an inexpensive solution for you.

If you are concerned about mice or rodents, placing mothballs in the vehicle should discourage them. An alternative, to avoid the persistent smell of mothballs in the spring, is to use 4 or 5 sheets of fabric softener, the type that you put in the clothes dryer, they should work just as well.

Placing a sheet of plastic under the entire car will help protect it from the dampness. If at a storage facility away from home, don't forget to lock it and pocket the key!

Phil Karam

Gracie's Facelift ... part 2

I've heard it said that people who've had one cosmetic surgery are likely to return to have more work done. So it was with my Gracie.

As you may have read [Caverly W. *Gracie's Facelift, Jaguar Jottings Sept 06*] Gracie is my 1989 Jaguar XJS convertible. In the previous article I described how I replaced (vs. refinishing) the wood on the ski-slope and the dash. At the same time I refinised the 2 strips on the sides in the rear area, and the 2 strips on the front doors.

Even though I was an amateur with wood, had few tools and no proper work space, the job went well and I was pleased with the results. So pleased in fact that I decided to do more, and go where no XJS has gone before.

I love wood. It's what I look for in cars and one of the reasons I love Jaguars, Rolls Royces and Bentleys - especially older ones. What I decided to do next was to create door panels and sills as found in some of these beautiful cars as this photo (above), from the Ottawa Jaguar Club's 2006 Concours, illustrates.

The doors on the XJS have a strip of chrome about 3 1/2 inches below the top and another at the window (right) and it was this leather area that I wanted to cover.



Figure 2

driver's side panel, ready for the



The idea came from older Jaguars at the 2006 Ottawa Concours

Cover is the operative word, because not knowing how things would turn out, and whether I (or a future owner - if that would ever happen) would want to keep it, I wanted to ensure the doors could be changed back to their original state with no underlying damage. The new wood trim had to fit over the leather and would have to be secured by the same (3) screws that normally held the small wood strip in place.

My first stop was the local hardware / lumber store to pick up the base pieces which consisted of lengths of pine mouldings (1/4" & 5/8" quarter round, 1-5/8" & 5/8" x 3/8" for the base). All construction was with wood glue and a (very) few finishing nails.

These photos (Figure 3) show the front and rear of the

veneer. As you can see, the outside mirror controls posed quite a challenge, answered with more quarter round.

The veneer (circassian burl walnut) was sourced from Nagam Sales who were able to give me veneer from the same log as used on the dash. I used the same methods to apply the veneer to the base and to finish it as described in the first article so I won't repeat them here. The only thing I will add is: when I did the dash I didn't finish off with a spray. This time, I used five brush applied coats of 50/50 (Spar varnish and mineral spirits), two brush-applied coats of undiluted spar varnish and then finished it off with three spray coats of varnish. The finish turned out much nicer with the spray, although the colour appears slightly different from the earlier pieces (dash and ski-slope) which will probably lead me to redo those this winter while Gracie hibernates.

Cont. on page 9

Figure 3:
Driver's side
base
construction



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Gracie—cont'd from p. 8

Here are some photos of the unfinished veneer.

Figure 4: Veneer applied, unfinished



Once that was finished, you'd think I'd stop. But, remember what I said about people going back for more and more procedures?

Looking around for what else could be transformed into wood, my eyes fell on the center console cover.

A quick trip to my friends at Marangou 2000 provided me with a used console I could mangle (again, I wanted to make the change totally reversible if necessary or desired). Removing the leather and underlying foam pad was simple and could be replaced if so desired.

Another trip to the lumber store for 5/8" plywood (to use for the base) and more 5/8" quarter round (for the edges) and another trip to Nagam for veneer (again from the same log) and I was ready to create a wooden version of the foam & leather top.

I know XJS purists won't like it

because it's not original (kind of like adding a leaper to an XJS bonnet), and anyone who knows anything about woodworking will know it's not a professional (let alone a factory) job, but I think it makes my Gracie all the more beautiful!

Here are photos of the finished car. Please stop by when you next see it (Ottawa Concours, Hudson British Car Show or Stowe British Invasion) to have a closer look and let me know what you think of Gracie's new look.

Wayne Morgan Caverly



Note: Nagam has moved since the first article was published. They are now located at 965 rue Reverchon, St. Laurent Quebec H4T 4L2. (514) 331-6191

Stuck on the roundabout with no exit

By Nick Britten



It is the route to nowhere. Council workmen have built a huge roundabout and placed "no exit" signs before every turn-off, meaning that once you're on, there is no way out.

Motorists following the instructions have ended up going around in circles.

The signs went up five weeks ago, but such is the polite demeanour of British drivers that no one told the council until now.



The problems started when Coventry City Council built the £1 million roundabout. Two of the roads meet the roundabout close to each other, and workmen were told to erect a "no left turn" sign there. Instead, they put "no left turn" signs ahead of every junction.



The roundabout on the A444 dual carriageway, a major approach to Coventry, has caused traffic chaos.



Michelle Hallmark, 25, said "I can't believe someone didn't notice when they were putting the signs up. If it wasn't so dangerous, I'd find it funny."



Coventry City Council has said it will remove the signs.

Courtesy *The Daily Telegraph*, Dec. 4, 2006, and observant reader Paul Davis.

November Meeting Notes

Monday, November 10

With 23 members in attendance, **Mike O'Brien** opened the Annual General Meeting at 7.00 pm with a discussion of changes to the club's constitution. He brought attention to the status of the life membership clause and associate membership. It was decided to defer the vote on the revisions until the January 2007 meeting.

Mike reported his thoughts on the year's events and attendance. Overall the events were well organized but attendance was poor for some of the drives. He then turned the meeting over to the other executive members and directors of the club.

Each director gave a brief report on the activities for their position during the year. **Roger Gough** was absent so it was decided that the treasurer's report would be deferred to the February 2007 meeting. This will allow for all 2006 receivables and payables to be reflected in the financial statement.

Paddy Robertson then gave the club an update on the upcoming Christmas party. It will be held Sunday December 10, 2006 at Capone's Restaurant on Industrial Avenue.

Mike adjourned the meeting for a refreshment break.

After the break, the meeting was turned over to **Rob Dunlop** the nominations co-ordinator for the club's executive. Rob stated the response to his request for nominees was underwhelming at best. With the exception of **Paul Davis** vying for newsletter co-ordinator, the incumbents were the only nominees for all of the other positions. Rob moved that the nominations be closed and **Paddy Robertson** and **Guy Goodman** seconded the motion. Rob then

asked that the slate of executives and directors be accepted by a show of hands. All accepted.

The 2007 Executive

President	Mike O'Brien
Vice-President	Frank Basten
Secretary/Membership Director	Lee Harrington
Treasurer	Roger Gough
Activities Director	Alan Graves
Technical Director	Phil Karam
Concours Chair	Paddy Robertson
Chief Judge	Rob Dunlop
Newsletter Editor	Ray Newson
Newsletter Asst. Editor/Layout	Paul Davis
Webmaster	Mike O'Brien
Facilities/Equipment Co-ordinator	Lee Harrington
Club Librarian	Merv Clarke

Mike O'Brien then asked if there were any other discussions from the floor and since there were not, the meeting was adjourned.

Next meeting; January 8th 2007
@7:00 pm @ The Margaret Rywak
Community Building, 68 Knoxdale
Road – between Greenbank &
Woodroffe on the south side.

Lee Harrington
Secretary

More Fillers...

On the principle that there's always room for one more picture ... here are a few from the 2006 Concours.



What the camera saw

Mike Olsen, Bob Higgs and Herb Woods focus on judging at the 2006 Concours. At least, that's the official version. Actually...

Mike, having forgotten his glasses, thought he had already reached the port-a-potty.



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why maybe your Jaguar
didn't perform
this Summer...



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