

Jaguar Jottings

APRIL 2013

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1986  Club

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Events This Month

14th April - Spring Dinner at St. Elias Centre

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President's Musings

As I recall, by this time last year I'd put the toque away, the Jags were mobile and I had already raked the lawn. Alas, this year we still struggle to see over many of the snow banks but the constant gurgling of melting snow suggests real spring isn't far off. Time to get those last minute car chores done in preparedness for another super driving season.

It was really great to see the 25 member turnout for the March meeting visit to the War Museum (report elsewhere in the Jottings). Afterwards, everyone enjoyed the excellent food and libations at the next door Mill Street Brew Pub, recently opened in the renovated stone mill buildings by the Ottawa River. Unfortunately, catching up was a challenge with two energetic folk singers doing their best to drown out any conversation. All in all though, a very pleasant evening.

Next up is our annual spring dinner on 14th April, which promises a special evening with a few surprises thanks to Phil Karam's creative organization. We have over 30 attending with still room for more....check out the details on the website.

I attended the Ottawa Auto Show this year. With over 250 cars, it was quite impressive particularly in the spectacular new Convention Centre. Jaguar Land Rover's display was comprehensive although lacking the new F type. According to Tim Whelan, Jaguar Ottawa's sales manager, the one (!) currently in Canada was promised out west during the show. He's expecting the first delivery of two in May. Anyone in the club ??

Congratulations to **Bob Hiland** whose photo of his E-type was selected to appear in the 2013 Welsh's calendar. Also, congrats to **Vikram Ambrose** who imported a

Series 3 (V12) E-type coupe this month from sunny Florida.

Finally, if you need some motoring inspiration, may I suggest checking out this 1956 clip of **Mike Hawthorn in a D-Type** completing a practice lap at Le Mans

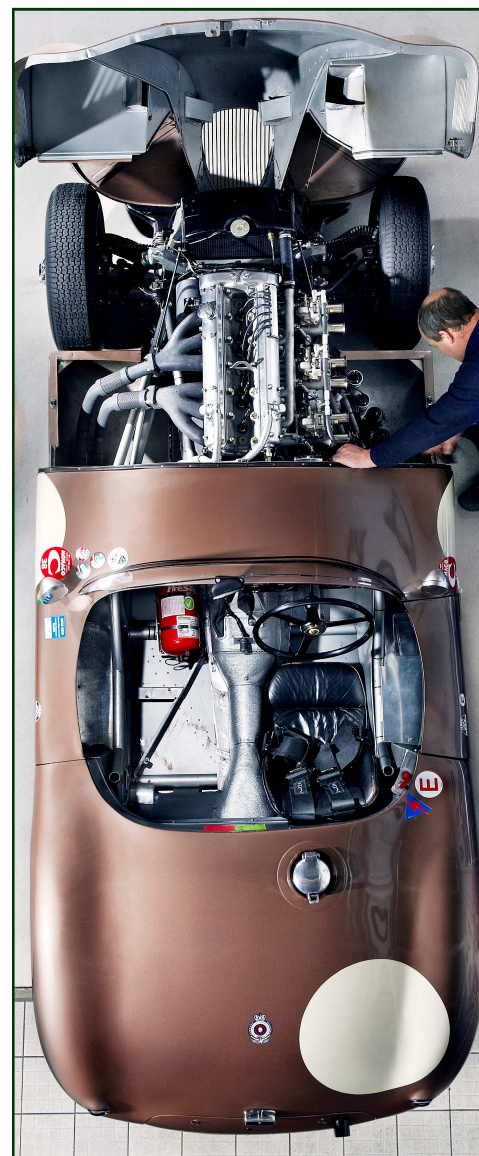
<https://vimeo.com/59410466#at=0> .

The driving is amazing as he calmly commentates while zipping by bicycles, Deux Chevaux and delivery trucks ambling along the route. Equally amazing is the technology of the day with a brick-sized microphone anchored to his chest and a full sized camera sitting up high on a tripod perched on the back of the D. Thanks to member Paul Racette in Quebec for sending this along.

See you all at the Spring Dinner.

Cheers and happy, safe motoring

Rob Dunlop



Triple C Challenger E-Type Import

I make no apologies for the length and somewhat random nature of this article, but if you are looking for the Coles Notes on how to import cars to Canada or the Executive Summary, here it is : Spend loads of time learning how it should be done, do what is expected, get frustrated, pay lots of money, get what you want anyway through sheer tenacity, and it is all worth it.

Now the slightly longer (and hopefully more interesting) story.

I have always been in to cars. Ever since I was a little kid, I had to help my Dad fix his cars as we didn't have any money for garages at the time. Of course, he told me that it was because he could do a better job than any garage out there and we always had interesting cars that your regular mechanic wouldn't have any empathy for. Took me another 20 years to understand what he meant and how empathy could really be applied to inanimate objects. After things like a Sunbeam Rapier H120 (Holbay engine, you know) we ended up with a BMW 1502, which was almost disappointing for me as a budding mechanic because it was just so bloody reliable. Saving grace : it was bright orange. Very 80's.

Anyway, he kept that car long enough that it too started to go wrong, so learned something about "German Engineering". Still love it today as a life long Audi driver for daily transport.

So, on to my first forays in to the world of automobile ownership. Clearly when a young man is just legal to drive, the main thing about a car is to get the interest of girls. Then I found out that with "cool cars" insurance and condition were limiting factors in many respects.

That being said, legitimately breaking down frequently didn't hurt in the girl

department for sure. After a string of Mini's, Alfas and Lancias, I ended up going to the Newark Kit Car Show with my best friend, Greg (still is, amazingly). I am still a little sketchy on what exactly happened but we got home and I had bought a Cobra replica (from Pilgrim) and he had bought a 1970 Lotus Elan +2S. Now, apparently we were joint owners in all this silliness, but this settled out fairly quickly when we picked up his nearly running but complete car (towed by the aforementioned Sunbeam H120) and mine started to arrive in envelopes. Literally. Anyway, the build of this Cobra has been documented in various kit car magazines in the past, but suffice to say that it owed me NOTHING in terms of stories to be told. It was built in a hurry and by committee, but sold in Germany after I moved there for several years. Back then it seemed that a Green Card insurance docket would cover you for almost anything. Thankfully never put to the test.

Following a string of boring company cars, my Dad bought the Triple C Challenger E-Type kit car in nearly finished form. Now, having been down the "envelope of bits" route already, I was very skeptical of this, but when it turned up, it was nothing short of fantastic. Well put together and thought out. Plus it didn't catch fire and had all the gears in the gearbox (almost – more on that later). Anyway, my Dad ran out of time to complete, so sent it back to them for a factory completion which was stunning. I was allowed to ride in it occasionally and drive it less frequently. Come on – would you?

Then I moved to Canada, bought the Audi TT I had wanted and thought no more of it. But slowly the idea of a classic or interesting car would creep back in to my psyche, but I had taken up a new career / my own business and was sailing an awful lot so never really let the idea develop. Now, as I "idly" investigated various classics and



kits, it became clear that it was very hard to build or own one in Canada, especially if it wasn't manufactured here in the first place. For those of you who don't know, this is a very cold country for half the year, with all the commensurate salt and grit on the roads that goes with it, so anything of any reasonable age (and interest) was usually well in the ground before I could get to it. For anyone who knows me, to be forbidden or denied something turns me in to that truculent teenager that I always denied being and so I looked a little harder. As luck would have it for me, my Dad decided to "give" me his Triple C E-Type. There was a lot of chat back and forth about how to rationalize this, but it boiled down to the fact that for the last 10 years he had done only 20-50 miles in it between MOT's and that he couldn't get my Mum near it. I was going to get it anyway when he passed away as the official car nut off-spring of three, so why not have it now. After about a pico-second of thought, I said yes.

Then we set up the shipping with a company in Liverpool, which required my Dad to take his last drive in the machine from Welwyn Garden City to Liverpool. As ever, the car ran flawlessly and was nice and quiet with the hard top on. Met at port by the shipping company and boxed ready to go. ETA of 3 weeks to Montreal.

Now, to the story in Canada. Much research and internet crawling of government websites. I know they have a lot of information that they need to publish, but holy crap, why is it that what ever you need is buried really deep and impossible to find a second time. Also much information found seemed to conflict with other information found.

Note to anyone trying this : all the so called "experts" out there that would do this for many thousands of dollars are universally rubbish. I can say this with some degree of confidence dealing with shipping companies every day for my business. As it



turned out, this was going to be monumental in the scale to which these companies can mess up.

It turns out that there is only ONE piece of paper that you need in order to bring a car into Canada and it is called FORM 1. How original. Along with that, I needed a bill of sale from my Dad and for good measure also had the following just in case :

- all past MOT's
- official valuation from my Dad's mechanic
- photos of the car
- shipping manifest from Liverpool
- the car's registration document where it is carefully listed as a Jaguar Sports

Next to twiddling thumbs until the ship arrived. No tracking for this kind of thing since 9/11 issues and potential terrorists using that stuff, so when the phone rang at work I was very excited of course.

This rapidly turned in to panic when the Montreal receiving company said they would only hold it for 2 days without charge or going in to bond. Rushed around sorting things out, booking time off work, persuading my girlfriend that a day trip to Montreal would be fun etc.etc. and we headed off in to the sun-rise. Actually we left so bloody early that sunrise was just about when we got to Montreal.

1st stop : Hapag Lloyd to pay their bond fee. Simple cash, credit card or Canadian dollar cheque would not work. Had to be US\$ bank draft. Would have been nice to know this ahead of time.

2nd stop : bank to get said bank draft. Funny side story here : the teller was in such a rush (as was I) that she made the bank draft out to me instead of Hapag, so when eventually presented it could not be cashed. Glad about that in the end as will become clear.

3rd stop : Montreal Customs House. Get the paperwork stamped and pay a HUGE amount of taxes. Apparently this needed to be taxed on book E-Type value and also PST & GST (Canadian equivalent of VAT). Anyway, forked over nearly \$4,000 in taxes.

4th stop : back to Hapag to get the car released. Realised I didn't have ALL the required bits filled in on the Customs form.

5th stop : back to Customs House for completion.

6th stop : Hapags for release documentation (shipping manifest – only original allowed, so had to fake that one!!)

7th stop : to the port. These guys were well hidden and really not geared up to allowing members of the public pick things up themselves. The scale of this place is awe inspiring for sure. Fields of 40/50 ft containers piled 6 high in places. Paid another "disbursement" fee as we were not part of the port cartel.....someone say MAFIA MONOPOLY? Off they toddled to find my container. Brought it front and centre. Summoned the required customs clearance agent to be present when the bond seal is cut off.

Drum roll.....Ta da. Open the doors and there stood a lovely Black Mercedes SUV. Seriously. I looked round at the gathered crowd as many people had never seen this type of car before and got smiles and questions..... "aren't you expecting a Merc?", "isn't your car black then?" and then after about 30 seconds of very uncomfortable silence, "are you sure you aren't expecting a Merc". Obviously there had been some simple mistake, right? Wrong. The container numbers matched those on my documentation. Immediately I thought the car had been stolen. Embarrassed silences from all. The port folk then thought to refund me my disbursement / cartel fee. Not really a fair trade as it was only \$300. Then a flurry of activity to find my car.

This is now 3:45pm and we had left Ottawa at 5am. My girlfriend was well impressed. It is also a Friday and if you know anything about government employees, they are nowhere to be found at this time on a Friday.

Thankfully in my searches for information and documentation, I had befriended a person in Customs Canada who was in Montreal. She and I had struck up quite the relationship and I was very glad of the harmless flirting we had, because she persuaded Customs, Agriculture Canada and the Port of Montreal Authorities to stick around until it was sorted out.

Turns out my car was in another container (no shit) that had been taken to Agriculture for "cleaning". Now I know my Dad pretty well and this car would have been spotless when it went in to the box, so this was another money grab. This time they wanted \$1,200 for the pleasure, but when shown the error of what they hadn't done already, they abated. Turns out there was a simple box switch in Liverpool and the UK shipping company hadn't noticed. Crap.

Agri-Canada was a few miles away and closed (it is 4pm on a Friday after all), but somehow my flirtatious partner had managed to get them to put this container on a truck and bring it to me.

I finally got to roll the Triple C out of the container at 7pm, ready for a 2 hour drive back to Ottawa. Even after 3 weeks at sea, the car started first time after waiting for the fuel pump to pressurize everything.

I was allowed to drive it on the UK plates for 6 days to facilitate all paperwork that had to be done, so a bit of pressure to move forward now.

Took it to my garage guy in Ottawa to get it through the Canadian equivalent of the MOT. He is great (Pierre's Auto) as he knows these cars having imported them from the UK in the 70's. It breezed through this although the exhaust was shot.

Finally – all paperwork complete. Took it to MTO here (Ministry of Transport) and got the sacred plates. Insurance was a breeze too – antique car, not driven much. \$300 per year (about 200 quid).

I was still a little upset by all the taxes I had to pay so did a little chatting with friends of mine in the Customs House here (called the Long Room). He was convinced I had over-paid tax for two reasons : firstly the car is over 25 years old, so PST exempt, secondly it was a gift in family, so not taxable as unearned income. Of course, they couldn't just refund me, but I had to apply for this and wait a further 3 months. Still, all worth it as I got about 50% of the taxes back.

Happy and driving for the rest of the (short) season here. Next job was to tackle the overdrive gearbox which was not working. Spares had been shipped with the car in the boot, so how hard could that be? Wait for my next installment of this tall tale.

Dave Bradly

On behalf of my Dad, John Bradly, who passed away about two years after we had done this successfully

Tanks for the memories

For the March club meeting, twenty five members including five ladies descended on our spectacular **National War Museum** for a guided tour of the military vehicles and tanks in the vast collection. Our guides, Doug Kenwright, the museum vehicles director and army vet Doug Knight accompanied us throughout, regaling us with fascinating tales of the various machinery and how the equipment found its way to Lebreton Flats in Ottawa. From the British Churchill and US /Canadian Sherman to the infamous Russian T-34 and German Panther, the collection possesses most of the legendary tanks of the two world wars. Additionally, our guides pointed out the Nazi weather station that had hidden undiscovered in Labrador for many years after the war, the white UN vehicles emblematic of Canada's long peacekeeping history and Earl Mountbatten's African staff car. The hour tour went by all too quickly, ending with a challenge to guess the weight of an 18th century cannon barrel. Unsurprisingly, "the professor" Peter Whitworth came within a few pounds of the actual weight, winning a beer from our guide...speaking of which afterwards, we reassembled at the neighbouring **Mill Street Brew Pub** for an excellent meal and ale.

Interestingly, for many of the attendees this was their first visit to the War Museum and judging by the very positive reaction, certainly won't be their last. Doug K very much enjoyed escorting us and offered another tour in the future to their workshops where the vehicle restoration takes place. I think we can take that as a given...possibly this fall.

Rob Dunlop





Spring Dinner

Where

St. Elias Centre
Conference & Banquet Facility
750 Ridgewood Ave (across from Mooney's Bay)

When

Sunday April 14th 2013
5:30pm Cocktail hour (cash bar) / 6:30pm Dinner

Menu

Soup: Butternut Squash soup

Salad: Mixed Green salad

Entrée A: Chicken Valentino

Breast of chicken stuffed with Mozzarella & Parmesan cheese, red bell peppers
Madagascar sauce; plum tomatoes, mushrooms, red bell peppers in a white
butter sauce, served with hot vegetables, roast potato.

Entrée B: Fillet Mignon

8 oz Triple "A" Beef Tenderloin, served with a peppercorn sauce, hot vegetables, roast potato.

Desert: Strawberry Short Cake, Coffee/Tea

Cost

Entrée A = \$35 + 15% + HST = \$45

Entrée B = \$43 + 15% + HST = \$55

Please be kind enough to respond to Karen and Phil

Karen Wilson : karenwilson@storm.ca

Phil Karam : karam@rogers.com

Marketplace

1987 XJ-S purchased by the current second owner in 1999 with only 27,000 km. Completely original, never winter driven and always stored in a heated garage. It comes with Dayton spoked wheels and the original never used wheels come with it. There is a complete service file/history for the car. It currently has only 43,000 km (certified) & is really an exceptional car. The insurance valuation & photos are available on request. Asking \$14,500.00. Paul 450-835-1248. [AMJJA]



1989 Jaguar XJ Vanden Plas. 23,000 kms, all original, never winter driven. Contact bntrans@bnn-transmission.com or 613-729-6000. Imran Kanji. [FMA]



1994 Jaguar XJ40(6). Like new, no winters, no rust, "Best in Class" Championship at JCNA Concours 2010. Rated the "Best sorted" Jaguar XJ40. Appraised @ \$15,000. Asking \$10,000 or best offer. Frank Basten 613-342-0467, e-mail fbasten@ripnet.com. [FMA]



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