

Jaguar Jottings

April 2018

ottawajaguarclub.com



Restomod XJ6

Drive with us!



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Photo Credits

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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 \$60.00 payable to: **Ottawa Jaguar Club**. And mail it to the Membership Director, Karen Wilson. Please do not mail cash.

Karen Wilson
777 Otty Lake Side Road, RR3
Perth, Ontario
Canada. K7H 3C5

Jaguar Jottings

Editor & Publisher: Rob Dunlop

613-834-0588

editor@ottawajaguarclub.com

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January to December for the information of its members. We welcome your participation. Deadline for contributions is the 25th of each month. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

Advertising

Full Page \$25/month, or \$250/year (12 issues)

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1/4 Page \$10/month or \$100/year (12 issues)

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Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the publisher and your cheque to the treasurer.





The snow has almost disappeared from my lawn and the streets are becoming generally clear of residual salt. If this continues, we'll soon be able to dust off our cars and get them out for driving. But remember, March came in like a lamb and we could well get another snow dump before spring settles in.

Talking about spring the **dinner scheduled for Apr. 29th** is slowly gathering commitments. We are up to 16 couples so far. We'd like to have 25. If you haven't alerted Paddy Robertson, let her know as soon as possible and we can finalize the arrangements with the restaurant. *(See the ad elsewhere in the Jottings for details)*

Major club business is proceeding with the JCNA membership review and the liability insurance issues. **The JCNA Review Committee has completed its task and following a thorough analysis concluded with a unanimous recommendation to remain with JCNA particularly as the annual financial savings would be negligible. The club executive in turn endorsed the committee's results with a near unanimous vote. The committee's detailed report will be made available soon to the membership in the protected section of the club website.**

In addition We have initiated discussion with the JCNA Northeast

region director re. the inadequacy of the JCNA provided liability insurance. They provide currently through a pair of interlocking policies up to \$US 3M in coverage for any given year for the totality of 65 clubs (5 Canadian plus 1 Mexico and 59 US). With that preponderance of US clubs and the propensity in that country for lawsuits plus the current Canadian trend in the same direction we can see a multiplicity of clubs in a lawsuit situation in a given year. And \$3M will not go far. Our current broker in Ottawa is recommending \$5M minimum. Apparently some Northeast US clubs share our concern and we are urging the regional director to raise the issue at the coming JCNA AGM. If there is an unsatisfactory outcome, we will proceed with our own additional local Canadian coverage.

Al Graves and Don LeBlanc continue to organize exciting major drives for the coming season and anyone interested should consult the Jottings or our website for registration. Keitha and I found the 3-day trip to the Georgian Bay area this coming August very intriguing. It is a marvel of planning, history and interest including a late 19th century steamboat cruise and a memorial to the historic all-Canadian Arrow supersonic interceptor with a dedication to Jan Zurakowski, the chief test pilot. Little known is the purely Canadian design Iroquois turbojet engine with technology ahead of the US, Britain and the Soviets at the time including the first use of titanium alloy compressor rotors and a twin spool compressor arrangement.

Al Graves is also working with our local Jaguar dealer to recognize the 70th birthday of the legendary XK 120 to take place at the dealership in mid-August with a parallel display at the Concours on June 10. The dealer display will be coordinated with models of the latest modern Jaguars

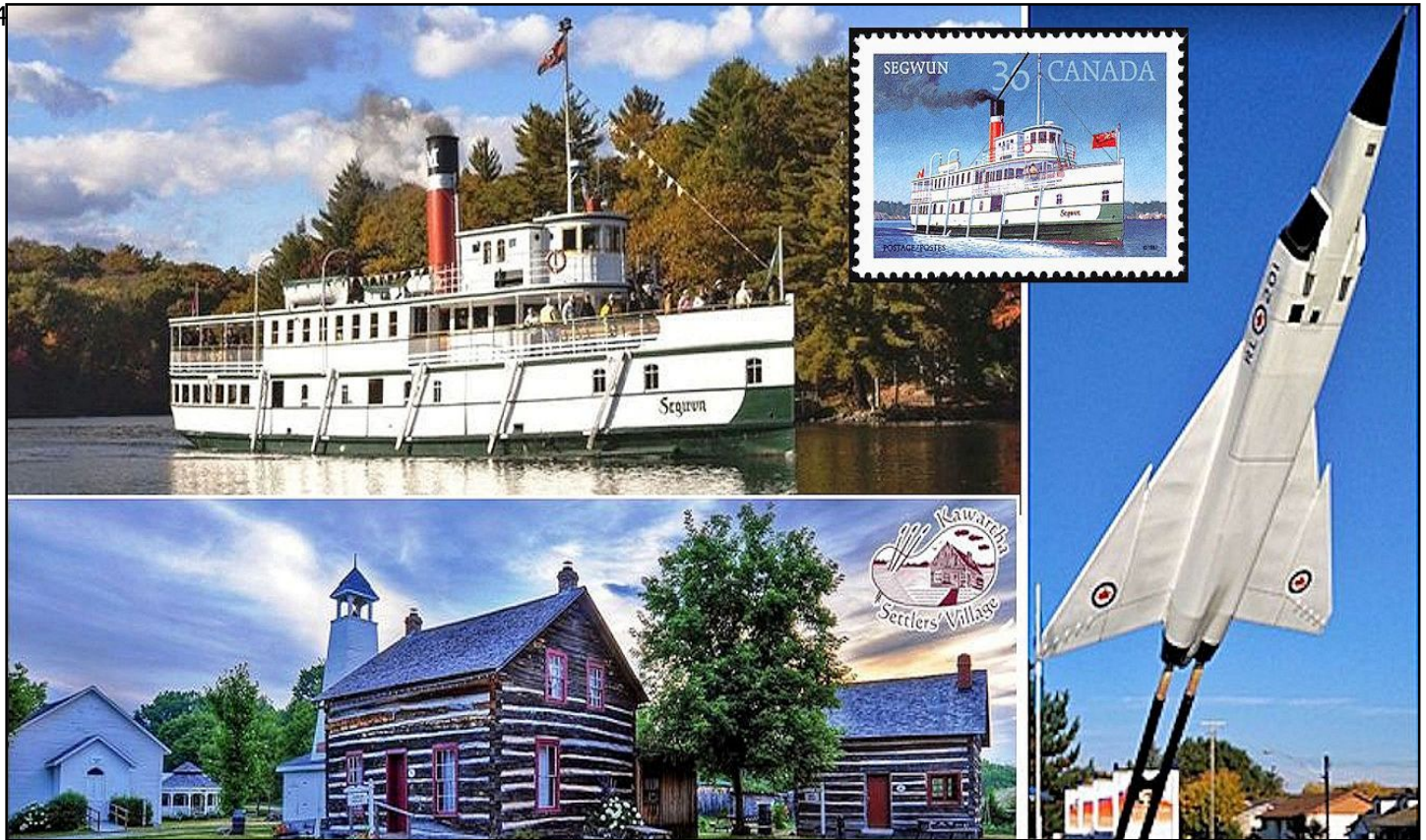
to show the continuity of Jaguar design. There will also be displays to recognize 50 continuous years of the XJ series initiated in 1968. This will be a major publicity event for the dealer. Phil Karam has agreed to display his immaculate XK 120 as the star of the show including parking it in the showroom. Combined with Ed Theoret's XK150 and a to-be-announced XK140 there will be full line up along with several E Types. As you can see we have a widely encompassing array of activities planned for this coming driving season.

I have recently subscribed to a new British Jaguar magazine called *Classic Jaguar* and found this bimonthly issue recently included a very interesting article on the Jaguar clubs in New Zealand. It seems that they formed 60 years ago and currently there are 13 clubs in a population of 4.7 million, less than 1/7th of Canada's population. The major cities of Christchurch and Auckland have respectively 300 and 500 members each (to be compared to our 100 members in a city of 900 thousand) Roads are much better than here in Canada and with such a moderate climate the cars can be driven year around.

Enjoy getting your cars out sometime in April.

Dave Kenny





2018 WEEKEND DRIVE 3 - 5 AUGUST

This long weekend break is a three day scenic sightseeing and activity-based drive westwards from Ottawa and is filled with points of interest and stops. The drive will feature an Avro Arrow replica and memorial park, the Algonquin Logging Museum and Trail and Art Museum, a drive past Lake Rosseau, a visit to picturesque Gravenhurst, a 2 hour excursion on a 19th Century Royal Mail Steamship on Lake Muskoka, a visit to a small high quality 1900's automobile collection, a visit to the Kawartha Settlers Village at Bobcaygeon and the petroglyphs of Petroglyph Provincial Park. Amongst these highlights there's something for almost everyone.

We will be using Bracebridge as our overnight location both nights, due to a general constraint throughout the Muskokas area requiring two night bookings in hotels for summer weekends. The driving pace will generally be leisurely and comfortable with sensible stage lengths and plenty of stops, both for sightseeing/activities and rest-stops. The routing will be primarily on enjoyable scenic high quality highways and secondary roads, and will avoid freeways. The distance to be travelled in the 3 days will be about 858 km. This averages out to be about 286 km per day, but the majority of this is getting to the area on day 1 and returning home on day 3. Driving distances on day 2 are fairly short.

Day 1 – Friday, August 3rd. Arnprior - Bracebridge

Day 1 (Friday, 3rd August) will feature a drive along the Ottawa River shore on good back roads to Renfrew, then Hwy 60 to Barry's Bay for our first rest/coffee stop and visit **Zurkowski Park (replica Avro Arrow)** then on to Whitney for lunch. After lunch we will stop at the **Algonquin Logging Museum and the Algonquin Art Museum**, which has a spectacular collection of "art about the park" before driving to our hotel in Bracebridge for just before 6:30 pm, in time for supper.

Day 2 – Saturday, August 4th, Bracebridge – Muskoka Lakes – Gravenhurst - Bracebridge

Day 2 we take a scenic drive with stops to Gravenhurst around **Lakes Rosseau and Muskoka**, arriving into Gravenhurst before noon. After some sightseeing and lunch we will be ready for a 2 pm (to be confirmed) departure on the his-

toric "**Segwun**" **Royal Mail Steamship for a 2 hour cruise** passing through Lighthouse Narrows and into Lake Muskoka. RMS Segwun is the oldest operating steam driven vessel in North America, built in 1887 to cruise the Muskoka Lakes. It is 125 ft long with a beam of 21 ft and is driven by two reciprocating steam engines. In 1987 Canada Post honoured RMS Segwun with a 36 cent commemorative stamp. The steamship returns to Gravenhurst around 4 pm and we spend more time in Gravenhurst before a short scenic **Lake Muskoka lakeshore** drive back to our hotel arriving just before 6 pm. Then we can go out for dinner in Bracebridge.

Day 3 – Sunday, August 5th, Bracebridge - Ashton

Day 3 we depart Bracebridge after breakfast drive over to the **Horseless Carriage Museum** between Bobcaygeon and Fenelon Falls with a short pit stop in Fenelon Falls en route. The Horseless Carriage Museum has a small collection of early 1900's cars in immaculate restored condition plus an eclectic collection of other artifacts. From this small museum it is a very short drive to the **Kawartha Settler's Village** in Bobcaygeon. This is a working pioneer village of authentic antique buildings from the 19th century and earlier. After our visit to the village we have a quick light lunch before heading out.

Our last featured stop is **Petroglyphs Provincial Park** where we visit the Petroglyphs Visitor Center and see the ancient rock carvings as well as the beautiful park location. From the Petroglyphs Park we drive back to the **Old Mill at Ashton**. This is the longest leg of the weekend, but we plan a final half hour rest stop en route at Madoc. We should be at the Old Mill around 6:45 pm, an ideal time for a post drive supper or drink with your tour guides.



What Do You Need To Do...

If you are interested in joining this weekend trip or have any questions before deciding, you need to contact Alan Graves (afgraves@rogers.com) and Don LeBlanc (dleblanc.ba@gmail.com) with your intent by April 30th so we can keep you posted.

You will also need to make your own two night hotel bookings in Bracebridge (night of August 3rd and night of August 4th) ASAP. To assist in this we have placed a small block of 6 rooms on hold in the Quality Inn in Bracebridge for these nights.

After this block is taken up there may or may not be additional capacity at this hotel or other nearby hotels – hence the urgency to book as soon as possible, since during the summer accommodation becomes very tight quite early through the entire Muskoka area, especially for this weekend. The contact information for the accommodation is as follows: -

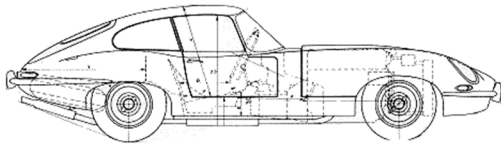
Quality Inn, 300 Ecclestone Dr, Bracebridge, ON P1L 1X1, phone number (705) 645-8775. When booking quote "**Part of group booking for Ottawa Jaguar Club**" and block booking "**Group Account: 3303812**" and provide credit card information. The hotel rate is \$229/night for a King room and \$219 per night for a Queen room. The hotel will give us a 10% discount on these rates if all 6 rooms are taken up.

You may also have to make a reservation for the steamship cruise – details will be forwarded to everyone who has registered with us for the weekend trip once they become available from the boat line at the beginning of May. The 2017 cruise cost was about \$40 per person.

This weekend trip through the Muskoka region and the Kawarthas offers some of the most beautiful and scenic parts of Ontario with glimpses into its history and origin and an excellent opportunity to exercise your Jaguar. Please give serious consideration to joining us.

Alan Graves and Don LeBlanc

Back to life...an E-type restoration



In the beginning...

"My youngest son came home one day and told me his friend's father in Montreal had a Jaguar to sell but didn't know what model, only that it was long and slim. I called the father who told me it was a 64 E-Type FHC whereupon I almost said goodbye thinking of what these cars are worth. Regardless, we talked about the car for a while and then I drove to Montreal to take a look.

The car was a numbers matching car which had not been on the road for several years. It ran but the clutch was inoperable as were the brakes. He had been conducting a running restoration and had spent quite a lot of money rechroming etc while amassing a considerable number of parts. He did not have an asking price but I knew that before heading to Montreal. We were able to quickly agree on a price and I brought the car home the following week. That was Oct 2014.

The original owner had kept a comprehensive log book until he sold the car seven years later. There the records come to a dead end. The log did reveal that he drove the car year round in Montreal and that he changed the colour to metallic BRG some years after new. Someone had since returned the car to its original Opalescent Golden Sand.

Work on dismantling the car commenced in Jan 2016 and I started stripping the paint that Spring and found the usual surprises. When I removed the engine and transmission I discovered a variety of non factory nuts and bolts securing various bits and pieces which indicated

the drivetrain had been out of the car at least once before. As I removed the outer sill on one side I



The Restorer...

is club member Adrian Sawyer who has conducted complete restorations of quite a few MGB and MGBGTs including engine rebuilding, body painting, and partial restorations of a number more

(floorpans, sill sets, castle rails etc). As for Jags, he's rebuilt a Mark 2 including rebuilding the 3.4 engine and painting the car. His E-Type experience is less inclusive having only replaced outer sills and gussets on a friend's car and front floor pans on another as well as the usual brake work, cylinder head replacement etc. Adrian has had no formal training in car repairs and restoration.

discovered it was affixed by sheet metal screws and body filler to the original outer sill which was metallic BRG, at least what was left of it!! . I have yet to remove the other side but can see that there are two outers there also.

I am currently replacing the left inner and outer sills before commencing on the right side. Then it will be complete floor pans and rear end panels before tackling the bonnet.

I intend rebuilding the engine and will have West Carleton Auto do the necessary machine work. I am converting to a five speed transmission but apart from that upgrade it is intended to keep the car mostly original.

With a bit of good fortune it is hoped to have the car back on the road by Summer 2020 but don't hold me to that.

Cheers,
Adrian "

(Adrian's promised to keep us up to date on the progress...editor)

Tech Visit - Adrian's E-type restoration

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The long, cold winter had many club members edgy and anxious to get back to doing "car stuff" again. Our Tech Coord Phil Karam among them, he decided to check out member Adrian Sawyer's E-type restoration (in a heated garage) and Adrian agreed to members coming along for a visit. Accordingly, on the morning of 17 March, a dozen members gathered at the rustic Marlborough Pub and Restaurant in North Gower for a hardy breakfast before making the short drive to Kemptville and Adrian's garage.

While there's no doubting that Adrian's offer of hospitality was genuine, it should be observed that shortly after our arrival he quickly put the assembled muscle/brawn to use picking up the E-type shell off the floor and raising it into position so it could be fitted to the rotisserie. (The rotisserie is a rotating framework which permits the body to be rotated for ease of body-work.)

The lifting operation concluded, the visitors checked out the work underway on the E-type as well as an MGB GT alongside, also under restoration. It was great to smell oil and paint once again and compare notes before drifting off home.

Many thanks to Phil for organizing the outing and to Adrian for the exercise and the patient responses to numerous questions (..how come your restoring an MGB at the same time as an E-type??) We look forward to another future visit as the work progresses.

Editor



"Ready, one, two, three...HEAVE!"



"I think you can let go now, Scott.."



Ready for rotation...



Rebuilt MGB motor



"I believe it was either 11/16ths or 13/16ths"



Clamped in place for welding



MGB GT awaits Adrian's spare (?) time...



Member brought new XE saloon

"Greatest Hits" XJ

Jaguar is celebrating the venerable XJ sedan's 50th anniversary this year, and as part of that, the Jaguar Classic Works department in Coventry, England, has built Iron Maiden drummer Nicko McBrain's perfect Series III XJ. The custom car, nicknamed "Greatest Hits," is the product of over 3,500 work hours and 4,000 redone parts.



XJ6; the paint is a special deep purple, and the interior has been retrimmed with Pimento red leather. But it's not just the appearance of the "Greatest Hits" XJ that has been massaged, as the 4.2-liter straight six of the 1984 XJ6 has been upgraded with three E-type SU carburetors. It also has a custom exhaust with quad tailpipes. There have been nine XJ series so far,



the interior features rock-inspired custom touches like the guitar amplifier-style rotary knobs on the dashboard. The speakers of the 1,100-watt audio system are from the 2012 model



The Series III is, for some, the ultimate development of the first XJ body style, and McBrain's car is his third Series III. It's in most respects a restomod, as the front and rear bumpers, headlights, wheels, infotainment and other details have been modernized;

year Jaguar XF, as those are what McBrain prefers. The steering wheel logo is a combination of the Iron Maiden mascot, "Eddie," and the Jaguar "Growler" logo.

The Jaguar leaper mascot on the hood is from McBrain's first Jaguar

and the 10th version is expected to arrive sometime next year. There are persistent rumours that it might eschew internal combustion completely, facing a reinvention as an electric sedan instead.

Excerpted from Autoblog





ANNUAL CONCOURS & FAMILY DAY 10 JUNE, 2018

Planning for our annual car show is underway...and we need your help:

**TROPHY MANAGER
DOOR PRIZES COORDINATOR
CONCOURS JUDGES**

We're looking for volunteers to make our day a success. If you can help, please contact the Concours Chair, John Blais - john.blais3@gmail.com

DID YOU KNOW?

Movie star Steve McQueen, best remembered for the iconic car chase in the 1968 movie "Bullitt", was a capable race car driver and confirmed car nut and owned numerous delectable autos including this Jaguar XKSS.

McQueen had a particular penchant for the big cat he called the 'Green Rat' — as those living on Sunset Boulevard and Mulholland Drive in LA knew only too well. The word on the street was that the local sheriff had offered a steak dinner to the officer who could finally catch the ever-evading McQueen...apparently never collected.



OJC SPRING DINNER

Sunday, April 29, 6:00 PM

Britannia Yacht Club

2777 Cassels Street, Ottawa

Cocktail reception

Buffet Dinner

Cash bar

\$50 per person

Reception with cheese/fruit platters, warm canapes, complimentary non-alcoholic beverages

Buffet Dinner

Assorted dinner rolls

Mixed green salad, maple balsamic dressing

Chicken Breast in white wine mushroom sauce

Salmon Fillet in Lemon Thyme Sauce

Herbed Rice / season market vegetables

Decadent dessert with tea/coffee

Dietary-adjusted items available upon request
when reserving

Reservations by 12 April to Paddy Robertson
paddyrobertson252@gmail.com / 613-253-6266

*Payment by cheque to “Ottawa Jaguar Club”
at the door*

Events & Activities 2018

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EVENTS SHOWN WITH DATES ARE GENERALLY FIRM, BRACKETED DATES ARE WEATHER ALTERNATES, NO DATE INDICATES ACTUAL DAY IS STILL TBD. DETAILS OF TIMING, DIRECTIONS ETC AS WELL AS CALENDAR UPDATING WILL BE PROVIDED CLOSER TO THE EVENT THROUGH THE WEBSITE, IN THE JOTTINGS AND/OR BY EMAIL IF/AS REQUIRED. ADDITIONS AND IDEAS ARE ALWAYS WELCOMED.

**VOLUNTEERS TO ORGANIZE/LEAD EVENTS ALWAYS WELCOMED!
CONTACT BOB HILAND (HILAND@ROGERS.COM)**

LISTINGS OF ALL CAR CLUBS IN EASTERN ONTARIO/WESTERN QUEBEC AND NORTHERN NY, RELATED CRUISE NIGHTS AND ONE TIME EVENTS ARE ALSO AVAILABLE ON OUR WEBSITE (BOTTOM OF HOME PAGE).
2018 DATA IS EXPECTED TO BE AVAILABLE END FEB ALSO IN SPRING ISSUE OF "BOUNDER".

Feb	16 - Darts 'n' Pizza Night – St Anthony's Soccer Club 24 - UK Interclub Darts Tournament—Barrhaven Legion
Mar	17 - Super Tech Day - Sawyer restoration
Apr	29 - Spring Dinner - Britannia Yacht Club
May	TBA Spring Drive TBA Concours judges' training and test – St Anthony's
Jun	10 - OJC Concours and Family Day – Cumberland Heritage Museum 24 - Wheels on the Mississippi Car Show
Jul	TBA Summer Drive 08 - Merrickville British Car Show (replaces all marque Show & Shop event) 14 - All British Car Day (ABCD) – Britannia Beach 28 - 1st Annual Canadian Capital Classic Car Show - Wesley Clover Parks
Aug	3-5 Weekend Tour - Muskoka and Kawarthas 12 - Boot 'n' Bonnet British Car Show – Kingston
Sep	Hazeldean Mall British Invasion and Pub "Growler Cup" golf tourney
Oct	Fall Colours Drive
Nov	Annual General Meeting
Dec	Christmas Dinner

Other events are under consideration pending further details later in the year including:

- *XK 70th Anniversary celebrations with Jaguar Ottawa, ABCD*
- *Rendez Vous drives with JCNA New England club, Toronto club, Montreal club, Eurocars*
 - *Sep - Watkins Glen NY Vintage Festival featuring Jaguar*

Ottawa Jaguar Club
Concours & Family Day
Sunday, June 10, 2018



Cumberland Heritage Village Museum
2940 Old Montreal Road, Cumberland, ON

JCNA Concours d'Elegance and Jaguars on Display

10:00 - 12:00 Concours and Display Registration

12:00 Lunch for entrants

1:00 Concours Judging

4:00 Awards presentations (concours and display cars)

Display cars: \$20 Concours/judged cars: \$40

Admittance with Jaguar includes museum tickets and BBQ lunch



Information & Registration

John Blais 613-256-4462

john.blais3@gmail.com

Chief Concours Judge

Rob Dunlop, 613-834-0588

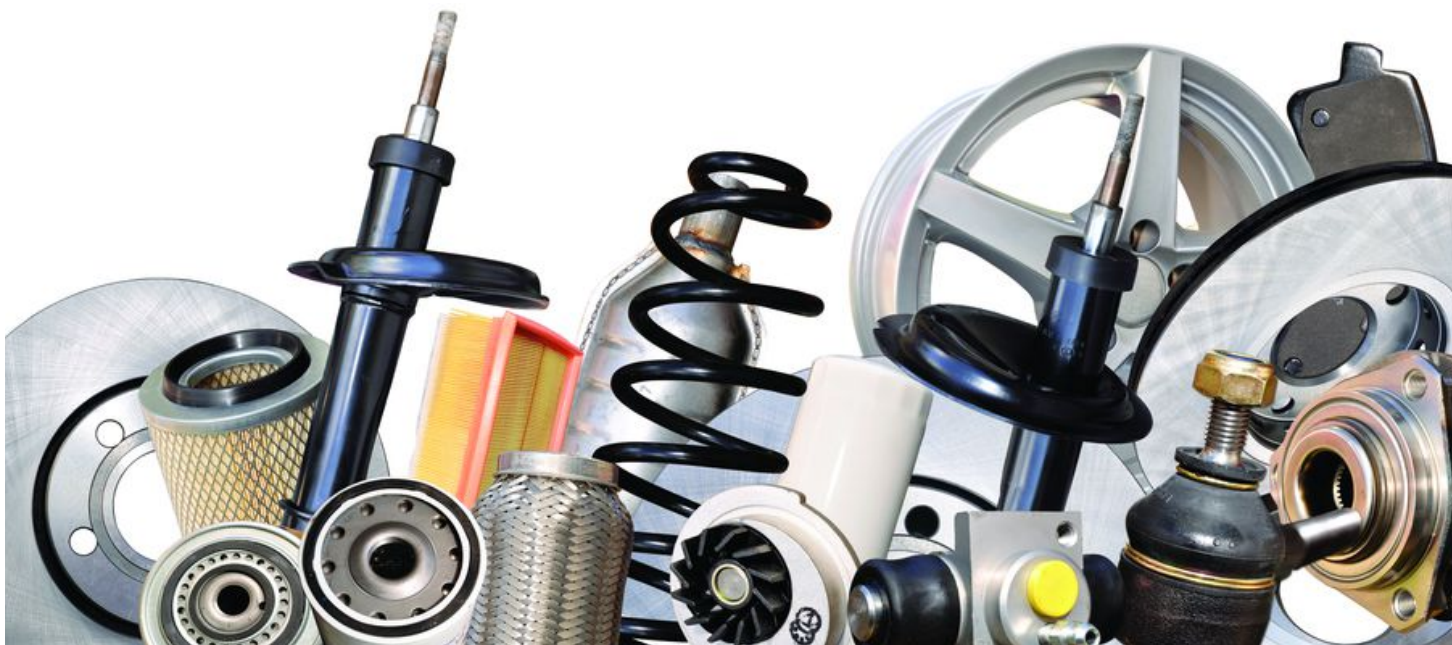
editor@ottawajaguarclub.com

Details & Online Registration

www.ottawajaguarclub.com



Marketplace



Got spare parts?

Cleaning out that basement or garage and you've found some Jag (or other) parts no longer required?

Sell them with Marketplace

"One man's trash is another man's treasure"

**3 month ad free for members,
\$20 for non-members**

*Jaguar Jottings accepts advertisements in good faith. It is in your best interest to make every effort to **check offers personally.***

Advertising in Marketplace is free to OJC members, \$20 to others. Ads run for 3 months..

Contact the Editor with your advert and arrange payment with the Treasurer, Roy Fjarlie (fjarlie@bell.net)



FOR SALE - 1955 XK-140MC

An Open Two-Seater/roadster model, needing a few months work to complete. It is a roller, with rebuilt engine, gearbox and rear-axle installed.

It has had a complete body-off restoration, with substantial new steel in the body, panel fits and seams lead-filled as original practice. The chassis was sandblasted and coated with Imron. Body was painted in two-part urethane.

Included are approx. \$10K in new parts, including BAS upholstery kit, rubber parts kit and wiring harness.

Comes with the matching numbers C-type head (rebuilt) and original 2-in H8 carbs, two Moss gearboxes, an XK-140 block and spare steering box. All instruments are included, but will need rebuilding. The car was upgraded with a Getrag 5-speed box.

Recently independently appraised at \$75K. Asking \$70K USD o.n.o.
Copy of appraisal available on request.

Car is located in Carleton Place.

Contact: egamblin@magma.ca

**Available separately, make an offer:**

- **Jaguar Service Manual (XK120-Mk IX)**, new, ISBN 1 870642279
- **XK-140 Parts Manual** (photocopy)
- **Original Jaguar XK** - Porter, first edition
- **XK-140 performance cams**, NOS pair, part GTJ-25 (GT Jaguar, Eastlake, OH).
- **Iskenderian competition valve springs**, NOS JA-005 & JA-006
(Installed H 1.312-in, Seat pressure 110 lb, Rate 320 lb/in
Max coil bind H .86 in) c/w Carb needles.
- **XK engine valve timing gauge tool**, well-used but works fine
- **XK valve-clearance biscuits**, used, x 13 (if interested, I can measure thicknesses)



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