



Jaguar Jottings

January 2019

ottawajaguarclub.com



Drive with us!

2	
<i>In this Issue</i>	
Contents	2
President's Musings / Volunteers Needed	3
Christmas Dinner - report	4
Tribute to Alan Graves	5
2018 Bent Piston Award winner - Adrian Sawyer	6
2019 Membership renewal	7
XK140 Auction Experience - Evan Gamblin	8/9
Events & Activities	10
Tips from the Mobile Guy - To plug or not to plug	11
Marketplace	12

Photo Credits

Front cover - JLR

P 2 JLR

P 4 Rob Dunlop

P 5 Rob Dunlop, Alan Graves

P 6 Adrian Sawyer, Rob Dunlop

P 8/9 Evan Gamblin



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)

Back Cover \$300/year (12 issues)

1/2 Page \$15/month or \$150/year (12 issues)

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

Business Card \$5/month or \$50.00/year (12 issues)

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.





Here we are at the end of another year of Jaguar motoring which celebrated 70 years since the introduction of the XK engine and the XK sports series. This engine was in production in growth models until the mid-1960's, almost 40 years, with many of them still operating on highways throughout the world. I wonder, if Sir William Lyons realized what a motoring and technology legacy he left us, which will likely persist for many years.

The Ottawa Jaguar Club had a good year with a series of superb drives authored by Al Graves...a fitting swansong to Al's retirement after 15

years of service to the club. With the dedication of the executive and other volunteers we were able to clear a number of organizational, financial and legal hurdles and there is still a recognizable treasury.

For 2019, I'm looking forward to a comparatively calm and simple year with event planning already underway. The Spring Dinner is booked for April at St Anthony's and the Christmas Dinner once again at the Hunt Club thanks to Roy Fjarlie and Phil Karam. John Blais has the Concours scheduled for July 7 to avoid competing with the Montreal Grand Prix which will hopefully improve attendance by the Montreal Jag club, traditionally good attenders in the past. Following on from the success of their gracious hosting of the '68 E-type birthday party last year, Carol and Fergus Groundwater have once again volunteered to welcome members to their gorgeous home for another celebratory Jaguar event this summer. All that remains is for some volunteers to come up with a few interesting drives and Al Graves has offered to help and advise. One of Phil Karam's famous technical visits would round out things nicely.

The recent Christmas Dinner was a very pleasant and obviously enjoyed event with 52 participants. We thanked Alan Graves for his exceptional support to the club over the past decade and a half and presented Adrian Sawyer with the Bent Piston award for his considerable start on his E-type ground-up restoration. This was a deliberate change to now recognize incomplete restorations of significant accomplishment. Thanks to Phil for organizing the dinner while using his negotiating skills to the club's advantage.

Coming up in February, you are all encouraged to participate in our club's Darts and Pizza event followed by the annual British Interclub Darts Tourney. All you need is good hand-eye coordination to fling darts at the board and more importantly to move a beer mug from table to lips. May the best club win.

Finally, very best wishes to all for a prosperous and Happy New Year and fingers crossed for a super summer to fully enjoy our Jaguars.

Dave Kenny

VOLUNTEERS NEEDED

Many of our executive members have been serving for five to 15 years and most have advised that they do not plan to continue past 2019. We urgently need new executive members for 2020 and beyond. Positions available include:

President

Vice President

Treasurer

Activities Coordinator

Concours Chief Judge

Jottings Editor and Publisher



Please consider helping out your club. Elections occur at the November AGM. If you wish to advise your interest or have questions, **contact VP Bob Hiland (hiland@rogers.com)**

Christmas Dinner



On 15 December, the festively-lit Ottawa Golf & Hunt Club beckoned invitingly as over 50 club members shuffled in from the dark and cold to enjoy our annual Christmas dinner and close out to the 2018 activities year.

The traditionally best-attended social event of the year didn't disappoint as everyone took the opportunity to mix and mingle before partaking in the sumptuous buffet. President Dave Kenny then rose to acknowledge the exceptional support Alan and Sue Graves have provided to the club in the vital drives organization and operation over much of the past 15 years and to thank Alan with a symbolic leaper and a fine bottle of wine. He also announced this year's winner of the *Bent Piston* award as Adrian Sawyer who received the award for his ongoing restoration of an E-type coupe.

As the socializing slowly wound down, attendees seemed well pleased with the special atmosphere, food and service offered by the Hunt Club, to the extent that we intend to return once again in 2019. Much thanks in particular to Phil Karam for his coordination and arrangements.

Rob Dunlop



Alan and Sue Graves joined OJC in 2003 and didn't waste any time before offering to assist with the club operations. By the next season, Alan was regularly organizing drives, followed by taking over as the Activities Chairman. His efforts weren't limited to drives only however, as he assumed duties as a club photographer put together a dart tournament and became one of the two club representatives to the All British Car Day (ABCD) organization. His technical skills and meticulous approach to any and all tasks big and small always guaranteed success and his services were much in demand, including as a de facto permanent space allotment organizer for ABCD over several years.

His drives were always carefully planned with much detailed instruction and pre-drive coordination to the extent that I don't believe he ever lost a driver! His specialty was the weekend/overnight drives involving much route planning, accommodation coordination and seeking out interesting stops and visits. The trademark of Alan's drives were the meal hour and break stops, always at tasty and often



Leaper presentation at Christmas dinner



Leading the way as usual...



No one ever starved on one of Alan's drives...



Alan and Sue on a weekend drive

decadent locations. In recent years, he demonstrated particular skill coordinating events with our local dealer Jaguar Ottawa, including arranging the necessary Jaguar models to complement the dealer's events. This past summer, Allan initiated then coordinated between the club and the dealer for a comprehensive 70th XK anniversary program which unfortunately had to be cancelled by the dealer's request.

Although Alan is stepping back from 15 continuous years of club organizational duties for a well-deserved break, he and Sue fully intend to exercise their '94 XJS convertible and '95 XJR alongside fellow club members in the coming years.

Alan has earned and deserves our sincerest thanks and appreciation for his longstanding commitment and support to OJC. It's no exaggeration to say that much of the club's success over the past decade and a half is due to Alan's efforts. We are faced with an enormous challenge to find someone (or ones) to fill his shoes.

MANY THANKS, ALAN!

2018 "BENT PISTON" award



ADRIAN SAWYER - 2018 BENT PISTON AWARD WINNER

This year's recipient of the voluntary, self-inflicted misery award is Adrian Sawyer, member since 2014 but a longstanding renovator and restorer. Completely self-taught and professing no claim to being an expert, he completely restored a number of MGBs and MGBGTs as well as a Mark 2 Jag, before tackling his current 1964 E-type coupe project. Members had an opportunity to see his work up close last March with an invitation to check out his E-type progress as well as the coincident MGBGT alongside in his workshop (report in April 2018 Jottings).

He purchased his Jag in Montreal, October 2014 as a running restoration vehicle without a clutch and brakes. Closer examination revealed significant structural problems, leading to the decision in Jan 2016 to begin a wholesale dismantling. Ahead to 2018, he is currently installing the critical new left inner and outer sills, before next up the right side, complete floor pans, rear



OTTAWA JAGUAR CLUB 'BENT PISTON' AWARD

The award was created and first presented in 1991 to recognize an individual ...

"...who has demonstrated outstanding perseverance, mechanical skill and bull-headed determination in repairing and/or restoring a Jaguar while maintaining a reasonable level of good humour and/or sanity."

end panels and the bonnet. Engine work is also in the schedule with a desired back-on-the-road date of summer 2020.

An E-type restoration is a truly monumental and at times heart-breaking undertaking, often with surprises. He is most definitely worthy of the Bent Piston award for 2018. Adrian's promised to keep us up to date on the developments.

Rob Dunlop



(PS. Prez Dave Kenny correctly noted that the award is actually misnamed, since it is the connecting rod not the piston that is bent. That said, "connecting rod" lacks the flair of "piston" and given its 27 year history, he has conceded that it will remain so named. – editor)



2019 MEMBERSHIP RENEWAL

Fellow OJC'ers:

This is a reminder that it's time to renew your OJC membership. Please make your renewal intentions known to me. If you do not intend on renewing please let me know, I will remove your name from the mailing list so that you are not inundated with reminders.

JCNA requires a list of the members and payment on **February 1st** and we need time to process the renewal file and send off the payment, so **please send your cheque by mid January 2019.**

Membership dues for 2019 is \$60. Of this fee, \$30 (US) goes to JCNA to cover the cost of the Jaguar Journal which you receive by-monthly.

Your renewal cheque for **\$60, DATED NO EARLIER THAN JANUARY 1 2019,** should be made payable to "**The Ottawa Jaguar Club**", and mailed to:

Karen Wilson

777 Otty Lake Side Road, RR3

Perth, Ontario K7H 3C5

Please do not mail cash.

Selling a Jaguar through Bring A Trailer

– Evan Gamblin

To sell an XK-140MC project car recently, I decided to try the website Bring A Trailer (BaT), (www.bringatrailer.com) For those unfamiliar with the site, it works like this:

- The format is a week-long auction with, as we discovered, multi-national coverage
- Before a vehicle is accepted for auction, the seller must send BaT:

1. proofs of both ownership of the vehicle and clear title,
2. a description of it for their copy-editor (vetted/ corrected by the owner before being posted),
3. photos of the car (can be augmented later, no need to get everything in first time),
4. the reserve amount - there will be no sale unless the final bid exceeds a certain threshold

(note: a car can be listed without a reserve resulting in a guaranteed sale to the highest bidder - editor)

Those interested can post comments and ask questions about the car in an accompanying blog or via an email address BaT provides.

- The seller is encouraged to answer questions in a timely manner
- By the end of the week, the car has been fairly thoroughly gone over by knowledgeable people
- Cost to BaT by the seller is \$99 US, regardless of outcome.
- Buyer pays BaT a percentage of the sale amount



- The service BaT provides is selecting and introducing a buyer and seller, no involvement in the actual sale transaction.

In our case the preparation took quite a while because the car was in parts. As far as possible, all parts - new and old - were identified by factory part number, listed in a spreadsheet and photographed in groups on the benchtop. The iPhone 8S camera worked fine for this and the photos of the car.

Many of the cars advertised on BaT are photographed against some suitably scenic background. When your vehicle is a roller weighing 1,200+ kilos the choice of scenic backgrounds is somewhat restricted.

At BaT's suggestion, I applied for a JDHT certificate for the car, and was pleasantly surprised by how smoothly and quickly the process worked. The

digital version arrived within a couple of days, the hardcopy following within a week or so. Full marks, JDHT.

Watching some other auctions suggested bidding did not really get going until the very last day – and often only in the last hour. During the week, I answered a number of questions, recorded in the blog here:

<https://bringatrailer.com/listing/1955-jaguar-xk140-roadster-3/>

A few people from outside North America emailed, asking whether I was willing to crate up the parts for shipment, which I agreed to do if they won.

Finally, the last day of the auction was upon us. The day began with the bids standing at just under 60% of what would be the eventual top bid. The number of people watching this sale had increased slightly from 430 to 484, and as the day progressed four bidders emerged and bids slowly increased.

Whoever designed BaT's bidding process paid attention to a flaw in some online auctions whereby at the very close of an auction certain bidding software could intervene and shut out other bidders. The effect was to terminate the bidding regardless of other bidders willing to go higher. In BaT's auctions, a bid placed within the final two minutes causes the timer to reset to two minutes. That gives all bidders two more minutes to decide whether they want to go higher. Approaching the deadline, bidding activity increased and I was relieved to see the numbers finally approach and exceed my reserve.

The successful bidder turned out to be located in the Netherlands, and had previously rebuilt an XK-150. ../2

The final bids had been placed by his wife after he'd had to leave for work. I scanned and sent them the signed-off Ontario ownership and a bill of sale, and we began discussions about getting the car delivered.

For the buyer, another benefit of the BaT blog was that he was able to source some missing parts. Especially a frame for the convertible top (apparently hard to find), a steering column of the correct length and a gas pedal. The latter resulted from an observant viewer commenting that the pedal included with the car actually belonged to my Fixed Head Coupe parts car.

To summarize, I was very pleased with the outcome of using Bring-a-Trailer to sell the car. I'd certainly use their service again.

Getting Paid

The transaction was in USD, and settling it turned out to be instructive. The buyer had bought cars from North America before, and to test that the funds transfer would work, he first sent a small amount to our bank. While successful, it revealed that we would lose quite a lot due to a low currency conversion rate between USD and CAD. (The bank's \$15 charge for the transfer itself was quite reasonable). After evaluating various options, the one that gave the best result was to convert the USD amount to CAD at the far end and transfer that.

Packing and Shipping

This of course is not quite the end of the story, and I'd like to share a couple of things I've learned since, mostly about building a suitable shipping crate. If you expect to never need to do that, feel free to disregard the rest.

Shipping Crate Construction; lessons learned so far...



The shipping crate required to hold the spare engine, Moss gearbox and other parts had to have a wood pallet under it, but not just any pallet. I learned pallets going to the USA or EU must be heat-treated, and stamped accordingly. Fortunately, a pallet manufacturer on Bank Street was able to provide a suitable used one made of southern yellow pine. The 40-in x 48-in pallet set two of the dimensions for the crate, and measuring the engine suggested a 36-in panel height would provide a 12-in high compartment above the heavy stuff for upholstery materials, etc. Comparing and pricing out real plywood against newer materials such as oriented strand board (OSB) made the latter a clear choice, with 18mm (¾-in) for top and bottom, 15 mm (5/8-in) for the sides and shelf. Panels are attached to the base and each other with 2x2-in spruce. At the base, so as not to interfere with pallet handling equipment, panels attach

to the pallet's perimeter with 5/16-in carriage bolts.

According to a post on the jag-lovers website, an XK engine with flywheel weighs around 580 lbs. To move this one around required an engine hoist, which a local rental firm provided. The engine bearers are 4x4-in with two thicknesses of 18 mm hardwood plywood on top. The latter bolt up into holes that normally attach the sump. (Here I should point out that this block has no sump or flywheel, so only has to be raised enough to clear the connecting rods). The bearers are through-bolted to the pallet with ½-in carriage bolts, three per side. Through trial-and-error (mostly the latter) after drilling the bearers for the ½-in bolts I found the best approach was to:

- drill the plywood pieces for the ½-in carriage bolts and sump bolts and bolt them to the block,
- fasten one 4x4 to the crate's base, drill through the base and fit a couple of the carriage bolts,
- temporarily attach the other 4x4 to the engine, then
- lower the whole assembly onto the base and
- mark the location for the second set of holes on the crate base, then drill those.

Attached are a couple of photos of the finished crate. Of course the proof will be how well it protects its contents until they reach the new owner.

Regular readers may recall Evan's ad in the summer Jottings which details his car. The Bring a Trailer auction site has grown significantly recently and features hundreds of cars, many of which are sports cars and projects, including lots of Jags. It's possible to subscribe for free and get daily updates on the auctions and the blogs provide interesting and useful reading. - editor

Many thanks Evan for sharing your experience!

Events & Activities 2019

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.

**HIGHLIGHTED EVENTS NEED VOLUNTEERS TO ORGANIZE/LEAD
PLEASE CONSIDER HELPING OUT
FOR DETAILS, 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). 2019 DATA IS EXPECTED TO BE AVAILABLE END FEB ALSO IN THE SPRING ISSUE OF "BOUNDER" MAGAZINE.

FIRST DRAFT FOR 2019

Feb	Darts and Pizza Night – St Anthony's UK Interclub Darts Tournament—Barrhaven Legion
Mar	
Apr 06	Spring Dinner - St Anthony's conference centre
May	SPRING DRIVE
Jun	Concours judges' training and test – St Anthony's SUMMER DRIVE
Jul 07	OJC Concours and Family Day – Cumberland Heritage Museum All British Car Day (ABCD) – Britannia Beach CANADIAN CAPITAL CLASSIC CAR SHOW - WESLEY CLOVER PARKS
Aug	WEEKEND TOUR (TBC) Boot 'n' Bonnet British Car Show – Kingston CALABOGIE RACES & CAR SHOW
Sep	HAZELDEAN MALL BRITISH INVASION AND PUB 2ND CLASSIC EUROPEAN CAR SHOW, MERRICKVILLE British Car Clubs Golf Tournament
Oct	FALL COLOURS DRIVE
Nov	Annual General Meeting Interclub Trivia Challenge
Dec	Christmas Dinner

Other events are under consideration pending further details, later in the year .

TO PLUG OR NOT TO PLUG...

By Eric Fauteux

We all love saving money and let's be honest tires can be expensive and often seem to be an unnecessary expense. Rather than spending all of your hard earned dollars on a new tire you may prefer to just plug the hole or repair the tire and save your extra cash for some much needed Jag part.

Well there is a line where your tire should no longer be repaired and instead should be replaced. This line varies depending on the tire and the vehicle to a degree but by and large it will be pretty clear when you need to retire your rubber to greener pastures as a tire swing.



The typical way that a tire is fixed, and it's completely improper, is to take a plug and just jam it through the tread of the tire and that's the end of it. If it doesn't leak, everything is fine.



But how do you know what the inside of the tire looks like? You don't. So, the tire always has to be de-mounted from the rim for a proper repair.



The ideal solution to fix your tire is a plug patch. This is both a plug and a patch, and this goes from the inside of the tire to the outside. It's pushed through and then you grab it with a pair of pliers and you pull it. It has a rubber plug that is built into it, so once this is pulled through, the metal piece comes off, the inside is a patch, it seals the inside, it seals the outside, it's considered a permanent repair.

Keep in mind that a repair is a repair and a new tire is a new tire. Pretty philosophical, right? Well the reality is that those 4 rubber car shoes keep you and your family safe and help transport you from point A to point B.

If you don't fix your tire properly you may find yourself going to Point A, C, D, E and then B after you make several stops to get help fixing a flat and repairing a busted tire that should have been sent to tire heaven a long time ago.



enTIREly Mobile
Driven To You... Always

info@enTIRElyMobile.ca


613-406-8473





- NEW TIRE SALE
- SEASONAL TIRE CHANGE
- TIRE STORAGE
- NEW RIMS / WHEELS
- WINDSHIELD CHIP REPAIR
- WINDSHIELD REPLACEMENT
- AUTO DETAILING
- **ROADSIDE ASSISTANCE:**
 - EMERGENCY • TIRE REPAIR
 - UNLOCK
 - BOOST
 - FUEL DELIVERY

 | www.enTIRElyMobile.ca

Marketplace

Got spare parts?



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)



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

SINCE 1973
XK's
UNLIMITED
www.xks.com

**Get Your Jaguar Parts
 Directly From THE Source...**

Manufacturers of Thousands of Jaguar Parts and Accessories
Suppliers for Contemporary and Classic Jaguars Worldwide



REPLACEMENT COOLING PARTS NEW EXHAUST MANIFOLDS REPLACEMENT BRAKE PARTS STEERING & SUSPENSION PARTS ACCESSORY ITEMS

SIX MODEL-SPECIFIC CATALOGUES SENT NO CHARGE - POSTAGE-PAID • SAME DAY SHIPPING
We Are Pleased To Support Your Club Activities And Offer A Discount To Club Members



International Calls: 1-805-544-7864 • North American Calls: 800-444-5247 • FAX: 1-805-544-1664 • Email: parts@xks.com

FOR YOUR JAGUAR

PARTS MADE IN HOUSE
 UPGRADES
 SERVICE ESSENTIALS
 BIG NAME BRANDS
 GENUINE JAGUAR PARTS

PARTS & ACCESSORIES
 FOR
 CLASSIC & MODERN
 JAGUARS

WWW.SNGBARRATT.COM




SALES.USA@SNGBARRATT.COM  **TOLL FREE: +1 800 452 4787**



1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500