

Jaguar Jottings

Ottawa
Jaguar
Club



Peking to Paris see page 6

Drive with us !

May- 2020 - ottawajaguarclub.com

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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, Jay Hunt. 613-521-6839 (leave message)

Please do not mail cash.

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Jaguar Jottings

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May 2020

I hope that this month's edition of the Jottings finds members and their families safe, sane and healthy. First I would like to thank and praise all the frontline workers... Thank you, Thank You, Thank You. The past 4 weeks have been unusual to say the least,

self-isolation, social distancing, border closures and travel restrictions have created a new world order. The mandate of the 2020 executive was to try and make the Club more inclusive and try to create a car club that is about the people as much as the cars. Josee Dubois enthusiastically has taken the lead in the new position of Social Director. Josee single handedly took on the very first edition of our Club calendar and scheduled a full year of social events for the Club, including meetings and weekend breakfasts for those not able to attend the Wednesday morning breakfasts. Now all of that hard work is basically being postponed or cancelled. Josee has been a spark plug on the executive and I just wanted to acknowledge her hard work and thank her for her contributions even though we are all in a holding pattern. Josee has made my

life as president so much easier.

When you have an opportunity, please thank her. And please stay up to date with schedule updates in the Jottings and on the Website as they become available.

On a personal note staying at home has created an opportunity to stop procrastinating and clean my garage. I discovered that the concrete floor is grey and now I have time to build my rotisserie and get the car into the garage ready for restoration. Alex and I have postponed our summer road trip to Seattle to visit relatives so I will probably have some time to carry on with the E type and get "the things to do" jar emptied (maybe). Lastly, I say to all Stay Home... Stay Safe.. Stay Healthy.

Lee

Remembering Sir Sterling Moss



Sir Sterling Moss

1929—2020

Racing icon Sir Stirling Moss passed away April 12, 2020 at the age of 90.

As a professional driver, Moss' early years were spent racing for Jaguar. His career with Jaguar started when he won the 1950 RAC Tourist Trophy in Northern Ireland driving a borrowed XK120 on the eve of his

21st birthday. This caught the attention of Sir William Lyons who invited him to lead the Jaguar team the following year. 1951 thru 1954 Moss drove XK 120's, "C" and "D" type Jaguars for the Jaguar works team in races throughout Europe, working closely with also recently departed Jaguar icon, Norman Dewis.

In 1955 Moss was the first British driver to win the British Grand Prix at Aintree driving a Mercedes. Moss continued to race until he was involved in a near fatal accident during the Glover Trophy at Goodwood in 1962. Many enthusiasts are surprised to learn that Moss' racing career of only 12 years was relatively short. After a lengthy recovery from his accident, and retirement from professional racing, Moss continued to be a very visible ambassador for motor racing, keeping his legend alive for many years to follow.

Ray

The OJC Rally

A GENTEEL RALLY THROUGH THE LANARK HIGHLANDS
PRESENTED BY THE
OTTAWA JAGUAR CLUB



Plans for the upcoming Rally to be held in the Lanark Highlands on Saturday **August 15** have been completed, subject to driving the route when the social distancing rules are removed. Once we get closer to the date the decision will be will deciding whether it is a go or not based on Covid-19 circumstances. That will likely be early in July. We will then produce an article for the Jottings that will explain the format of the Rally and how it works. Stay tuned, more to come!

Mike

OJC's 2021 Calendar

Although our social activities are being postponed or cancelled, we are already looking at creating the 2021 OJC calendar. Being that we must maintain social distancing, we invite you to submit to us a high-resolution picture of your Jaguar with a small write-up, which can be simple or detailed. Once the social distancing has been lifted, we will also endeavour to take pictures of your cars at our social gatherings. We look forward to seeing you all soon. Stay safe and healthy!"

Josee

Send your pictures to;

ojcactivities@gmail.com

Hudson Spring Drive

Although the Hudson British Car Show has been cancelled, a casualty of COVID-19, the drive will still take place at a later date, still to be determined. The drive will follow the same route with a lunch or picnic stop in Hudson and, as planned, return via Vankleek Hill. Stay tuned!

OJC Family Day and Concours

At this time the Ottawa Jaguar Club Family Day & Concours, planned for July 5th., is still hopefully going ahead. Obviously this will be dependant on the evolution of COVID-19. You will be kept up to date in regards to any changes or the cancelation of this event.

The British Invasion

Stowe, Vermont

Sept.11-13



British Motor Cars in

Bristol R.I.

July 5



Hudson British Car Show



All British Car Day



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**ALL BRITISH
CAR DAY**

Shore St. Automotive

Due to the overwhelming demand, Shore St. Automotive have decided to step up their operations to include all types of work as opposed to the previous restrictions of emergency appointments only. Effective Monday May 4th they will be resuming their normal business hours of Monday to Friday, 8:00am - 5:00pm. Please give them a call with your requirements and they will make an appointment for you as soon as possible.

As before, they ask that all customers avoid entering the premises where possible, they will come out and collect keys or you can drop them through the letterbox in the garage door. They also ask that you pay by credit card over the phone prior to picking up your vehicle. PLEASE practice social distancing with their employees.

Shore St. Automotive, 2321 Shore St. Ottawa, Ontario. K1B 3S7

Contact Scott at 613-422-5715

scott@shoreautomotive.ca

Review of: 

Website: <https://www.hellofresh.ca/pages/resolution?locale=en-CA&c=ON-QYQNL&msclid=f3a07ac63eb6186372d32467a7ac7132>



Overall, I was quite impressed with the meal kits received and they were delivered to my front door by Fedex on the day promised.

Pros:

- ☒ Reduced grocery shopping requirements during the pandemic and in my opinion, it was good value for the money
- ☒ Lots of choices of meals. Select 3 per week that suit your taste from a group of approximately 12 different ones each week.
- ☒ All ingredients (except cooking oil and salt and pepper) were part of the kits I ordered including fresh herbs, garlic cloves, veggies. sauce ingredients, etc.
- ☒ Most of the meals were very tasty and provided some variety.

Cons:

- ☒ I'm not a big fan of cooking at the best of times and these meals require multi steps for preparation. A sous chef would be very helpful as many of the steps are being done simultaneously. (If you have a household member willing to assist that would be a bonus - Bob is not that guy!!)
- ☒ The meals are a one shot deal - no leftovers for a second day of easy meal warm ups.

Conclusion:

If you do like to spend a lot of time cooking in the kitchen, I would definitely recommend trying this service.

Rating:



Review by: Kathy Hiland

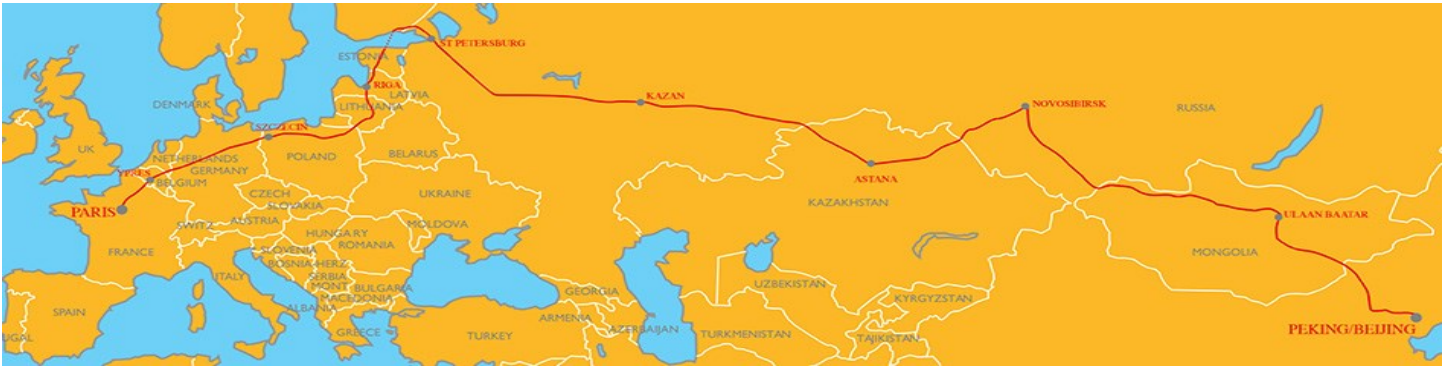


Don't Forget !!

Add your Spouse, Partner, Significant Other or Co-Pilot's email to the *Roster Report* to ensure that they receive their copy of the Jottings, and are kept up to date with club activities.

Just notify Jay Hunt, Membership Chair at;

jay.hunt@sympatico.ca



2019 PEKING TO PARIS RALLY

"What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?"



Les concurrents de Pékin - Paris. - De gauche à droite: le prince Borghèse, Cormier, Collignon, Anton St. Gommers, Pons, Godard, Foucault, co-equipier de Pons, Herman Gelin et Bizac, mécanicien de Cormier.

1907 Competitors

This challenge was published the 31st of January 1907 in the Paris newspaper *Le Matin*, leading to the first race from Peking, (now Beijing) China to Paris, France. Five competitors took up the challenge covering the 14,994 kms between June 10th and August 10th for the win.

There were no rules for the race, no assistance, no roads or road maps. The first car to Paris would win the prize of a magnum of Mumm's champagne. Fuel went by camel from Peking to refueling stations along the way. The race followed the telegraph route enabling newspaper coverage with each car having a journalist as a passenger providing updates. Automobiles were still relatively new then, with vast remote areas of Asia seeing

them for the first time. Portions of the route had only ever been previously attempted on horseback.

Although not intended as a competition, it quickly turned into one (...something about putting humans in different cars heading in the same direction...) with the winner, Prince Borghese, enjoying the technical superiority of his 7,433 cc (453.6 cu in) Itala 35/45 HP. Supremely confident, he even detoured from Moscow to St. Petersburg to attend a party for his team before returning to Moscow to continue the route. Second place went to Charles Goddard in a Spyker, who had no money, borrowed his car, and begged gasoline from other competitors. He was arrested for fraud near the end of the race. Of note was a competing 1907 Contal cyclecar comprising tricycle wheels and front/back seating for two. Although it failed to finish and was abandoned, it resurfaced later to compete in the 2019 version of the race.



1907 Contal Cyclecar

The event was a success fostering several subsequent re-enactments

until the 1917 Russian Revolution and the establishment of the USSR prohibited access to the area. With the demise of the Soviet Union in the early '90s, racing resumed with the Endurance Rally Association recreating the route in 2007, the centenary of the original race. It's now a classic/vintage car event with only cars built before 1977 eligible to compete. It has run every three years since, 2019 being the seventh and most recent.

Speaking of which, it was almost exactly 112 years this past summer as 106 cars lined up at the Great Wall of China on June 2nd for the start of the 2019 edition of "P2P". Ahead lay 8500 miles of dirt tracks, crumbling paths, vast tundra and semi-prepared roads over the route leaving China through 12 countries including Mongolia (and the Gobi Desert), Kazakhstan, Russia, Estonia, Latvia, Lithuania into Europe and the finish in Paris. It was expected to be completed in 36 days on July 7th. Comparatively short compared to the original two months for the competitors in 1907 over virtually the same route. Of course, while still very rugged conditions, the technology (GPS) and automobiles are now vastly superior.

The teams came from around the globe with strong representation from Australia, the UK and the USA. There were two Jaguars, an E-type from the USA and a UK team with a Mark 2 competing, and ultimately successfully completing the rally. Canada was represented by the Beresford brothers from BC in a VW Beetle 1200.

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In the “normal” world, this would be a report from our club representatives Lee Harrington and Mike O’Brien at the JCNA AGM, held this year in beautiful downtown Las Vegas 20 to 22 of March 2020. But then what we have been going through is far from “normal” and like virtually all large gatherings in our hemisphere, it was cancelled. Not to be outdone by a pesky virus, JCNA execs arranged to cover portions of the agenda via tele/video conferencing on weekend days. While good in theory, online conferencing has quickly become the “way to go” for isolated family members, homeworking business folks and apparently alternative Sunday church gatherings. As a result, the senior executive conference failed to get off the ground while the concours rules seminar took two tries before finally working out. As our concours chief judge, I was asked to sit in with more than 40 other club reps for the concours session.

The seminar, sponsored by the concours committee, reviewed procedures as well as judging rules and the proposed additions and amendments to be considered and approved by the 2020 AGM delegates. Changes to be applied starting with the 2021 season. Much of the four hour (!) presentation and discussion related to “housekeeping issues” involving requesting JCNA sanction for a concours, judging currency, borrowing judges from other clubs, testing procedures etc, which frankly would be of little interest to the general membership.

However, the second half led by the JCNA Chief Judge Hal Kritzman focused on proposed judging rules which would be useful to judges and members entering their cars into a concours. With that in mind, here are the major points:

Four-way flasher system.

Considering how long JCNA concours rules have been in existence, it’s rather surprising that someone just noticed that during the mechanical checks (AKA Operational Verification) which currently includes all lights and horns, the emergency 4-way flasher system isn’t checked. The system was introduced on North American Jags beginning in November 1965 with a supplemental switch panel below the dash until 1968 model cars when the flasher switch was incorporated in the row of central dash rocker switches of XJs and E-types.



Pre 1968 Add-On Style



Integrated Rocker Switches

Beginning with the 2021 season (and assuming AGM approval), the system will be checked for operation during the OV check as well as for existence of the correct flasher panel on the pre-68 cars by the interior judge. The two scores are separate; in theory, the system could work

with a non-authentic switch and conversely the correct panel could be in place but the system not work.

Tire valve stem caps. Perhaps the best example of the level of detail expected in concours, this tiny part has been the subject of much research and to date, inconclusive. Accordingly, until otherwise proven, the following rules will apply:

Pre-1955 – cadmium-plated metal caps

1955-78 – both domed plastic and domed metal caps, but not metal caps with the tire valve removal feature on top.

1978-present – both domed plastic and domed metal caps.

In all cases, the four caps plus the spare tire cap must match and will be judged for presence, condition and cleanliness.

Logo caps, unless an owner-proven Jaguar accessory, are non-authentic.

Green caps (signifying nitrogen gas in the tire) - non-authentic for Champion classes, OK for Driven classes. Air versus nitrogen in the tires is not tested (!!)

Insurance certificates. JCNA has decided that insurance company details need to be included in the Release of Liability statement on the entry registration form (insurance company, policy number, effective date).

Score sheets. To expedite scoring information to entrants after the event, it will be acceptable to transmit score sheets via the Internet while retaining originals at the club for future reference if/as required.

Continued on Page 9

The diversity of cars and vehicles was enormous; everything from a steam car and the returning 1907 Contal cyclecar through '30s era American sedans and UK saloons, older classics like Rolls Royce and Jensen, Volvos, Porsches, Healeys and more.

Stages generally ran between 200 and 600 kms per day including speed trials and four rest days. Accommodation ran the gamut from tents in Mongolia and Russia to hotels of diverse quality elsewhere. Teams maintained and repaired their own vehicles although there was some professional help on occasion for "heavy lifting."

The driving conditions over much of the 36 days were horrendous as the photos accompanying this article will attest. The cars were specially prepared to withstand the rigours of the route with 90 of the 106 arriving at the finish line. The Canadian brothers in the Beetle (looking very standard but gone over thoroughly) had a relatively easy run with two bent rims, two flat tires and a clutch pressure plate problem, all rectified enroute.



The Canadian Entry from BC

The Beresford brothers

Other were not quite so lucky with the steam car requiring five engine rebuilds. Some also had spare parts flown in along the route.

The biggest toll was likely with the team members suffering under great stress, poor roads and unforgiving living conditions. One

US couple in a Porsche reported fitting in one meal a day and three to four hours sleep a night. Several teams broke up and failed to finish. There were numerous lady competitors including ladies' only teams at the finish line.



Austin A90 / Jaguar Mark 2

Finally, on July 7th, the weary participants made their way through heavy Paris traffic to Place Vendome for the official finish. In first place driving a '74 Leyland P76 (look it up) were Australian veteran rallyists Gerry (Triple) Crown and Matt Bryson... for Gerry his third victory in P2P at the tender age of 87! The vintage class winner was a first-time competing UK couple in a 1925 Bentley Super Sports, with several other Bentleys near the top.



Bentley Speed Six

In context though, anyone having completed the ordeal has to be considered a winner. No doubt the sentimental favourite finisher had to have been the 1907 Contal cyclecar driven by a Dutch team, completing the event 112 years after it had originally set out and failed in 1907.

8500 miles in a contraption that defies description is beyond belief and perhaps explains the teams' tears as they crossed the Paris finish line...tears of relief or joy?

Prizes were presented at a gala formal dinner; the BC Beresford brothers resplendent in their tuxedos which had accompanied them carefully packed along with their tools in the VW. A rousing time was had by all with memories and new friends for a lifetime. Certainly the 1907 newspaper challenge could be considered as valid today as back then... While a difficult and demanding event, perhaps winner Gerry Crown put it best with his comment "the best part is the beer at night".



The 2019 P2P Winners
Gerry Crown & Matt Bryson

POST SCRIPT

So you think you might like to try the next P2P (2022)



Think of the Accomodation !

Continued on Page 9

P2P — Continued from Page 8

Regrettably it's not just a matter of throwing a few wrenches and cans of oil in the boot. The cars are mostly extensively modified to withstand the abysmal driving conditions. Then there is the cost...the entry fee for a team and car is the equivalent of \$85,000 Cdn (entry fee, enroute accommodation, some fuel and the support crew) plus a recommended \$17,000 cash reserve (...clearly this is intended to avoid any "freeloaders" competing as in the first event...) In addition, there is air fare to and from, car shipping to and from, car insurance (??) gas taxes in some countries etc etc.

If you're still not dissuaded, registration and event information are available on the organizer's website www.endurorally.com ...and good luck!

Thanks to **Rob Dunlop**

Sources:

Endurorally.com

Sports Car Digest – 2019 Peking to Paris Rally Report

Wikipedia

Picture Credits:

Cyclecar—Gerard Brown

Jag Mark 2—Vladimir Ljadov

Bentley—Gerard Brown
/Francesco Rastrelli

Others—Endurorally/Sports Car Digest



Judges Seminar - Continued from page 7

The concours session with 40+ participants was my first effort at a large group online meeting and was surprisingly effective once everyone figured out where the mute button was. Some discussions ran on far too long, challenging our hosts to rein in the individuals but all in all it was a worthwhile effort.

Thanks to **Rob Dunlop**



The Judges at Work

POSTSCRIPT

After the online conference, JCNA re-scheduled the 2020 AGM to 20-23 August in Columbia, South Carolina, details to follow.

2020 OJC CONCOURS UPDATE

Preparations for our Concours and Family Day scheduled for 5 July continue, pending direction to the contrary from provincial and municipal authorities. A club go/no go decision is likely mid-May. If we proceed, concours judges will require a training session including an open book exam, end May/early June, details to follow. Trainee judges will be included in the same session.

Rob

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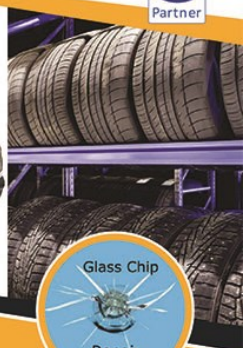
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TIRES: Measure your tire pressure. If they went down less than 5 lbs from what you stored them with, then they are fine. More than 5 lbs, keep your eye on them for slow leaks. Return the tire pressures to the specified tire pressure or 32 lbs.

FLUID LEAKS: Look for fluid leaks beneath the car, as well as brake fluid on the inside of each tire.

- ~ Engine oil=brown
 - ~ Automatic Transmission oil = red
 - ~ Manual Transmission oil = yellow
 - ~ Power steering = red or yellow
 - ~ Brake fluid = clear
 - ~ Clutch fluid = clear
 - ~ Antifreeze = green or yellow
- All fluid levels should be exactly where you topped them up to in the fall.

ANTIFREEZE: Measure the voltage between the fluid and ground. Less than .5 volts is good. Anything above 1.5 volts should be changed immediately in order to prevent corrosion to the aluminum head and fittings.

BATTERY: Check the acid level and top up if necessary with distilled water. The voltage should be 12.5 volts. If not, charge until 12.5 volts is obtained.

START ENGINE: Disconnect the coil wire and attempt to start the car. Do so for about 30 seconds or until you see good oil pressure. This is so that you do not start the car with a dry engine. Reconnect the coil wire and start the car. The plugs may be wet

from the gas or wet from the fogging oil, so you may wish to give it a shot of Quick Start fluid.

Let the car run for 10 -15 minutes. Take the car for a short run, and fill up with some 91 octane gas if you did not do so in the fall.

Check the automatic transmission level while it is hot.

GREASE: Grease all fittings where necessary. Check S.U. carb oil levels.

OIL/FILTER: If you did not change the oil/filter in the fall, do it now.

BRAKE FLUID: If you did not flush out the brake fluid reservoir in the fall, do it now.

LUBRICATE: If you did not lubricate the pivot points in the fall do it now.

Thanks to **Phil Karam**



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Some event times and locations are still in the process of being organized and arranged. All dates are accurate at this time, to the best of our knowledge. Activities for the current month will always be highlighted in **red**, Ottawa Jaguar Club Activities will be highlighted in **bold** lettering. Associate club activities and activities of interest to our members will also be included here as appropriate. Time, location and any pertinent information will be updated on the website and via Facebook as it becomes available, and updated here in the Jottings monthly.

All May events and some beyond continue to be cancelled due to the C-19 virus and Social Distancing concerns.

You will be notified of any changes and/or further cancellations as they become known.

June	4th	Thursday	Barrie Automotive Flea Market	June 4th to 7th. Barrie , Ontario
	5th	Friday	Calabogie Motorsport Show-n-shine	Calabogie, Ontario
	18th	Thursday	OJC Concours - Judges Training	St. Anthony's Soccer Club, Preston St. Ottawa
	20th	Saturday	OJC Club Brunch	Time & Location to be announced
Cancelled	27th	Saturday	Alexandria Car Show	Alexandria. Ontario
Cancelled	28th	Sunday	Wheels on the Mississippi Car Show	Carleton Place , Ontario
July	5th	Sunday	OJC Family Day & Concours	Cumberland Heritage Museum, Cumberland, Ont.
Cancelled	11th	Saturday	All British Car Day (ABCD)	Clark Fields Park, 93 Houlahan St., Nepean, Ontario
	25th	Saturday	OJC BBQ Party	Manotick, Ontario
Date Change-Sept.	26th	Sunday	Canadian Capital Classic Car Show	Wesley Clover Park, Kanata, Ontario
Cancelled	26th	Sunday	Perth Rib-Fest & Car Show	Perth. Ontario
Cancelled	31st	Friday	Glengarry Highland Games	July 31st to Aug. 2nd. Maxville, Ontario
August	9th	Sunday	Boot'n'Bonnet Car Show	Kingston, Ontario
	15th	Saturday	OJC Rally	Final details pending
	16th	Sunday	Brits On The Lake in Port Perry	Port Perry, Ontario
	30th	Sunday	Classic Car Expo	Beaconsfield, Quebec
September	8th	Tuesday	Hazeldean British Invasion	Hazeldean, Ontario - Dinner follows, location TBA
	12th	Saturday	National Capital Car Show	Wesley Clover Park, Kanata, Ontario
	11th	Friday	British Invasion at Stowe	Sept. 11th to 13th. Stowe, Vermont
	16th	Wednesday	OJC Bi-monthly meeting	Time & Location to be announced
	20th	Sunday	British Car Day at Bronte Creek	Bronte Creek, Provincial Park, Ontario
	27th	Sunday	Classic European Car Show	Merrickville, Ontario
October	1st	Thursday	Carlisle Fall Show	Oct. 1st to 4th. Carlisle, Pennsylvania
	3rd	Saturday	OJC Fall Colours Drive	Time & Route to be determined
	3rd	Saturday	OJC Fall Harvest Party	Time & Location to be announced
	4th	Sunday	OMGC Fall Colour Run	MG Club event, Time & Route to be determined
	18th	Sunday	OJC Club Brunch	Time & Location to be announced
November	15th	Sunday	OJC 2021 Membership	May be paid anytime now
	23rd	Monday	Interclub Trivia Challenge	Time & Location to be announced
December	12th	Saturday	OJC Christmas Dinner	Time & Location to be announced
	21st	Monday	First Day of Winter	Looking forward to spring
	25th	Friday	Christmas	OJC Wishes you all a Merry Christmas
	31st	Thursday	New Years Eve	Drive Carefully & All the Best in the New Year

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