

# Jaguar Greetings



*Merry Christmas*

December 2020 - [ottawajaguarclub.com](http://ottawajaguarclub.com)

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## *Photo Credits*

|             |              |                                                                                    |
|-------------|--------------|------------------------------------------------------------------------------------|
| Front Cover | Various      |  |
| P4,5,6      | Mike Milton  |                                                                                    |
| P6          | Phil Karam   |                                                                                    |
| P7          | Josee Dubois |                                                                                    |
| P8,9        | Wikipedia    |                                                                                    |

If not specified, photos are otherwise credited to the author(s) of the article or advertisement or Jaguar Landrover Ltd. (JLR)

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It doesn't cost anything and it's easy to join. "Just download the APP", then;  
 1. Simply follow the "Create new account" tab on the main page and input the information. You will be sent a text to confirm your identity.  
 2. Once you have created your account and logged in, you will be able to see and post on our Facebook page.  
 3. You will have control of your account privacy as to who can see your information.

## *Membership*

Membership with the Ottawa Jaguar Club includes membership with the Jaguar Clubs 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.**

Ottawa Jaguar Club  
 24-2420 Bank St.  
 Ottawa, Ontario  
 K1V - 8S1

## *Your OJC Executive – 2020*

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Lee Keeley

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### Jottings/Newsletter

Ray Newson

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Lee Keeley

### Family Day

Josee Dubois

& Lee Harrington

### Inter-Club Liaison

Dave Batten

### Advisor/Ex-Officio

Dave Kenny





## December 2020

At the time that I am writing this it is four days before the Club's first ever

virtual Annual General Meeting. I would like to thank Lee Keeley and Josee Dubois for doing the research and set up for the meeting. If all goes as planned we may be able to hold short update meetings using the same format. At least we will be able to have a somewhat personal contact. The current members of the executive have decided to stay on for 2021. So hopefully we get voted back in by the membership. We promise that there will not be disputed results and recount legal battles.

In this very strange year for everyone, the Club activities were very

limited to none. The 2020 executive was trying to put together a series of events to attract more members to participate in them. Our 2021 mandate will be to try and do the same when it becomes safe to do so. I would personally like to thank all the members of the 2020 executive for their support during this Covid 19 crisis and also the membership for your patience

I want to wish everyone a Safe and Happy Holiday Season as well as a Healthy and Prosperous New Year.

**Lee**

## *Help Wanted Section*

Our website is due for an update, we are currently looking for someone with **website/web-hosting skills** to take on this project. We also have a need for a **Promotion and Marketing Director** position on the Board to promote the club and seek advertising opportunities.

If you are able and willing to take on either of these positions in the Club please contact our Vice President Lee Keeley at:

**Lee.Keeley@lmkgroup.ca**

## *Thanks for your support and assistance*

Well, this December's issue of our Jaguar Jottings completes a full year for me publishing our newsletter after taking over from Rob Dunlop. As if following in Rob's foot-steps wasn't enough of a challenge, given the excellent job that he did, COVID-19 also certainly had its impact. The Jottings generally rely on our regular meetings, events, activities and drives as a primary source of information and content to make our newsletter informative and interesting. This year, 2020, certainly has been different.

I would like to thank all of our readers for your support during this unusual time. I would especially like to thank all of the contributors who have provided articles, information, cartoons and direction to help keep the pages interesting. Those contributors, in no particular order, have been;

**Rob Dunlop, Paddy Robertson, Mike O'Brien, John Blais, Josee Dubois, Mike Milton, Bonnie Newson, Phil Karam, Lee Harrington, Dave Bradly, Jay Hunt, Kathy Hiland, Dave Kenny, Eric Fauteux, Karen Wilson, Lee Keely, Paul Balharrie and Bob Hiland** . I apologize to anybody that I may have missed.

Everybody has a story to tell, it doesn't have to be about Jaguars or even just cars, anything that you feel would be of interest to our readers is welcome. If anybody has any suggestions as to how we could improve the Jottings, your suggestions both positive and negative, are also welcome. Your feedback is important in order to provide the content that you want and continually improve going forward. Please forward your articles, comments and suggestions to;

[ray@newson.ca](mailto:ray@newson.ca).

Wishing you all a safe and Merry Christmas and a healthy New Year free from the current pandemic.

***Cheers to all, Ray Newson***

## Oil Accumulators

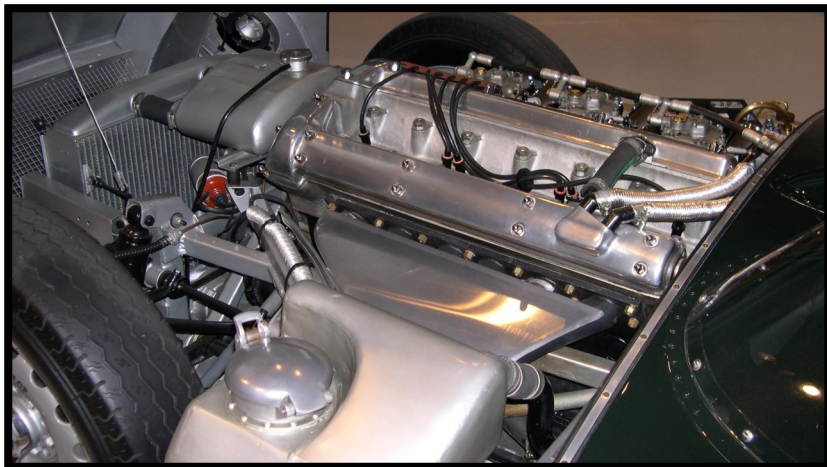
### Not just for racing...

Lubrication systems have just one task: to ensure that oil is available at any time it is required. In normal operation, the oil pump forces oil into channels that lead to all bearing surfaces. There are two times when this may not be enough.

#### **Competition Driving**

Firstly, in competition driving, cornering, acceleration, and deceleration can uncover the oil pickup leading to brief loss of oil pressure, likely at the worst possible time. One resolution for this problem is the 'dry sump'. These systems have additional oil pumps that empty the sump, pumping the oil to a larger tank. The larger, deeper tank of oil ensures that the pickup at the bottom is always covered. Additionally, the larger volume tends to keep the oil cooler.

Here is a good discussion of dry sump systems: <https://www.enginelabs.com/engine-tech/pros-and-cons-of-installing-a-dry-sump-engine-oiling-system/>.

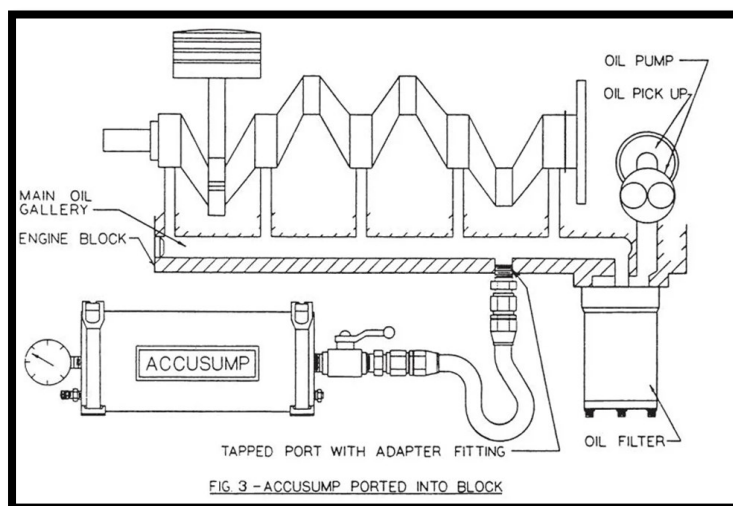


D-Type showing the dry sump oil tank

Most of us don't need a dry sump, would not want to find room for an oil tank, and would not want to modify our cars for reasons of originality. Even many people who race don't want the added complexity, size, and weight of a dry sump system.

The good news is that there is a smaller, relatively inexpensive alternative; the oil accumulator. An oil accumulator is simply a pressurized container of oil that fills when the car is running at normal oil pressure and returns oil when the pressure in the engine falls lower than the pressure in the accumulator.

The diagram shows a Canton Racing Accusump accumulator connected to an engine through an oil gallery plug. This would be the simplest way to install one on an XK engine. The device itself can be located anywhere that is convenient.



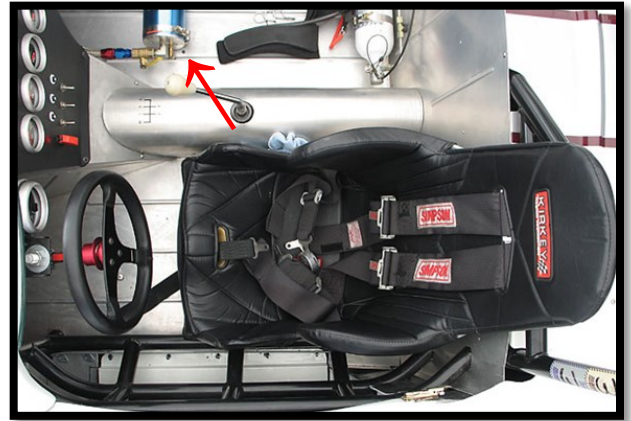
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In racing applications the accusump accumulator is often located just in front of the seat and operated manually. The driver opens the valve when starting and closes it just before engine shut down.

Similar devices are available from Moroso.

Links <https://www.cantonracingproducts.com> and <https://www.moroso.com>



## Engine Startup

Now lets talk about the other use for an oil accumulator that is more familiar to all of us: engine startup.

In the time between when the engine starts to turn over and the oil pump has a chance to begin building pressure, we rely on whatever film of oil remains from the last time the engine ran.

If normal operation means daily driving, then this approach seems to suffice with modern oils. If your car is not a daily driver (and perhaps not regularly driven at all or is stored for the bad seasons) then a better approach is desirable. Also, we likely want to hide the device so we need some way to automate its use. For example, the medium or small sized accumulator could be hidden.

In my own case, it will be mounted on the top of the picture frame. As I intend to compete in the S2Mod class, this is not an issue for concours.

In fact, I think that once we remove the anodized blue colour and sticker, the aluminium finish will fit in nicely.

We will also be using hard lines along the frame that will eliminate the rather ugly connectors supplied with the unit. The red connector goes to the oil gallery. The other connector is a high pressure relief valve in case of failure.

Obviously, I don't want to use a manual lever. Canton can optionally provide an electrically operated valve.



This valve is wired in as an accessory. It closes automatically when the car is stopped (saving a tube full of pressurized oil) and reopens the next time you turn the key (*pre-pressurizing the engine **before** it is started*)

The valve shown also has a pressure sensor which prevents the release of oil until it senses a low threshold and allows refilling at a high threshold. This prevents oil releasing at idle and ensures storage at as high a pressure the engine will allow.

In normal operation, there is nothing required of the driver. If someone else is driving, they will only know the device is there if they notice that the oil pressure rises before they start the engine.

**Continued on page 6**

## Continued from page 5

The only complexity is that you need to empty the accumulator when changing oil, which can be done by adding a switch to power the valve (or simply turning the key to accessories) and waiting for it to empty.

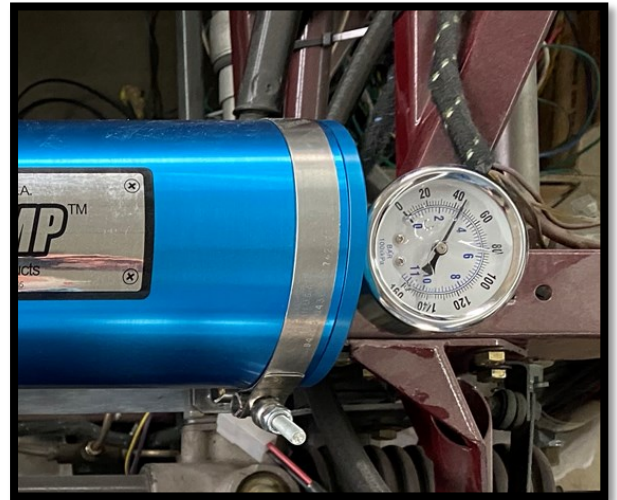
The last thing to consider is setting up the air charge. Canton Racing provided the device pre-set at just over 40PSI. There is a Schraeder valve on the air side of the tube so you can set this to whatever value you like.

Obviously, if it is set higher than the maximum oil pressure, then no oil will be accumulated. A good setting for racing is somewhere about half of the maximum pressure the engine provides. This ensures a good level of accumulation as well as maintaining a good pressure until the tube is empty (for oil changing).

If all you want is pre-oiling, you can experiment with lower air pressure which will accumulate a bit more oil. This determines how much oil is accumulated while the pressure sensing valve determines pressure thresholds for discharging and refilling oil.

A good explanation can be seen in this ad by Moroso <https://youtu.be/vyaGoj60A6s>

Just for fun, here is another: <https://youtu.be/u8K0w14Njcy>



Thanks for reading

*And thanks to Mike Milton*

Mike would like to welcome any of your questions or concerns in regards to the modifications that he has incorporated into Etta's restoration, or in regards to his articles. Mike can be reached by email at: [mikemilton@icloud.com](mailto:mikemilton@icloud.com)

## **Protect your vehicle from mice while in storage!**



If you have mice, or think you have mice in your winter stored vehicle, you may wish to do what I have done.

In the past I have used Fleecy, Bounce, mothballs and hi-pitched frequencies in order to keep them away. After a month, the smell disappears and the mice are back to normal.

They will chew into your wires as well as nesting into the foam seats. Heck, I even found one flying out of my tailpipe as I started the car.

I have invented a perennial mouse catcher trap that is good all year long and never needs resetting.

All you will need is a 1 gal tin or empty paint can or a plastic pail or something similar. A 1/4 inch or less, 7"x7" plywood for the cover. Then you will need some used antifreeze or windshield washer fluid. And peanut butter for bait.

- Now, drill a center hole 1" and several 1/8th inch holes around.
- Smear the peanut butter on the backside of the plywood cover.
- Wrap the tin pail with a rag in order to facilitate easy climb up.
- Place the trap near a tire or inside on the floor, and catch the mice.

Happy hunting

*Thanks to Phil Karam*





Winter has arrived with a flurry overnight! Time to take out the woolly socks, sweaters, thick pants and warm blankets.

Hot food and drinks are becoming the staple in our homes. I have included a great homemade hot chocolate recipe below. Hope you enjoy it!

Christmas 2020 is just around the corner. It will look and feel different.

We are grateful for the technologies that are available to weather this 'storm'.

Virtual socializing has now become one of our main ways of communication with loved ones.

Deck your halls to bring festivities to your home.

Feed the soul with your favorite foods.

Be merry with your best spirit and drinks.

Stay home, safe, sane and healthy. Stay in touch with loved ones.

So that we can all have fun, together without distances, in 2021.

We're all in this together.

*Merry Christmas & Happy Holidays everyone!*

*Josee*

## Homemade Hot chocolate

- 1 cup fat-free milk
- 2 teaspoons maple syrup
- 1 ½ teaspoons cocoa powder

Bring milk to a boil in a small saucepan. Add maple syrup and cocoa powder, stirring occasionally, until completely dissolved.

Don't forget the mini marshmallows and/or whipping cream! Sprinkle cinnamon on topping or include in the drink to your taste.

You can play with this recipe and you can't go wrong. Substitute the milk for water, use creamers if you want to thicken the drink.

*A special thanks to Josee for all of the work that she has done on the Ladies Corner throughout this difficult year, Ray*

This story starts in the 1950's when pure jet and turbo-prop engines were first appearing on the scene for civil aircraft propulsion. Military jet aircraft first appeared in service in the closing days of WWII, while early developments first flew in 1939 in Germany using hydrogen as fuel and 1943 in England with kerosene. Gas turbine shaft engines were also being developed in the 1930's for stationary power generation. The earliest demonstration of a gas turbine was carried out by a Norwegian, Aegidus Elling, in the early 1900's. Chrysler had started its work on gas turbines in the late 1930's before WWII. Later, GM and Chrysler in America and Rover in England began demonstrating gas turbines as automotive power in the mid 1950's.

The advantages of a gas turbine engine are simplicity and low parts count, about 1/3<sup>rd</sup> that of a piston engine with transmission, low weight, smoothness of operation, reliability, easy winter starting even in sub-zero temperatures and low maintenance. Also, the free power turbine acts like a torque converter eliminating the need for a varying ratio gearbox. Acceleration from a standing start can be very high by applying the brakes while accelerating the engine and can impose starting torque similar to an electric motor. The power of a gas turbine comes on at about 75% of speed, while for a piston there is a steady rise in power with speed from idle. This accentuates the need to raise the rotational speed of the gas turbine before releasing the brakes for rapid acceleration. Otherwise releasing the brakes from idle will result in an anemic initial rate of acceleration building gradually until the gas generator speed reaches 75%. As the turbine engine gets its greatest fuel economy at its highest speed (RPM) it is ideal for aircraft as their engines operate most of the time at the maximum design point for takeoff and flight cruising speed. Conversely, piston engines are more economical at lower engine speed (RPM) making piston engines more economical for the automotive industry.

Beginning in 1954 Chrysler went through a long evolution (7 engine series) of their unit, with a maximum power of 140 hp; the 3<sup>rd</sup> generation was applied to a Dodge Coronet. The epitome of these developments was the Chrysler Turbine Car, of which 50 units were produced and loaned to selected drivers for evaluation. In the end, 40 of the cars were destroyed and the remaining 10 found museum homes including one in Jay Leno's Garage.



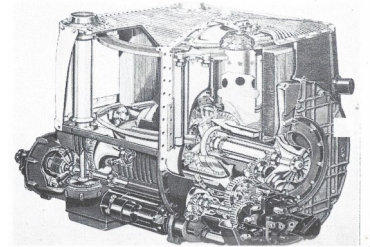
**1963 Dodge Coronet Gas Turbine**



**Chrysler's 1961 turbine car prototype**

Cost and average performance dogged their efforts and the near bankruptcy of Chrysler in 1978 killed this ambitious program.

GM concentrated on a higher power truck/bus unit, the GT 309, which was successfully operated in highway service in a bus for a significant period of time.



GM GT 309 GAS TURBINE REGENERATIVE BUS/TRUCK ENGINE

Their best publicity however was their Gas Turbine Car pictured here with aircraft futuristic styling. The same cost and performance issues experienced by Chrysler dogged GM also.



Rover in England were involved in the early jet engine developments of Frank Whittle in 1939. The company later started development of an automotive unit in 1945. Their first significant achievement was in a P4 Rover 75 in 1952 at Jabbeke in Belgium, where the 230 hp engine set a world record for a turbine powered car of 152.691 mph. Following that, Rover rapidly developed a unit to power a Lemans entry which successfully endured the 1965 race, finishing in 10<sup>th</sup> place driven by Graham Hill and Jackie Stewart.



**P4 Rover 75 Jabbeke  
Belgium - 1952**



**Rover BRM—LeMans**

Rover persisted with a plan to equip the mid - 1960's 2 litre P6 2000 sedan with a gas turbine unit. After serious market studies Rover shelved the whole project due to the economics.

**Continued on page 9**

## Continued from page 8

**Rover's GT P6 2000  
Gas turbine prototype  
Mid 60's**



There have been suggestions that a Jaguar E Type would have been an excellent candidate for the Rover engine. Rover did go on to sell many small industrial gas turbines including a small simple cycle unit for university engineering student testing. In my final year of engineering at McGill in 1961 we had to complete a test evaluation of one of these Rover units, which sparked my lifelong career in aviation gas turbines.

Another example of a gas turbine application to cars is an adaptation of the Pratt and Whitney PT 6 small turboprop in shaft drive form, installed in a Chevrolet Corvette.

In this case the particular engine model (A-27) was limited to 500 hp although capable of 750 hp. There are several Corvettes still driving around in the US with this installation.

**1978 Chevrolet  
Corvette Gas  
Turbine Powered**



On reviewing the draft version of this article with Roy Fjarle, he had an interesting thought. He suggested that, if a recuperator gas turbine could be maintained at its max power and minimum fuel consumption point, combined with a battery and electric motor, it would be competitive in a car. This would be the same basically as a Prius hybrid with the gas turbine replacing the conventional piston engine.

*Thanks to Dave Kenny*

## 2021 Membership Now Due

Your 2021 Ottawa Jaguar Club membership is due any time now. As we will not be having any in person meetings, at least before the end of the year, your cheque for \$60 should be **dated January 1st 2021**, and made out to "Ottawa Jaguar Club" and mailed to the membership director, Jay Hunt at:

Ottawa Jaguar Club  
24-2420 Bank St.  
Ottawa, Ontario  
K1V 8S1

**NOTE: E-transfers will not be accepted until after January 1, 2021.**

**Jay Hunt**



## Don't Forget !

Your Ottawa Jaguar Club membership also includes your monthly newsletter, Jaguar Jottings, Jaguar Clubs of North America's bi-monthly magazine, Jaguar Journal and our 2021 events calendar.



*Celebrating 60 years  
of the iconic E-Type*



1968 Jaguar E-Type  
Owner: Chris Little

**Event Calendar 2021**

## 2008 Jaguar XJ - Vanden Plas For Sale

The car has new winter tires on OEM rims, has new aftermarket summer wheels and tires with only one season on them, new brakes (pads rotors and calipers) front and rear, 2 new key fobs.

195,000 kms, body has very minor rust where paint chips are, overall in decent condition.

Full disclosure, some gremlins in the vehicle; intermittent warnings come on the dash, when passenger door opened an airbag lights, it usually goes away. Air bag suspension works fine, but deflates over time. Small clunk in right front developed recently. Willing to repair clunk and sell certified if required.



Asking \$5,000 – Contact Tom at Doug's Auto Repair 613-820-4810



# ***YOUR ADD HERE!!***

OJC Billboard Inc.

**Advertising** in Marketplace is free to OJC members, \$20 to others.  
Ads run for 3 months. Contact the Editor with your advert ([editor@ottawajaguarclub.com](mailto:editor@ottawajaguarclub.com))  
Forward payment to the Treasurer: Jay Hunt, 24-2420 Bank St. Ottawa, Ontario K1V 8S1

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



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# Planned Events & Activities –2021

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*Due to the continuing COVID-19 restrictions all events for the balance of 2020 have been cancelled.  
Below is a tentative schedule of events for 2021, you will be kept advised of any changes.*

|           |      |        |                                                   |                                                     |
|-----------|------|--------|---------------------------------------------------|-----------------------------------------------------|
| January   | 13th | Wed.   | OJC general meeting - Membership for 2021 due Now |                                                     |
| February  | 1st  | Mon.   | OJC Darts 'n' Pizza Night                         | Time & Location to be announced                     |
|           | 7th  | Sun.   | Breakfast before darts                            | Time & Location to be announced                     |
|           | 7th  | Sun.   | OVTC Interclub Darts Tournament                   | Optional - after breakfast (organized by OVTC)      |
|           | 14th | Sun.   | OJC Valentines Breakfast                          | Stacked Smoked Meat - Bank St. (Formerly Dunn's)    |
| March     | 17th | Wed.   | OJC general meeting                               | Time & Location to be announced                     |
| April     | 14th | Wed.   | OJC general meeting                               | Time & Location to be announced                     |
| May       | 15th | Sat.   | OJC Spring Dinner                                 | Time & Location to be announced                     |
|           | 30th | Sun.   | OJC Spring Drive                                  | Time & Location to be announced                     |
| June      | 17th | Thurs. | OJC Concours Judges' Training                     | Time & Location to be announced                     |
|           | 19th | Sat.   | OJC Club Brunch                                   | Time & Location to be announced                     |
| July      | 4th  | Sun.   | OJC Family Day & Concours                         | Cumberland Heritage Museum, Cumberland, Ont.        |
|           | 10th | Sat.   | All British Car Day (ABCD)                        | Time & Location to be announced                     |
|           | 14th | Wed.   | OJC general meeting                               | Time & Location to be announced                     |
|           | 24th | Sat.   | OJC BBQ Party                                     | Manotick, Ontario                                   |
|           | 31st | Sat.   | OJC Summer weekend drive or Rally                 | Time & Location to be announced                     |
| August    | 8th  | Sun.   | Boot 'n' Bonnet Show                              | Kingston                                            |
|           | 14th | Sat.   | OJC Club Picnic                                   | Time & Location to be announced                     |
| September | 7th  | Tues.  | Hazeldean British Invasion<br>& Pub Dinner        | Hazeldean, Ontario                                  |
|           | 15th | Wed.   | OJC general meeting                               | Time & Location to be announced                     |
| October   | 2nd  | Sat.   | OJC Fall Colours Drive                            | Time & Route to be determined                       |
|           | 17th | Sun.   | OJC Club Brunch                                   | Time & Route to be determined                       |
| November  | 14th | Sun.   | OJC 2022 Membership                               | May be paid anytime now                             |
|           | 22nd | Mon.   | Interclub Trivia Challenge                        | Time & Location to be announced (organized by OMGC) |
| December  | 11th | Sat.   | OJC Christmas Dinner                              | Time & Location to be announced                     |
|           | 21st | Tues.  | First Day of Winter                               | Looking forward to spring                           |
|           | 25th | Sat.   | Christmas                                         | OJC Wishes you all a Merry Christmas                |
|           | 31st | Fri.   | New Years Eve                                     | Drive Carefully & All the Best in the New Year      |

**The official list will be included in your 2021 Calendar for a quick reference.**

## Jaguar Jottings

**Editor & Publisher: Ray Newson**  
613-720-5396  
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 25<sup>th</sup> of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at [www.ottawajaguarclub.com](http://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.



## Marketplace

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**enTIREly Mobile**

Don't forget, during this very unusual time of social distancing and major health concerns, Entirely Mobile can service your needs right in your own private driveway, with no need to violate social distancing rules and regulations.

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## Meanwhile in Canada



## Annual meeting of the Summer Tires Club

Twitter: @MeanwhileinCana

Instagram: MeanwhileinCanada1



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