

Jaguar Jottings

Spring has sprung, dust off the Jag!



April 2021 - ottawajaguarclub.com

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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)

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24-2420 Bank St.
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April 2021

It did not take long for the snow to pretty much disappear and the weather has members thinking of bringing their Jags out of winter storage. On March 17th the club hosted its first zoom club meeting/social

event. We had 14 members taking part and Lee Keeley and Josee Dubois did a great job hosting the event. It was nice just to see Club Members interacting once again, even if it was via a computer screen.

The Ottawa Car Club Association and Bounder Magazine will not be publishing the lists of car events this year due to Covid 19 restrictions affecting dates. They have asked that clubs holding events reach out to each other through emails and internet notifications. We will look into booking some drives for May through early October to get rid of the cobwebs in our cars and brains. Since it is the 60th anniversary of the E-type it would be nice to organize a drive to salute the model. The Club is still aiming for a social

distancing September 19th Concours. I believe that we need to still be vigilant and cautious to stay healthy.

On the home front, Alex was out in the X-type Estate and dropped all the tranny fluid onto Merivale Road, it is amazing that a rusted clamp could cause that much fluid to drain so fast. The car was repaired and things are back to normal. I was over to Jaguar Ottawa to drop off our membership packages for new car purchases to them. The construction of the new showroom is well underway and they hope to be complete in the early fall. I am looking forward to visiting the showroom and shop.

Stay healthy and safe,

Lee

April's Calendar - Profiled



1994 Jaguar XJS Convertible

Geoff Leckey and Arianne Reza have been members with the Ottawa Jaguar Club since 2015.

They have graciously provided us with a picture of their 1994 Jaguar XJS, red convertible.

As a boy growing up in the UK, Jaguars were the dream cars. They had all that Le Mans history, they always looked better than anything else on the road, they moved with a refined growl, and they were driven by footballers and CEOs. I never thought that I would have one, and now I've had six – though not simultaneously. When I saw this one advertised on the OJC website in 2018, I hopped on the next train to Brighton and drove it home. It is in very good shape, not quite concours but outstanding for a summer daily driver, and on any given road it attracts more looks and thumbs-ups than a hundred BMWs ever will.

Love it! It sounds so familiar — Josee

Thanks to Geoff Leckey and Arianna Reza for their participation with our OJC calendar!

One of the interesting turns of events during this pandemic has been the continued, with great success, of the sale of private and auctioned automobiles. This is especially interesting as we probably all recall wise older "experts" warning us to never purchase a vintage car (non project) without viewing it and driving it. Yet we have seen millions of dollars spent by excited buyers at virtual auctions during the past year!

I personally have never bought an old vehicle without viewing it. Now begins my tale. This does not relate specifically to Jaguars, but could apply in certain cases. Several years ago I heard of a 1931 Model A Ford Coupe for sale down near the State of Maine border. In as much as my car collecting began with old Fords and Packards I still have trouble resisting models of either one even though most people (esp. wife), feel that I have enough



Don's 1931 Model A Ford Coupe at time of purchase

other toys. On following up on this mysterious car, no one I contacted seemed to know exactly where it was. Nothing like a little intrigue to whet ones old car needs! After a few frustrating weeks I drove to the area (10 hrs. return) to begin my own search. Let's just say that after 2 days - pay dirt! The car was located in a small garage on the outskirts of town on a farm owned by a gentleman who'd owned it since 1940. He was not friendly and had not let anyone see it since he took it off the road in the early fifties. He finally agreed to show me his treasure after I showed him some pics of Fords I had redone. Restored is a strong word. The old coupe was great, covered in years of dust but complete and solid. He would not sell however, but did agree to let me call back later to check on the status of his thinking. I returned to Ottawa defeated, but with an eye on the future. Over the next 18 months or so I called 3 or 4 times until I finally heard those warm words "would you like to make me an offer?" We negotiated a bit and came to an agreement. The following week I rented a trailer and went to pick up my car.

The garage was about a mile from his house so I stopped to pick him up and we signed papers and I paid him. On the way over to the car he mentioned that "oh, by the way, last year the roof on the garage LEAKED A BIT ON THE CAR!!" Given that most cars did not have steel roofs until 1937 or so, I knew this was not good, and in fact the water had done some damage to the car's fabric roof and the seat. I was not happy, but after a short discussion we decided on a compromise return of some cash. I left with the car and in a few months did some work so that I could enjoy it and I did. After all of the above I come to the moral of the story which is — ***"BEFORE PAYING FOR A VINTAGE AUTOMOBILE ENSURE YOU INSPECT IT ON THE DATE OF PURCHASE"***

Thanks to Don Morrison

O'Brien's Garage

Welcome to O'Brien's Garage



Mike O'Brien, a long time OJC member, is currently restoring a 1953 MG-TD. Mike's workshop is half of an old milking-barn, ground and upper floors. He is half-way through finishing this current restoration, which is to be his last.... or so he says. Mike has repaired, fixed up or restored 23 MGBs, 7 Jaguars and this current MGTD is his second TD. Mike is quick to point out that all his "car stuff" has been successful because of the dozens of folks who knew much more than he did and helped along the way. His current helpers are Fergus Groundwater who just finished his own MG-TD, Mark Evenchik who is the Guru and a friend, Bob Woods who just wants to help, knows a lot about mechanics, and is good company. I count 32 vehicles restored to working order by Mike. Can anyone top that?

Well done Mike!

Ray



My first sight of an E-Type was in 1961, on the main street of our town, St Lambert, driven by the town bully, who was all of 20 years old (Played football against him)

A light blue OTS to die for. The driver sporting shoulder length hair, long before it became fashionable, claimed he could afford the car by saving on hair cuts. No idea where he got the funds

I graduated from McGill in the spring of 1962, and accompanied a classmate down to Cooke Toledo Motors, the only Jag dealer in the province, to see about my buddy buying an E-Type. Dave inferred he had just enough dough to make the purchase. I surely didn't, but ached for one nonetheless, and thought I at least would get some rides, maybe a borrow or two.

The sales guy quoted a fantastically low number for this dream car, I think \$5995, so it looked like a deal would be done. Then he said "There's an extra of \$800 for wire wheels" Dave came back with "Skip the wire wheels" The salesman smoothly said, That's the only way they come" Dave didn't have the extra cash, so no deal transpired. But my longing remained, still does.

Over the years I went back to CTM but when I had \$8000, the price was \$9995, and when I had \$12,000 it was \$14995. Never gave up on the dream, and in 1988 I bought for \$5000 many boxes of parts, a ragged chassis and over the next 5 years transformed into what I have today.



Thanks to Fergus Groundwater

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The March Virtual Meeting

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Our 1st monthly Virtual OJC members meeting— March 17th, 2021

14 Memberships were represented by 20 participants.

The meeting started with an update by our Club president, Lee Harrington, on the club's plans in regards to drives and activities this summer, still in keeping with social distancing protocols.

Josee challenged the group with some Saint-Patrick's Day trivia and then onto "Name the Jag & Movie" based on still pictures that were shown. There were some technical difficulties, the participants could see the answers... Oops... Josee says that it will not happen again!

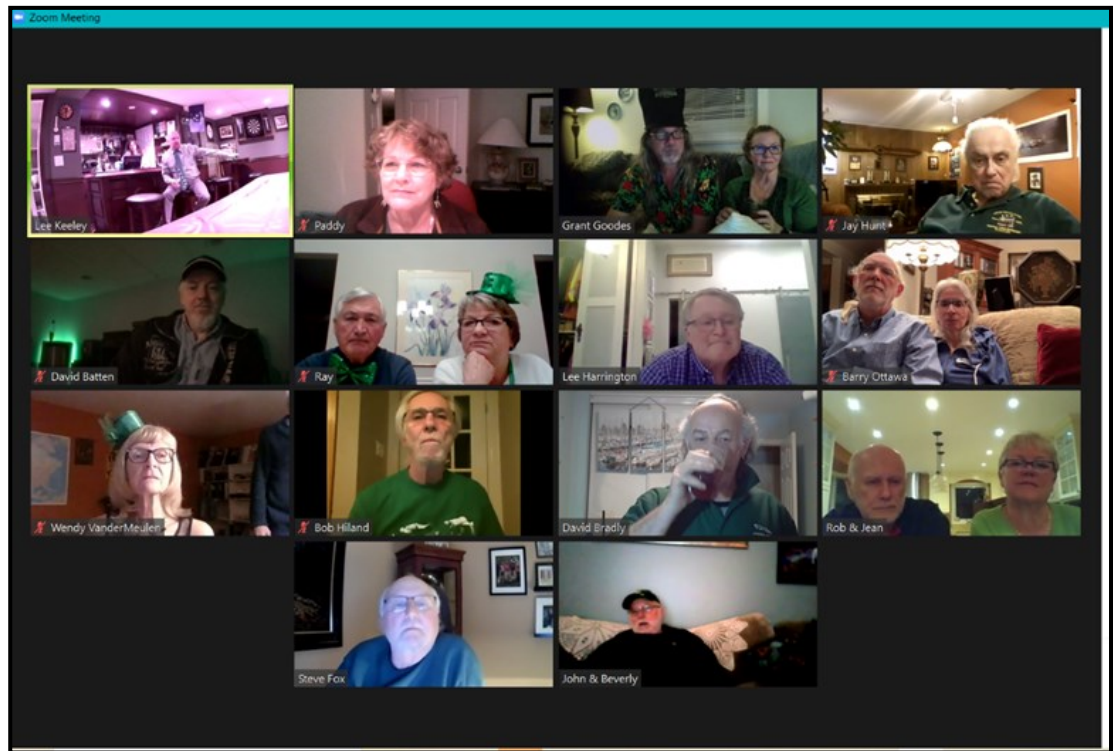
The discussions moved onto updates on the latest projects members were working on. At one point it was getting a little too technical, so it was switched around, members were asked to introduce themselves to the other participants. This helped a lot as even some more seasoned members did not know some of the newer members. A great way to get to know each other.

It was a fun hour well spent for the participants. Another will be organized soon. Stay tuned. Let's stay in touch and sane during these unprecedented times, we have the technology, let's use it!

The Rouges Gallery

Left to right, top to bottom;

Josee Dubois & Lee Keeley,
Paddy Robertson,
Grant & Jane Goodes,
Jay Hunt,
Dave Batten,
Ray & Bonnie Newson,
Lee Harrington,
Barry Paulson & Barbara Kothe,
Wendy VanderMeulen & half of her other half,
John Charman,
Bob Hiland,
Dave Bradley,
Rob & Jean Dunlop,
Steve Fox, and
John Blais. (No John did not fall asleep.)

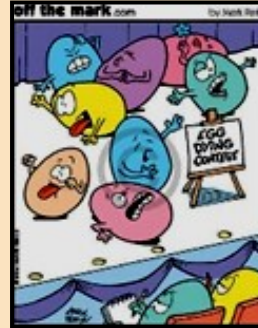
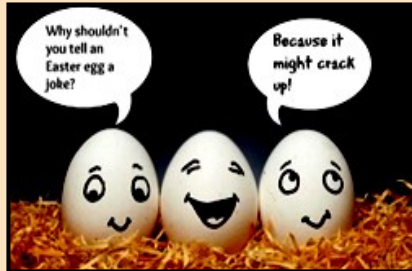


Hopefully these mug shots will not scare off any potential new members, they can rest assured that all of the participants are a much handsomer and friendlier looking bunch in person.

Thanks to Josee Dubois for all of her efforts in organizing this virtual event and providing the input to these notes, to Paddy Robertson for providing the screen shot and all of the participants for sharing their time. An enjoyable social hour during this time of limited personal contact.

Ray

Yes, Spring has sprung!! April has arrived with all its bunny hopping fun! Here are some Easter Jokes, Riddles and Puns that might *crack* you up!



Bob Hiland shares his hard boiled egg tricks and recipes.

How best to prepare eggs and easily get the shell off so that it doesn't stick

1. Use eggs that have been in the refrigerator for at least 5 days.
2. Leave the eggs out of the refrigerator overnight in order to reach room temperature.
3. Add ½ tsp of salt and ½ tsp of baking soda and room temperature water to a level of 2 inches above a single layer of eggs in the pot.
4. Turn on stove to medium high and allow the water to reach a bubbling boil.
5. Immediately turn off the burner, place a lid on the pot and allow it to rest for 20 minutes.
6. Use a large slotted spoon to remove the eggs and place them in a bowl of chilled water. After 15-20 minutes of cooling, begin peeling the eggs.

Peeling the Eggs

The Standard Way

Tap the bottom and top of the egg then roll on a hard surface to loosen the shell.
Start peeling from the large end and rinse.

The Sexy Way

Tap top and bottom of the egg and remove the bits.
Gently roll the egg on a hard surface to loosen the shell.
Hold egg gently in your hands and blow from the pointy end of the egg and rinse.

Done! (Please allow for one minute of applause)

Note: If you have a contagious disease please refer to Standard Way Technique and wash your hands.

Perfect Pickled Eggs (prepares 12 extra large eggs)

Ingredients/ Requirements

- 1.5 cups of vinegar
- 1.5 cups of water
- 1.5 tsp of granulated sugar
- 1 tbsp pickling spice
- 1 tsp salt
- 1 clove of crushed garlic (optional)
- 1 bay leaf (optional)
- 12 hard boiled eggs

Instructions

1. Combine vinegar, water, sugar, pickling spices, garlic, bay leaf and salt in a small saucepan.
2. Bring to boil, stirring frequently until sugar dissolves.
3. Reduce heat and simmer for 10 minutes.
4. Strain liquid through sieve if desired and pour onto eggs in a Mason Jar (16oz/500 ml jar is good for 6 eggs).
5. Let contents cool and store in refrigerator for at

You may also wish to use pickled beet juice instead of vinegar (looks good, tastes great.)

Enjoy, Eggs will last up to one month in the refrigerator.

Thanks to Bob Hiland



**Be safe, healthy and sane!
Have yourselves an *eggcellent* Easter!**

Josée

Continues from the March Jottings, Page 9

Dave Bradly's Mark 2 restoration continues here:

I know that I said that I was going to tell you about steering, SU's, plugs and exhaust this issue. I will eventually, just maybe not in that order, and likely with other little detours on the way.

I am usually very well organized with this kind of thing, but when faced with such a long list of to-dos, not the least of which is knowing where the damn list is, it can be distracting. The original goal was to get this old girl back on her feet mechanically and safely so she could be driven in 2021. Minimum expense, re-use where appropriate, repair when broke, and replace only if absolutely required!

So much time with Covid keeping us all grounded more or less, but that time is NOW. Spring is springing and I am nowhere near ready. To the faint echo of all the "I told you so's".

A million little details leading to hopefully getting this thing fired up, and me in the process.

For some reason I decided to verify the horn, but there was only one. I think it was because I banged my head on it more times than I care to remember going underneath, so took it off. Cleaned, wired, working. Yes. Not wired up yet.

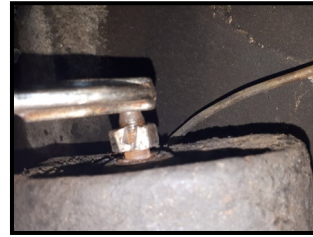
Removed the old cherry bomb exhaust. Was tempted to leave it, just for the sound it might make, but several holes were evident, and who knows what had crawled in there and died. I cannot stress enough that air tools are really the only way to do this as the impact nature is what is needed to shake loose the rusty nuts.



Soft Suspension hahaha

While I was back there I replaced the rear brake hard lines. Just cos. Held shocker out the way with bungee - mustn't forget that.

Moving to the front suspension for a change of scenery, removing the shock absorbers, proving functional (amazingly) and repainted. Refitted with new bushes. There is a challenge that no one ever tells you about here, and that is when putting new rubbers everywhere, most mounting nuts and bolts don't quite meet anymore, requiring significant pressure to push them together while doing them up. Again, airtools are your friend. When I took the shockers off, I stripped the threaded bottom plate in 3 of the 8 holes. Impatience and lack of heat, so completely my fault. Drilled out and fitting with a bolt and locking nut for now.



Top Nut Trouble



New Front Shocks

Removed the power steering pump, reservoir and all the soft hoses. Cleaned the re-useable filter, renewed hoses and put back together. Hope it works! 😊

SU carb thermal switch for the awful AED was removed and dismantled to service as it wasn't opening as it should, in a hot cup of tea!! Turned out the bimetallic strip was more of a monometallic strip missing more than half due to 60 years of corrosion. Go figure. Ordered a new one, but built a nice little blanking plate for now and would manually contact the AED as needed. More on that later.



Testing AED Switch



AED Blank

Distributor was removed. Remember, this had actually run for about 20 seconds about a month before I got the car, so this should have been OK. Yea, it wasn't.



Poorly Distributor

Vacuum unit was actually completely missing having corroded away. New points, checked cap and reconnected. Cranked. Nothing.

New Pertronix distributor used with a positive earth module, new HT leads, spark plugs and Pertronix coil.

Next exhaust manifolds were removed. Several of the studs for exhaust attachment were broken or corroded beyond use.

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Continued from page 8

Heat, SeaFoam, brute force and ignorance. Patience. Repeat. Finally all removed, two drilled out. 8 new studs and tapped holes as needed. VERY hard to get them all centred.



Exhaust Stud Carnage

Front subframe next came to my attention as I must have been waiting for some other parts to actually start the car. The V-mount frame brackets and the front sandwich plates were both non-existent. Ordered and replaced, but they are all that holds the front sub in the car when off the ground, so don't forget to support the frame when doing this, otherwise the power steering pump will take the weight. ASK ME HOW I KNOW. Yea. Did the engine mounts at the same time.



Old Sandwich Mount



Old V Mount



New V Mount



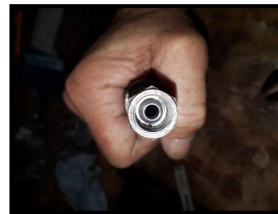
One Of These Is Not Like The Other?

Some other stuff on the engine while I waited. The front crankshaft pulley looked strange to me and also had an unusual "slack" of about 10 degrees of rotation. I tried not to think about this too much as if it was a crank issue, I should scrap the car now. Then with a little more research realized that the pulley was missing YET ANOTHER PIECE OF RUBBER. The rubber piece of the harmonic balancer was missing. Completely. Of course it only comes as a balanced unit with the crank pulley. Cheapest from the UK by about 70%. Removed the old one and found 5 pieces of the cone bearing explaining the 10 degrees of slack. Yikes. Must have been like that for ages, which is very bad for the engine if running. Thankfully no end of crank damage and when refitted was tight as a tight thing. Replaced the timing pointer (self made)

and also a sump stud which was missing while down there. Fitted the pulley wheel and fan at the time too.



Part Harmonies



HP Hose Fix

Brand new radiator fitted next. This turned out to be a VERY tight fit in the frame, leading me to believe more that there had been a front nudge on this car at some time. Helpful hint here is to tape a piece of stout card-



Beer Rad

board to the inside face of the rad. It is impossible not to hit the fan and other hard surfaces on your lovely new alu rad, so avoid the heartache. Rare case of thinking well ahead and using cardboard from my favorite beer maker. 😊

Purchased a new lower rubber steering coupling as it wasn't there. It had to be drilled to fit the countersunk allen bolts. Fitting was tough with alignment - see above comment about everything with new rubber being almost impossible to fit back together again.



New/Old Steering Coupling



Press And Twist

Continued on page 10

Jaguar Jottings

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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.

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Dave Bradly's Restoration—Con't 10

Continued from page 9

Now, what exactly is Top Dead Centre (TDC) on these engines. Should be simple, right? We all have done this, right? I have done this countless time on my E-Type replica (same engine), so should be easy right? Wrong. Reading the manual was my first mistake. First of all remember that these engines were designed by a bunch of WW2 aircraft engineers, hence #1 cylinder is at the back. Different from every other car on the planet (unless powered by a Merlin engine for example). We all know that, yea. BUT the manual talks about putting piston #6 at the top of its travel, then working on TDC at cylinder #1. Mmmmm. Anyway, after figuring it out for the 4th or 5th time, and moving the engine with the fan (not recommended or easy), we were ready for 8 degrees BTDC. Useful hint: I used a Sharpie to determine when piston #6 was at the top of its travel - fits nicely in the sparkplug hole, is softer plastic and has a cap that stops it dropping in!! That last part VERY important.

Next time: heater (why bother?), gearbox, exhaust refit, brakes, more brakes, and hopefully finally starting it safely.....

Thanks To Dave Bradly

More to come in future Jottings as Dave's project progresses.

=====

E-Type Owner's—Don't Forget

While putting the March E-Type anniversary article together Rob Dunlop invited some E-Type owners to share their E-Type story, what was the attraction, why, when and how they came to own such a classic? The response was terrific. Their stories and articles themselves are more than what could be done justice to in only one issue of the Jottings. As a result we decided to run these stories, one or two a month, hopefully through till the end of the year. If you have an E-Type story to share, and have not already submitted one, please forward it to: Ray@Newson.ca. All of the stories will be published randomly. If you have provided your story, please be patient, it will be published and you will be notified in advance.

Ray

Website Progress Report

Our new website is expected to be completed in early April, you will be notified when it is finished. Lee Keely, our webmaster, has asked that you to check it out at that time, and let him know if you have any comments or concerns. Lee can be reached by email at; webmaster@ottawajaguarclub.com.

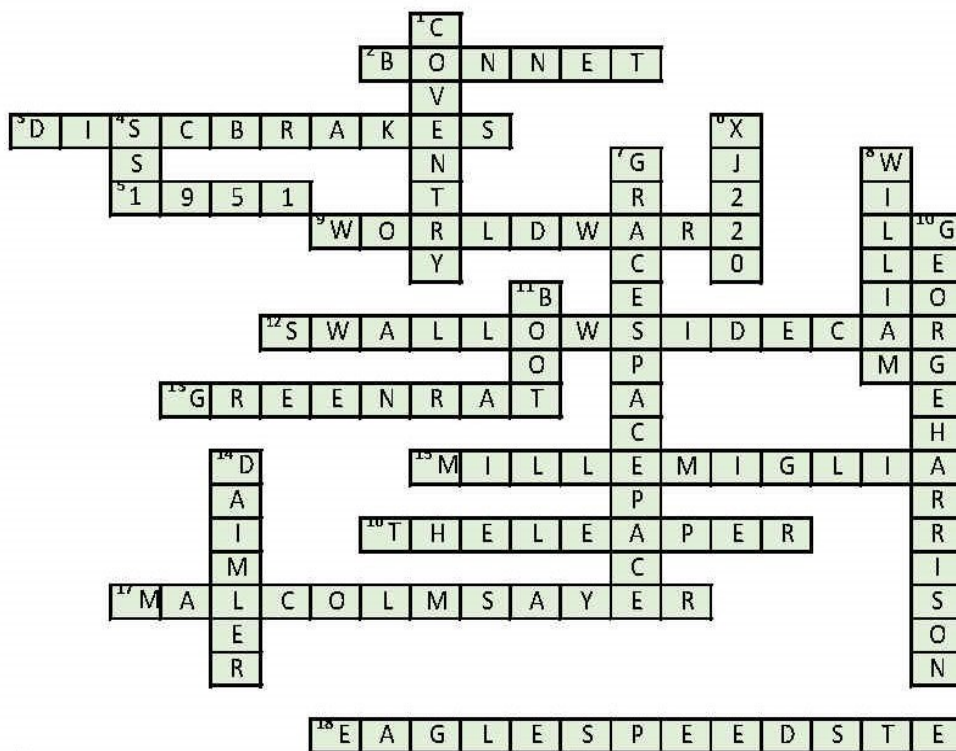
Thanks to Lee Keeley for taking on this task.

Your OJC Crossword Puzzle Answers ¹¹

Here are the answers to Josee's challenging March Crossword Puzzle. We hope that you enjoyed the challenge and possibly learned a few things about Jaguar.

Thanks to *Josee Dubois* for putting this challenge together.

OJC CROSSWORD PUZZLE



Across

2. What is a hood called on a Jaguar? Bonnet
3. In 1952, for the first time an international motor race was won by a Jaguar fitted with what device? disc brakes
5. When did the Jaguar first win the Le Mans 24hour race? 1951
9. Jaguar changed their name at the end of which major world conflict? World War 2
12. Jaguar originated from which company? Swallow Sidecar
13. What nickname did Steve McQueen call his 1957 XKSS? Green Rat
15. In 1952, in which race did Stirling Moss and Norman Dewis compete in a C-type Jaguar? Mille Miglia
16. What is the Jaguar mascot? The Leaper
17. Who designed the E-type Jaguar? Malcolm Sayer
18. Simon Cowell owns what type of 1965 Jaguar? Eagle Speedster

Down

1. The Jaguar headquarters is currently (2021) located in which city in England? Coventry
4. Which model Jaguar was produced in 1931? SS1
6. Which Jaguar car held the record for fastest production car from 1992 to 1994? XJ220
7. What is the slogan for Jaguar? Grace Space Pace
8. What is the Jaguar founder's first name? William
10. Which Beatles member owned a 1964 E-type that had a built-in record player? George Harrison
11. What is a trunk called on a Jaguar? Boot
14. Which auto manufacturer did Jaguar buy in 1960 and carried it as a sister company? Daimler



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Planned Events & Activities –2021

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Due to the continuing COVID-19 restrictions all events are dependent on social restriction in place on the event date. Below is a tentative schedule of events for 2021, you will be kept advised of any changes.

NOTE: The OJC Concours has been rescheduled to September 19th. OJC Judges training is rescheduled into May - Date, time and location to be determined. Please update your Events Calendar.

April	14th	Wed.	OJC General Meeting	A Zoom Meeting will be held, more information to come.
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May	15th	Sat.	OJC Spring Dinner	Time & Location to be announced
	30th	Sun.	OJC Spring Drive	Time & Location to be announced
			OJC Concours Judges' Training	Date, Time & Location to be announced

June	19th	Sat.	OJC Club Brunch	Time & Location to be announced
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July	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 & Pub Dinner	Hazeldean, Ontario
	15th	Wed.	OJC General Meeting	Time & Location to be announced
	19th	Sun.	OJC Family Day & Concours	Cumberland Heritage Museum, Cumberland, Ont.

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 is included in your 2021 Calendar for a quick reference.



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