

Jaguar Gottings

Are you ready for "High Tea"?

See our next virtual event, page 9



May 2021 - ottawajaguarclub.com

In This Issue

Contents	2
Presidents Musings / Jaguar Clubs of North America	3
May's Calendar Profiled	4
The April Virtual Wine Tasting Event	5
E-Type Memories	6
Dave Bradley's Mark 2 Restoration	7,8,9
May's Virtual Event	9
Ladies Corner	10
Did You Know?	11
Marketplace	12,13
Events & Activities	14
Advertising - Ottawa Jaguar	15

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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
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Family Day

Josee Dubois

& Lee Harrington

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Advisor/Ex-Officio

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May 2021

Once again we find ourselves in lockdown and stay home orders that have put all of the club functions on hold. It looks like the earliest that we can plan a social distancing club event will be late May or early June.

Thanks to Lee Keeley the club is very close to launching the new and improved website. A lot of hours of hard work has been put in by Lee and

Josee at a critical and busy time with their employment contracts. Over the next few issues, I will be updating the membership on the pros and cons of JCNA membership by our club.

The JCNA fees in USD keep rising and as a club we need to review the benefits of being an affiliate club or going our separate ways. It has been a discussion issue for our Club for more than 10 years. The Club will be asking for our members opinions at our AGM in November. By writing these articles I hope to inform all the members of just what JCNA is, so you are aware of its function as it pertains to our Club.

JCNA has raised the fees for non JCNA participants in Concours, Slalom and Rally events from \$5.00 USD to \$20.00 USD. Although this does not impact our club members it could have a negative effect on participation at our Concours. I have

spoken to our JCNA Regional Director to express our concerns but I really don't expect any change to this after our conversations.

I have been in touch with other car clubs electronically to find out what they are planning and doing during these trying times. Most clubs are trying zoom meetings so their members can see other human beings. Most have postponed any major events into late August and September. The American Clubs are planning events like nothing is any different from previous years, but travel restrictions and common sense make our participation a no go.

On the home front our wonderful spring weather has our Jaguar blood running and quite a few members have had the opportunity to get out in their cats for a spring fling. All things considered, life is good, so enjoy every minute

Cheers, Lee

Jaguar Club's of North America

Over the next few issues I will do my best to explain the pros and cons of belonging to this organization, JCNA. First off on the agenda is that JCNA stands for "Jaguar Clubs of North America". The organization was founded in 1954 by a group of Americans interested in the Jaguar marque in the United States. The premise of course was to bring like minded car buffs together via telephone and mail. The organization had one main directive, to broaden the knowledge and appreciation of Jaguar cars outside of England and the European market. This led to the formation of regional clubs across the United States joining the core group. Eventually Canada and Mexico were included in the club. At the

present time there are 66 clubs that belong to JCNA.

Much like any organization, the founding members introduced a Constitution and mission statement (although it was not called that at the time). JCNA over the years, in concert with all of the member clubs, proceeded to offer the member clubs information, competitions, awards, a magazine

showcasing member clubs and group insurance.

Jaguar Land Rover North America is a major financial sponsor of JCNA and they (JCNA) trickle down the funds to the affiliated clubs for sanctioned events. JCNA holds an Annual General Meeting that can be attended by 2 delegates from each member club. As with any club or organization any changes to rules, constitution and financial issues are voted on by all of the delegates. I have had the privilege of representing our club at six JCNA Annual General Meetings since joining the Ottawa Jaguar Club.

Next month, my next article will broach all the perks that are offered to member clubs.

Lee





2004 Jaguar XJ8 Vanden Plas

Jay and Karen Hunt have been a member with the OJC since 2019. They have graciously provided us with a picture of their 2004 Jaguar Vanden Plas.

Since I was a teen, I have always loved Jags. My friends were divided into two camps, Corvette lovers and XKE admirers. When, in 1968, I had a chance to drive my uncle's new XJ6, I knew I wanted to own a Jaguar saloon

someday. I loved the look of the central grille flanked by two pairs of differently sized headlamps, below the sculptured bonnet, the low sleek profile, and the sumptuous leather interior liberally trimmed with polished walnut. It was vaguely reminiscent of the beautiful E-Type. To me, it was a poor man's Rolls Royce. I came close to buying one a few times, but, being a family man, always opted for the more practical Volvos.

In 2019, when I realized that the classic XJ look would disappear forever, I started looking seriously for a good used one. I wanted both the Jaguar look and the Ford V8 reliability so I opted for an X350. When a deal I thought I had for one in BC fell through, I contacted the Ottawa Jaguar Club and learned that a member had recently passed away and his 2004 Vanden Plas was for sale. I went to see it at Mike O'Brien's home and soon was on my way home in my dream car.

It is now my summer driver, carefully preserved in storage from Canada's unforgiving winters. I hope to enjoy it for as long as I am still able to drive, and then pass it on to my son.

Thanks to Jay and Karen Hunt for their participation with our OJC calendar!

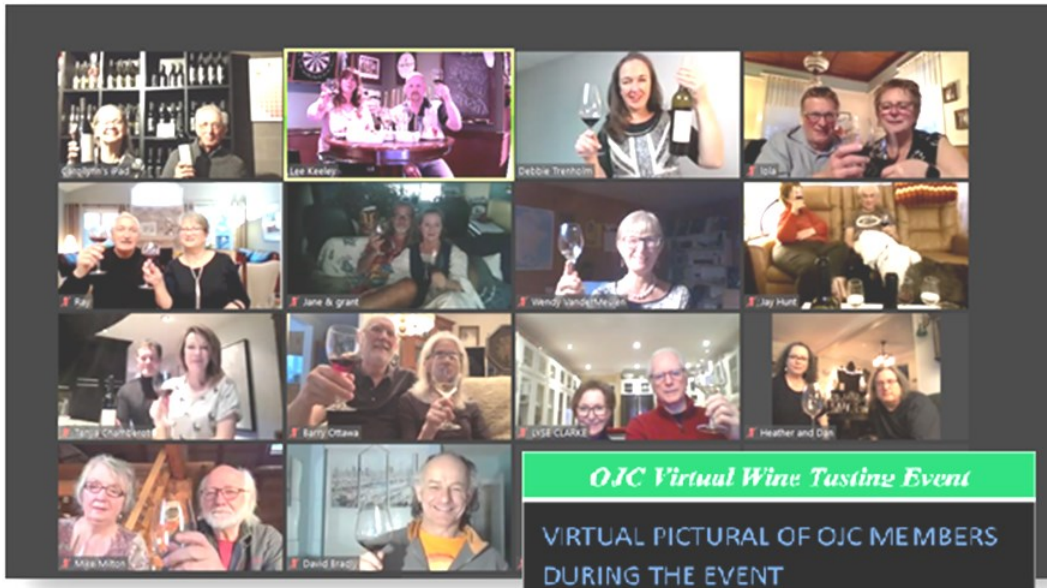
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The April Virtual Wine Tasting Event

5

The April virtual wine tasting event was a great success, enjoyed by some 25 OJC members and a few invited guests. The smiles on the OJC members who attended the event, pictured below, and the following reviews tell it's own story. Watch for the next virtual event planned for May.



Starting at top left corner:

Carolynn & Joseph DiProffio owners of DiProffio Wines, Josée Dubois & Lee Keeley, Debbie Trenholm (host and club member), Louis Robichaud and Lola McNamara, Ray & Bonnie Newson, Grant Goodes & Jane Dormon, Wendy VanderMeulen, Karen & Jay Hunt, Jerry Zubryckyj & Tanya Chamberot, Barry Paulson & Barbara Kothe, Lyse & Merv Clarke, Heather and Dan Ferguson, Cathy & Mike Milton and last but not least, Dave Bradly.



In Review:

Wendy VanderMeulen

Thanks so much to Josee and Debbie for planning this event. And thanks for choosing Di Proffio Wines as the winery to highlight. Carolynn and (..Oops! I can't remember his name....) were very nice, and I'd love to do a wine tour and visit their vineyard!

Barry Paulson

Great event with good representation from across the OJC. Wines were good and conversation with vintners was very informative. An OJC drive to PEC wine country would be fun.

Jane Dormon

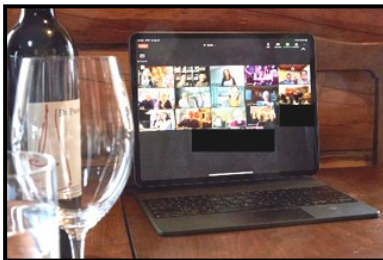
The wine tasting was a really fun event; Carolynn and Joe Di Proffio were a fountain of information, which made the tasting even more enjoyable.

Mike Milton

It would be easy to think that this event was helpful and fun because of today's limitations but that would be a mistake. The fabulous wine and interesting background would be welcome at any time. For Cath and I it was a special chance to do something together and to meet, even virtually, with new club friends.

Tanya & Jerry

Fun event! Enjoyed learning about the featured winery, the background on how it came to be and liked the stories on how the various wine names were chosen. We also enjoyed finally meeting the members of the Jag club. Thanks for bringing us together.



A funny thing happened while cutting the grass on my front lawn on a warm summer day in 1982. An azure blue Series III E Type cruised by and pulled into my neighbor's driveway. I figured the lawn mower needed a rest so I went down the street where I met the owner, Chuck Cowie. His car was beautiful and I knew I had to get one.

For the next year I checked newspapers from Toronto to Montreal. Although there were a few adds, they were either too rusty or too expensive. Then, one faithful day while looking through the June 1983 issue of Road and Track magazine, I saw an add in the classified section that seemed to fit the bill. The car was in Montreal and it was a 1973, numbers matching, OTS with 39,000 miles, manufactured on Dec. 18/72. It came in a fairly rare colour combination of fern grey with moss green interior. Only 258 cars were built with this combination between Sept. 1972 and April 1974.



Contact was made and Lyse and I drove to Montreal the following day. The owner, a doctor, lived in a heritage home in Westmount. The car was in the back yard strategically parked under a large Oak tree, it's fern grey hue blended into the colours of the garden. It was like a mirage! What can I say, it was love at 1st sight.

After some hard haggling, we agreed on a price. The deal was done on June 17th, 1983. Then, before leaving for Manotick, the doctor suggested I not drive home with shorts on, because the oil from my skin would get on the leather seats. He asked me to wait a bit while he went into the house. He returned with a bath towel which he draped over the seat and said Bon Voyage! I knew I had a well cared for car and drove it home trouble free.

Chuck Cowie was my first call next day and we became good friends. That friendship led to a discussion at the Toronto Concours, after dinner and a few beers, about starting a Jaguar club in Ottawa. But that was another story.

Over the years and much Q tips detailing, I started to show our car at the Ottawa Concours as well as the one in Toronto. Then in 1990 I decided to see how our Jag would stand up in the JCNA National Championship. We placed 6th out of the 10 cars competing that year, our average score was 99.185. We tried again in 1992 and placed 8th out of 11 with a average of 98.71. We didn't put the fear of God into the "Trailer Queens" but for an unrestored car that was driven to each city, we were very happy with the results.

Our E Type opened the door to meet many new friends and partake in some great adventures. Highlights would include being invited by Jaguar Canada, along with Phil Karam and Dave Boone, to show our cars at a press event for the 2000 F1 race in Montreal. Jaguar drivers Johnny Herbert and Eddie Irwine were ushered to the event by helicopter and later both drove our E Type through a Slalom Course accompanied by members of the press, first time I ever saw smoke coming from the brakes on all four wheels.

This car has meant a lot to Lyse and I. We hope, when the skies are blue again we can all get together and tell some stories and try to convince, those that will listen, that our Jag does not leak oil.

Thanks to Merv Clarke

E-Type Owner's—Don't Forget

If you have an E-Type story to share, celebrating the 60th anniversary of this iconic marque, and have not already submitted one, please forward your story 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

Continued from the April Jottings, Page10

Dave Bradley's Mark2 restoration continues here:

It is an interesting process to work through refurbishment and rebuild of an old car. A lot of planning in the first place is usually trumped by "while I am here I might as well do XXX". This is one of those periods. I am deep enough into the guts of this car, that leaving something that really could benefit from being replaced would be silly. Dilemma of a \$20 part buried some 5-8 hours of work in the car.

So with that in mind this month, I am going to take an alternative approach to the next of many tasks ahead. Broadly speaking I tackled the infamous Borg Warner DG250 3 speed automatic gearbox, the whole front wiring loom, the front brakes (again) and got the beast running.

Gearbox - this was an automatic car. The BW DG250 is universally reviled as a rubbish piece of kit that leaked from the day they were made, leaks a lot more now, and has a very busy "top" gear running me crazy at 3200 RPM at a 100km/h highway speed. It was a simple rationalization that a rebuild kit for these is about \$550, plus a new hold solenoid at \$250 and replacement torque converter at \$350. So looking at a budget of some \$1300 for a replacement gearbox, lots of options came up.



Old DG250 Gearbox

metal work and way more money. Of course I could use an old Moss 4 speed, but they are pretty wretched too if you are being completely honest. Temec 5 speed and bell housing from Moss is around \$8k, so no.

So, other auto options. As some of you may know, there is a chap called John from Texas who has been helping stressed Jaguar owners make the switch from awful old Jag gearboxes to more modern, reliable and way cheaper GM hardware. John's Cars Inc. was the choice then. He has done some 4,800 quarter and half breed conversion kits as he calls them. Quarter breed is the gearbox only, keeping all things XK block, and the half breed is GM V8 and GM auto box. Sounds simple. Seemed quite daunting.

I hear the peanut gallery screaming for a manual gearbox. Mmmm. Normally I would be right there with you, but my E-Type is already manual and an auto to manual conversion on these cars is not trivial, involving sheet



JCI Flywheel



JCI Mount

Communications with John have been nothing but exemplary. He is very quick to respond to issues with very comprehensive instructions. Funny, in this day and age, that the instructions do come by email, but are actually picture files of a typed document. And when I say typed, I mean typed. As in on a type writer. Yep, that kind of car guy. His kit is amazing - beautifully machined and comprehensive down to all nuts, bolts, brackets etc..



JCI Adaptor Plate



JCI Bolt Kit



T700R4 Auto Box

Managed to source a T700R4 auto box from a scrapped 1980 Chevy Astro Van at Kenny-U-Pull over in Gatineau, for the princely sum of \$125. And an afternoon of skinned knuckles in the snow. Yay. Then discovered that, as misery really loves company, there is another Jag club member (Craig Turner), who is doing the exact same thing as me. Just to follow footsteps then, off to see Manny at Ontario Transmission for a rebuild. Excellent work and service, highly recommended. Interesting little side note here that could cost you dearly if ignored, is that these GM transmissions are all METRIC fasteners, even in a Chevrolet in the early 80's. Who knew?!

Continued on page 8

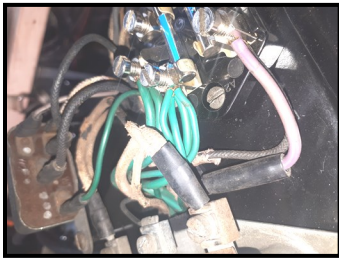
Continued from page 7

Before I could drop the old gearbox out I really needed something positive to happen here. So I pressed on, the minimum required to get this thing running. Bear in mind that to my estimation, this had not run properly (at all?) since the late 80s. Some 30 years ago.

So, having done the usual things like air, fire, water, we were ready. Amazingly it did fire first time. Ran for a little bit with spit back, so played with the AED and got it running smoothly. Left a towel over the intakes to minimise the spit back. Wow - what encouraging news.

Took it all out again. All being carbs, water heater (which leaked a little anyway).

Now front wiring. While waiting on gearbox rebuild stuff, I decided to tackle the front wiring loom. This had mysteriously and literally turned to dust and goo after 60 years and what looks like some severe overheating. Thankfully there is not much wiring in a 60 year old car, so rather than buying a new loom, I sourced one from Adrian (long time OJC member) and went about recreating with new wire and connectors. A good winter time project. While there, I verified all the electrical control with horn relay and voltage regulator. Amazingly in great shape and worked fine. Sourced a new (plastic - horror of horrors) windscreen washer bottle. Only \$22 instead of \$700 for a replacement period part. Later maybe. For fun I rebuilt from scratch the rear light cluster. Again, new \$100s. Works great.



New Fuse Panel



Voltage Regulator



Rear Light Cluster

sourced from Amazon, which are too short. Also where the piston bores were sometimes rusty, wet-sanding with 800 grit in brake fluid soon fixed them right up, with a new seal

Brakes. Front ones were still leaking with the lovely Wilwood calipers, so I gave in and started to rebuild a set of standard front calipers with Dunlop pistons. Little tricks here helped a lot; having the deep brake line nuts is essential instead of normal ones

set of course. Made all my own brake lines with the cheapo tool from Amazon and copper/nickel 3/16" pipe. Also replace the master cylinder as it was in the new spares that came with the car. The rears were also leaking, but this time from the bleed nipples. In my haste to assemble I had forgotten the oh so important ball bearing in each one. Easy enough, but hard to get the part, unless you know someone like Adrian! Thanks pal.



Front Piston



Front Brake Carrier

Just for good measure had to rebuild the fuel pump to get it to work one more time. Turns out the little mica disks buried deep in the assembly had become stuck to the seats. Made a special tool to undo the large carrier. Worked like a charm on reassembly. Again,

worth it with rebuilt units going for over \$500 US!!



Fuel Pump Tool

Having run the car, next was to remove the gearbox preparing for the transplant.

Detent cable off, shift cable, speed hold switch wiring, starter motor and

the engine rear top tie bar. This was fiddly and of course, involved supporting the engine. A couple of ratchet straps under the engine around a 4"x4" beam across the back of the engine bay did the trick.

Next was support the gearbox on a movable hydraulic ATV stand which was the best \$50 I ever spent on Kijiji. Such a useful thing.

Removed the prop shaft, including the middle bearing. Bolts were surprisingly easy to get out. I am beginning to love the 60 year old underseal they used as it has preserved everything underneath so well. A pain to remove, but worth it.

Undid the SEVENTEEN, yes 17, bolts that attach the bellhousing to the block. What a royal pain in the arse.

Continued on page 9

Continued from page 8

Talk about over engineered as the new GM gearbox attaches with SIX bolts, and it can handle 500HP in the Corvette for example. Oh well.

Drained multiple times as there always seemed to be a bit more transmission fluid hiding somewhere. Even managed to get most of it in to a drain pan.

Removed the 6 bolts holding the torque converter to the flex drive plate and tadaa, off came the gearbox. Surprisingly easy. I am sure reattaching any gearbox will be just as easy, right?!

Removing the flex plate bolts was easy, but the dowels were very tight and had no threaded inner, so old fashioned patience and cold a chisel was the only way. Finally came off without damage!



BG Flywheel



Flex Plate

Now the weather has turned much colder and my garage isn't heated, so next edition of this saga will be all about interior woodwork and wiring, which could be detached and worked on in the house. 😊

Thanks to Dave Bradly

More to come as Dave's project progresses.

May's Virtual Event

Here is our Tea Time invitation.



Let's keep the Virtual momentum.... a few members at a time...there is no minimum participation requirement, or max.

It's HIGH time for TEA time. Our next virtual event – High Tea, English style – Saturday, May 15, 2021 starting at 6:30pm. This will replace our Spring Dinner (Unfortunately not happening this year – again!).

OJC VIRTUAL



*High Time for
TEA*

EVENT

MAY 15, 2021 STARTING AT 6:30 PM

BRINGING TEA TIME TO YOUR HOME

Set-up your tables, cook some treats and let's try some tea!



More information to come via email....

Josee



May, please be a good month full of fun, love and happiness for all our friends and family. May we be able to socialize with friends and family shortly.

April's weather was awesome, and we all wish that May's weather will either be the same or even better.

The urge to plant flowers was great but I held steadfast that I must wait for May. Really, it was taking everything from me to plant the garden!!! Good thing the Garden nurseries are not yet open, at least not in the Outaouais.

You have now arrived, so let the digging begin!!



Mother's Day is just around the corner. I would like to wish all of the Mother's (with us or have passed the golden gates), and the Grandmother's of course, a fantastic day!



Now this is the fun part, Victoria Day LONG weekend. Glass of wine, lying down on a hammock, listening to great tunes (music or birds, we'll see) and work in my garden. Ah, wine, didn't we have a great time during the Virtual Wine Tasting Event? That was fun!

We will be doing a 'Tea time' for this month's event. Virtual, of course. Where else can we go!!! Stay tuned.

If you have any articles, poems, write-ups, etc. that you would like to see in the Ladies Corner, please send them my way at ojcactivities@gmail.com. It will be a pleasure to include them in this section!

Be safe, healthy and sane! Let's all have an amazing month!!!

Josée

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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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.



Did You Know?

11



1933 Chrysler C06

Did you know?

This 1933 Chrysler C06 was originally part of Al Capone's fleet.

On October 31st, 1931, Al Capone was found guilty of income tax evasion, fined \$56,000 and sentenced to eleven years in jail. Al Capone started his jail time at the Atlanta State Prison and was to be transferred later to the Alcatraz Prison in California.

Capone's organization planned to stop the "Great Train", as it was known, on its way to Alcatraz, liberate Capone and whisk him away to a foreign country. In preparation, and not knowing Capone's secret final destination at the time, several Chrysler 'Six' Sedans were sent to France, New Zealand, Canada, Great Britain and Europe in readiness for Capone's escape.

This Chrysler is the actual car that was sent to Great Britain in readiness for Capone. It was impounded by the British authorities upon entry into England and sold later in 1936.

Registered as EYT 121 in November of 1936 the car was little used by its owner and eventually put into storage where it was found in the early 70's by an automotive historian, it had only 17,000 miles on the clock.

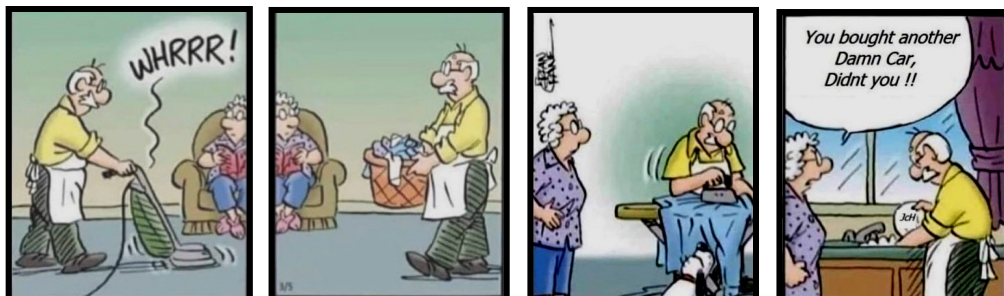
Just for fun facts.

Ray

Website Progress Report

Our new website is still in the construction stage, please be patient, the build is taking a little longer than expected, you will be notified when it is finished.

Thanks to Lee Keeley for taking on this task.





For Sale

1989 Jaguar XJS



This Jaguar has been owned by two members of the Ottawa Jaguar Club since early 1998. Both are technically handy and have done much of the maintenance needed to keep this car in its current outstanding condition. *This Jaguar sports car has very low mileage and is being sold with a current Ontario Safety Certificate.* It is for sale due to a reduction in the number of Jaguars currently owned.

82,900 Km's

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Recent Maintenance

**New fuel sender
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New Power antenna
New tires & battery**

The entire car shows very little wear for it's age. This car has never been winter driven and has been stored inside since 1998.



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fgroundwater@yahoo.ca

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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.

May	15th	Sat.	OJC Virtual Event	Your Home - Watch for an email with details to come
	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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