

Jaguar Gottings



June 2021 - ottawajaguarclub.com

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 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*. Annual dues are \$60.

If interested in joining our club please contact Bonnie Newson via email at: membership@ottawajaguarclub.com for additional information and an application form.

Your OJC Executive – 2021

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Family Day

Josee Dubois

& Lee Harrington

Inter-Club Liaison

Dave Batten

Advisor/Ex-Officio

Dave Kenny





June 2021

Things have not changed and we are still in a stay at home order, retail and restaurant closures and gathering restrictions. This is causing a great deal of anxiety for all the members of the executive as they try to provide the membership with value for their OJC membership. All we can do is ask for your patience, and at some point we will be able to be a vibrant Club once again.

I want to thank our social activities director Josee Dubois for her enthusiasm and determination to bring forward new and different activities

under the Covid restrictions, Wine Tasting, High Tea and now Chocolate Tasting in virtual meetingsthis is way above my pay grade.

This month's article on JCNA Membership details the benefits, or pros, of belonging to this club. I will continue next month with the negative and or cons of us belonging to this organization. Once again I am providing this information as open educational information on Jaguar Clubs of North America for our membership.

Jay Hunt has tendered his resignation as treasurer and membership director of the Club. We thank him for his tenure. So once again the executive is reaching out to the members for volunteers to take up the positions. They can be separated into 2 two positions to ease the transition. Please contact me if you have any interest. Jay has done a great job of bringing both positions into online and e-transfer technology. Being a member of the executive can be a rewarding experience

Lee Keeley is working diligently on the web site which is a daunting

task (and huge hours spent) and is very close to a demonstration phase. Rob Dunlop is organizing judges training. Jay Hunt has arranged with Hunt Club Jaguar the use of their facility for judges training as soon as we are allowed to hold group functions. You may want to try judging, it can be fun. I was very reluctant of becoming a judge but after the training and being paired with experienced judges I actually enjoyed it, and got to know a lot more about the marque. John Blais has the Concours preparation in hand and is awaiting Covid relief to firm up the plans. As always, our Jottings Editor Ray Newson has been presenting a quality product each month and he appreciates the members input. I really need to thank our former President Dave Kenney for his unwavering support and advice.....

As president of the Club I have to say that my job has been made a lot easier by the executive's and the membership's understanding and support.....

Thanks to all of you.....

Lee

The Cover Story—Remembering Drives!

This Friday-to-Sunday trip was a short visit to Quebec's picturesque Eastern Townships region. Highlights of the weekend included time at the **Maxville Highland Games** on our way to the townships. On Saturday a visit to the famous **Abbey St. Benoit**, lunch at a rural lakeside location on the shores of **Lac Memphremogog**, and a two hour boat cruise on the same lake. We finished the weekend on Sunday with a short nature walk in the morning, and a visit to a beautifully located winery/cidery and a tour of historic **Fort Chambly** during our drive home. The trip finished on Sunday evening with a post-

drive dinner at The Swan on the Rideau Pub for a few. Six cars departed from Tim Horton's, Tenth Line Road for the drive to Maxville and the first day of the Highland Games. We were joined by a seventh car at the Games. The total distance driven in the three days was about 1,020 km, or about 340 km/day. But the most important factoid was that we all had a great trip and a great weekend. (August 2017)

Thanks to Al Graves for reminding us what it is all about.

In preparation for our first post pandemic drive we are looking for a member to plan and organize a road trip so that we will be ready to get up and go when the time comes. We will plug in the date when ready to go. If you have been out doing a little touring on your own, you may have a plan already in mind. Please contact our Activities Director, Josee Dubois at ojcactivities@gmail.com to assist your club with a short initial post COVID drive.

Jaguar Clubs of North America

Second Installment

As a member Club of JCNA (Jaguar Clubs of North America) we submit \$30.00 USD (\$38 -\$40 CDN) to the JCNA organization for each of our members annually. When the math is done this amounts to two thirds of our membership fee. So what exactly does Jaguar Clubs of North America offer to member clubs for that cost? I will need to address this portion in point form

- A five (5) million dollar General Liability Insurance Policy protecting the Club against injury claims at any and all of our events.
- A fifteen thousand dollar Participant Accident Policy that covers participants, workers, media and other persons deemed necessary at the event.
- A one million dollar Directors and Officers Insurance Policy protecting the Club's executive, whether voted in or appointed, against errors and omissions.
- Jaguar North America's annual financial support of Sanctioned events, normally \$600.00- \$700.00 USD.
- Dealer discount on new Jaguar car sales. (To be verified if applicable in Canada.)
- Discounts on Haggerty Automobile insurance. (To be verified if applicable in Canada.)
- Subscription to the Jaguar Journal bimonthly magazine.
- Access to JCNA's technical help line
- Access to discounted book and publication materials.
- Access to JCNA's Jaguar tool loan program.
- Member forums.
- Jaguar related regalia and merchandise sales.
- Access to trophy sales for all sanctioned International events: Concours d'Elegance, Slaloms and Rallies.
- Annual international awards and recognition for sanctioned events.

- Access to JCNA Judging manual for rules and regulations for sanctioned events
- Annual award presentations to member clubs and individuals for support of the marque, the club and JCNA.

This is represented with the following awards:

- ♦ The Fred Horner Award
- ♦ The Andrew Whyte Award
- ♦ The Karen Miller Award
- ♦ The Dealer of the Year Award
- ♦ The Mike Cook Presidents Award
- ♦ The Website Excellence Award
- ♦ The following Newsletter Article Awards in the best of category... Photos, Events, Technical, Travel, Heritage, Jaguar Life and the Top Jaguar Journal submission

Please take the time to log into JCNA's site and create an account and you will be able to get the history and qualifications for all of the above awards.

That brings me to another point. I am willing to bet that the vast majority of our Club membership are **not** aware of the JCNA website or that you can have a login account. That is my bad.... and one of the reasons that I am writing these articles. I would urge members to create an account. There is a huge amount of information available, including friendship and travel information for member clubs events and activities.

My next article will focus on what I believe are the negative aspects of belonging to JCNA for Canadian and Mexican Clubs versus continental American Clubs.

Lee H.



Historical Dates for Jaguar

June 24th marks the 70th anniversary of Jaguar's win in the 1951, 24 Hours of Le Mans on June 23rd & 24th 1951. The Jaguar works-team drivers, Peter Walker and Peter Whitehead driving a purpose-built C-Type Jaguar, completed 267 laps beating out some formidable competitors such as: Talbot-Lago, Aston Martin, and Ferrari. The car was officially called the Jaguar XK120-C, the "C" standing for competition.





1997 Jaguar XK8

Shawn Brennan & Cathy Dempsey have been members with the OJC since 2016. They have graciously provided us with pictures of their 1997 XK8.



Here is Shawn's story:

My car is somewhat special as its serial number ends in 1243 and I recently learned that Jaguar started serial numbers for this car at 1000 ... so it seems that I have the 243rd XK8 ever made and that the first unaltered batch ended at serial number 1246.... so number 246. As I understand the situation, the production line was then stopped for a short while and the first early iteration of small modifications was then made as the second batch started with number 247.

I wonder how close my car is to being the first North American drive. I bought it one year old at Coventry Motors in Toronto and the salesperson said that he thought it had been on an internal Jaguar Canada lease for the first year and may have been the car that they first unveiled in Toronto in June 1996 as a 1997 initial model ... I do not know if this is true or not. It is however surely from the very first initial batch of 246 cars! I needed a new power steering pump and was really happy with the excellent and complimentary wash and detailing done by the dealership! I am also happy to note that this was the first mechanical failure in the past 22 years of the cars 24 year history.

This car turns 25 years old in June 2021

Thanks to Shawn and Cathy for their participation with our OJC calendar!

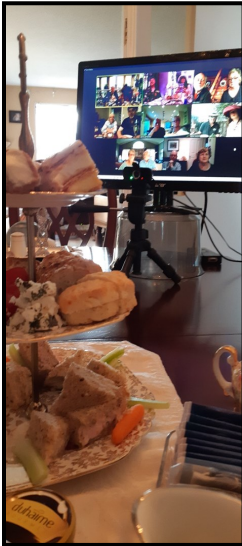
S·N·G
BARRATT
GROUP

buy parts online at sngbarratt.com

The May Virtual High Tea Event

6

May's virtual High Tea event provided another opportunity for our OJC members to connect, stay in touch and enjoy a couple of hours of fun and laughter.



Sixteen members participated in the event and each was given the opportunity to display their wide array of savory dishes and decadent desserts. As all High Tea samples are expected to be finger food, no utensils required, Dave Bradly and Debbie Trenholm's "Steak & Kidney Pie" was the envy of most, if not all, the men in the group. Obviously this entry pre dated to-day's more sophisticated High Tea (finger food) events.

Taking the event to another level, John and Beverly Blais dressed for the occasion and were voted the most appropriately dressed in their regal attire.



John and Beverly in their High Tea attire



Here are samples of the efforts presented



There clearly was a great deal of effort put into the preparation and presentation of the very wide samples of the food and displays.

A challenging High Tea quiz brought everybody up to-date on the proper etiquette, history and general knowledge of High Tea. The only thing missing was an array of fine Jaguars parked in the courtyard.

Thanks to all who participated.



Our next virtual event!

Everybody loves Chocolate!

One opportunity left >>>



(Not exactly as shown)



VIRTUAL CHOCOLATE TOUR

SATURDAY, JUNE 19, 2021 AT 6:30 PM

May 25th deadline has come and gone and the 'kits' have been sent out to our participants before the heat comes back.

We have ordered **one** extra chocolate kit in case a member missed the deadline but wants to participate.

Please contact me at ojcactivities@gmail.com

Cost: \$108, which includes HST and delivery in the NCR.

Zoom link will be sent to all participants 1 week prior to the event.

My first experience with an E-Type I expect, crystallized my desire to own such a car one day.



My first Jaguar E-Type experience came when I was 18 years old and working the arbitrage and foreign exchange desk of a Canadian bank. Our wealthiest client, a British gentleman of considerable means, owned a LHD Rolls-Royce Silver Cloud Drop-Head Coupe, and a Jaguar XK120 FHC, amongst others.

What impressed me even more than his stable of cars, was the fact that these were not acquired through either labour or ingenuity. He was a "remittance man", receiving the princely sum of £2500 monthly just to stay in the colonies. This amount converted to the equivalent of my annual bank salary.

I came to know the client very well. He called me daily, to instruct me on stock, bond, and currency purchases. We struck up a friendship as he visited the office weekly. On these occasions, he met with the Regional Bank Manager for a business lunch at a nearby men's club. Inevitably, this lunch ended in the late afternoon. Both gents were, by then, too inebriated to drive home. As a result, the task fell to me, so I drove the RR frequently.

On one of these occasions, the client advised that he had a challenge for me. He had acquired a new car from England. This one had four seats and RHD, with a 4-speed manual. It was a 1973 E-Type 2+2, in the then popular rich burgundy colour with a red leather interior. I soon discovered two things; first, a rather rotund Regional Bank Manager can be squeezed into the rear of a 2+2, if sufficiently lubricated. Second, it works well to have the passenger shift the gears, when you are on your "maiden voyage".

And so it went, week after week, I drove my boss and our client home, followed by a lowly bank trainee in his 1960'ish Austin Mini – my ride home. Did I mention that I did not have a driver's license and the client lived more than one hour from the office, through a frequently wet and sometimes snowy mountain pass? The things one will not do to get ahead in life!

Thanks to Barry Paulson

E-Type Owners - 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

Bradly Mk2 rebuild Part 5 Continued from the May Jottings Page 9

In the depths of winter it is hard to get excited about summer toy restoration, especially in a moderately heated garage like mine. So, instead of struggling in my excellent Milwaukee heated jacket, I removed all the wood trim and started on that journey of discovery.

As I peel back the onion skin of my car, I become more and more convinced that it may have spent time properly water logged. Not a lot of rust, but all perishables had, well, perished. Including all rubber and wood and any natural fiber products. All sound deadening material looked OK but magically turned to dust if looked at the wrong way.



Dash Top Shedding Skin

There was a significant amount of rebuilding the substrate on some key areas like the driver's dash and glove box surround. Nothing hard, as it is simply plywood. Interesting to note that all wood in there is (obviously) old growth really close grain high quality stuff. What have we done with farmed timber.....?



Substrate Repair

Once every piece had been stripped and sanded, it was time to chose veneer and learn this new skill. Wood is really natures composite, so I had some experience here. Bought a small \$25 vacuum pump from Amazon and made some vacuum bags - again the trusty roll of vapour barrier doing great service.



Vaccum Bag

I chose "figured walnut" instead of burl walnut. A couple of reasons; WAY cheaper assuming I was going to make mistakes and easier to get in large pieces.

No real trick to veneering, but patience and the right prep. I used TiteBond3 for the glue, and cultivated a relationship with KJP Selected Hardwoods. They were nothing short of amazing with advice and tips on how to do this. One key thing to pass on is "taming the veneer". Images of whips and trainers aside, this is simply wetting the veneer on one side prior to gluing. This allows it to bend round ridiculously tight radii without fracturing, (like the dash top front radius). I also book-matched the figured sheets to great effect.

I went full two tone on the wood, choosing maple as the accent. I cheated a bit and used iron-on wide strip. Worked a treat. Yes, I burnt my fingers. A lot.

For paint, I used yacht varnish. Great UV protection and used to harsh (wet) environments. I realize that for "original" installations, one should use a lacquer, but hard to source and even harder to apply.



Work In Progress



Old School Vac Bag



Major Progress



Wet Sand And Go

Continued on page 9

Continued from page 8

To get the final "piano finish" I was after, I wet sanded to 400 grit and recoated, then 800 grit, recoated, then finished with 1000 grit and light brushed coat.

Re-installation is yet to happen. Bag of rusted various wood screws is hilarious in a car, but will need to be addressed in due course.

All door "cards" were as wobbly as a jelly on the 5:08 out of Paddington, so needed full replacement. However the surface vinyl had surprisingly made it through unscathed so I planned on re-using that once I had come up with an alternative material. Also an interesting problem to make sure all the trim attachment points were in the right spot and then to attach something very 3D and heavily used (like a door arm rest) to something that is thin, flexible and flat.



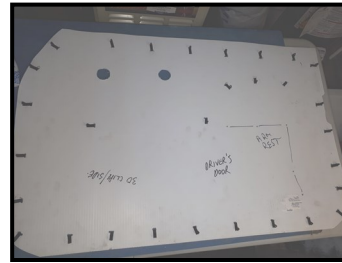
Rotted Door Cards



Clever Wedge Removing Door Handles

I chose coroplast sheet as used by realtors for their indestructible signage. Luckily the parents-in-law had some signs from about 10 years ago. Free is always good. Now, to figure out how many clips one needs and where to put them. They never did anything by halves in Coventry back in the day. By my reckoning there are 40 clips PER door card. Total 160, plus a few for the ones that bounce across the garage floor looking for the M10 socket.....

To find where to put them - this is clever. Get a sheet of clear plastic (roll of vapour barrier is awesome), tape to the door and then mark the clip holes with a Sharpie. Voila! Done. Remember that these dots are then transferred to the coroplast sheets by using a soldering iron to burn a perfect hold in the plastic. Of course having done one, I realized these dots represented the HOLES in the door. These clips are off-set, as shown, so they all had to move (be remelted). Bugger.



Coroplast Door Card



**Trim
Clip**

Image honestly stolen from Moss Motors. (I bought 200, so figured that was allowed).

While everything was removed, I thought it would be prudent to verify the wiring and dash switches as these are often prone to failure and replacement can get expensive with the switchgear and instruments.



Center Dash Wiring

First out were the rev counter and speedo. Both verified as working thankfully, but the bezels were rusty and the glass looked like it had a tide mark inside - more evidence of the time waterlogged. After gently teasing off the bezel rings, I set about the delicate job of cleaning them. Used a fine wire wool to prepare the bezels for spray gloss, Tremclad. Nothing more fancy, but in very light coats mind you. Also the fiber rings that are used to insulate the glass from the case had long since disintegrate. These are unobtainium so thought about what could be used to stand in for that function. Finally settled on the rubber tubing used for screen door repair. Compliant, cheap, comes in long pieces and is the right diameter. Amazing. Boy Scouts badge for something surely!



Speedo Bezel

Next the switches on the centre dash. The good thing about older cars is the wiring is very simple, but is very often replaced by squirrel poop and dust. Checked all switches and wiring colours which, with age, are all conveniently black. All the switches had that really sticky feel, so pulled each one and soaked it in SeaFoam and then WD40 flushed. This did the trick for EVERY SINGLE SWITCH> Saved me about \$1,000 in new parts. Very happy.

Continued on page 10

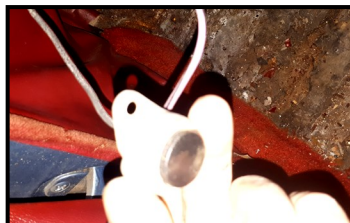
Continued from page 9

Some switches were a little more involved, like the wiper switch. To verify, but being methodical, it all bused out OK. Here is one that was coming apart. Ideal fix. Yes, I wish I had that lovely barrel tool for tightening these things up, but careful use of needle nose pliers is just as good.



Bootstrap Switch

As anyone who has worked on any Jaguar older than, maybe only 10 years, the steering wheel mounted horn push is a luxury. I say that as they tend to fail. Scratch that. They always fail. In a previous life, it was no different on my Mk2. There was a mysterious pushbutton under the dash, randomly screwed in. Sure enough, that was the new horn push. I would find out why later.



Novel Horn Push

Going through all the dash and steering switches, I moved to the indicator stalk. Amazing. After the SeaFoam / WD40 treatment it was fully functional!

The gear change was not. There would be a steering overhaul in my near future.

While tackling the wiring, I verified all the switches, but also the things they were supposed to control. Perhaps the most challenging was the wipers. Switch made connections as it should. The wipers would not budge.

Removed the motor and found this horror show.



Wiper Horror

Stripped down, cleaned, re-greased (lithium this time) and she spun like a top. Fab. Reinstalled and it actually worked the wipers. With the dash off it would have been silly not to re-grease and clean the Bowden cable that drives the wiper arm wheel boxes. Smoother than a smooth thing. And they still park properly. Now I understand the mechanics behind that.



Restored Wiper Motor

Next: interior lights. The driver's side of the vehicle hides all the wiring for interior and tail lights. In their infinite wisdom, Jaguar decided to put this wiring INSIDE the sill (rocker). Impossible to get at and none of the interior lights worked. As a dear friend said, "If nothing else works, when the interior lights come on when opening the door, all is right with the world". He was right. I had to rerun a wire or two, but worked OK. Even on the dash mounted interior light switch and all door switches.



Interior Light Rebuild

Question: how the heck does one get at those door switches?!

Next edition we tackle the NEW GM T700 auto gearbox. Very happy to be ditching the awful BW DG250 3 speed leaky thing.

Spoiler alert: on her wheels this week and brakes/gearbox/wiring all done!! Driving before the end of June, I hope.

Thanks to Dave Bradly

Did you know?

Morris Garages, more commonly known as MG, once had their own brand of oil which it encouraged its customers to use in their Morris cars. The oil was called Sirrom Oil, if you haven't spotted it already, the name of their oil is Morris spelled backwards. It was also produced as Morrisol Oil and recommended for Wolseley Cars.

Can you imagine if Jaguar had it's own brand of oil, Raugaj, sounds like it would do more harm than good!

Ray





June, you're already here! Looking forward to a great month and closer to socialize with friends and family.

Vegetable gardening almost done. What great weather we had in May, with cool evenings (most of the time).

Flowers are starting to bloom, and the lilacs smell wonderful!

We are going to have a great month with our Virtual Chocolate Tour Event, being held on Saturday, June 19th. We will be 7 or 8 members; we'll have lots of fun.



Father's Day is June 20th. So, I would love to wish all fathers a fantastic day!

June brings on Summer and the longest day of the year, June 20th.



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! Wishing you all a fantastic 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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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.



Other Club Info / Website update 12

As the world starts to open up again, and we look forward to social activities and country drives, we will be keeping in touch with related clubs sharing event and activity information and forging a closer association.

Following is a little history about the Ontario Jaguar Owners Association and a pending event the Montreal club is planning for the E-Type 60th.

The Ontario Jaguar Owners' Association (OJOA)

This association of Jaguar automobile enthusiasts was incorporated in December 1959 as a club whose purpose was to stimulate and encourage interest in the preservation, ownership and operation of Jaguar automobiles. Over the years the OJOA has grown to provide a means for exchange of information, technical and otherwise, to provide social occasions for its members, to organize driving events, and to foster interest in Jaguar automobiles. OJOA's activities are family-centered, and friendly. As of 2021 they are celebrating 62 years as an affiliated club with the JCNA. Their very name goes back to the origins of the JCNA when the JCNA name was "Jaguar Owners Association" they are proud of their heritage and association with JCNA.

As of May 2021, they have about 140 members.

Montreal Jaguar Club

The Montreal Jaguar Club is not a JCNA affiliate but often promotes activities of interest to our OJC members. One of their members is currently working on putting together an event commemorating the 60th Anniversary of the E-Type, targeting Saturday, 22 August 2021 (rain date: 29 August) in Trois-Rivières, which is a city on the north shore of the St-Lawrence River about an hour north of Montreal. Stay tuned, more to come.

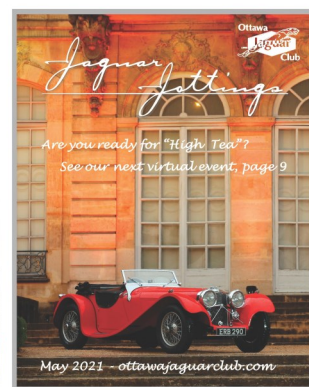
Website Progress Report



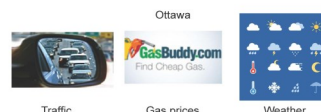
We are happy to have you visit our site. You are welcome to browse through the current month edition of our award winning "Jag Jotting" which contain the monthly record of our current events and activities. If you would like to become a member, visit the About-us section to find out how, or you can fill out the [Membership application](#) and submit it with your payment on line or you can mail it in to us.

As a Members you will have full access to the members section to view some of our members beautifully restored Jaguars and see the incredible ongoing restoration projects, along with technical information, club Jotting archives, photos, social activities and the discounts from our many supporters!

Now please enjoy some photos of our club members Jaguars



Ottawa Jaguar Club - May 2021 Jaguar Jotting



Hello Club Members, I'm hopping to have our new website finally up and live the 1st week of June. Josee will send out a broadcast to the club with instruction on how to get to the new site and how to log into the members only section. Thank you for your patience! Lee K.

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

VIN—SAJNL5846KC15249

**All new tires—Pirelli P4
Interior in excellent condition
Original Owners Manual
Car cover**

Recent Maintenance

**New fuel sender
Bonnet struts
A/C Recharged
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.



Contact Fergus Groundwater
613-491-0012
\$12,000
fgroundwater@yahoo.ca

E-Type wire wheels

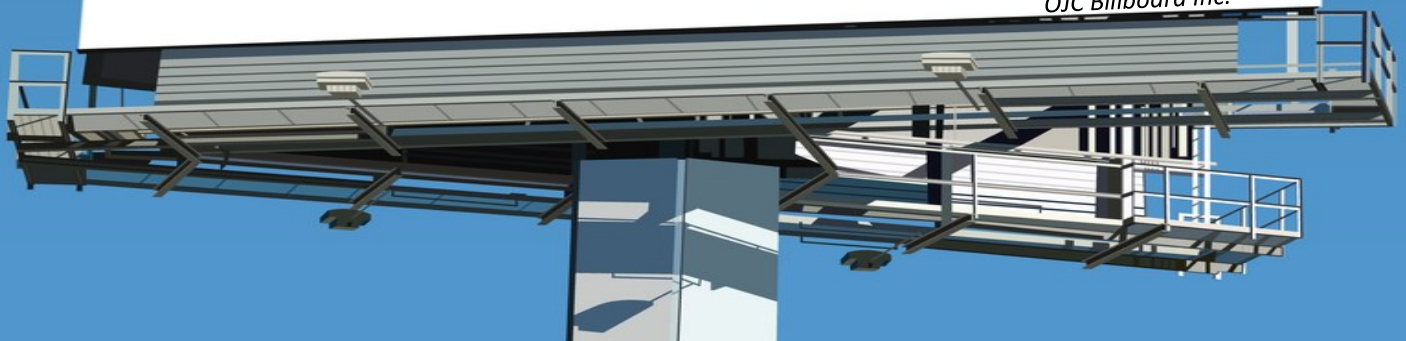
Four E Type wire wheels. Not concourse but solid driver condition. Tubes are good, but tires are unsafe.

Asking \$600—Contact Merv Clarke at lamjclarke@gmail.com.



YOUR ADD HERE!!

OJC Billboard Inc.



Advertising in Marketplace is free to OJC members, \$20 to non members.
Ads run for 3 months. Contact the Editor with your advert (Ray@Newson.ca)
Forward payment to the OJC Treasurer: 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**.

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 will be scheduled as soon as permitted - you will be notified when date, time and location are set. Please update your Events Calendar.

June	19th	Sat.	OJC Virtual Chocolate Event	6:30PM - Your Home
------	------	------	-----------------------------	--------------------

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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Ottawa Jaguar Club Members enjoy discounts on parts and labor for work performed by Jaguar Ottawa. Your club membership will be verified at the time of any purchase in order to receive a discount. You will receive a 15% discount on labor rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.