

Jaguar Gottings



Check out Marketplace, a rare offer available - Page 14

July 2021 - ottawajaguarclub.com

In This Issue

Contents	2
Presidents Musings / Concours Cancellation / Judging Update	3
Jaguar Clubs of North America	4
July's Calendar Profiled	5,6
The June Virtual Chocolate Event / Membership Update Note	7
Dave Bradley's Mark 2 Restoration	9,10,11
Ladies Corner	12
Other Club Info. / Website Update	13
Marketplace	14,15
OJC Member Discounts	15
Events & Activities	16
Advertising - Jaguar Ottawa	17

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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*. 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.

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Communications & Advertising

Lee Keeley

Family Day

Josee Dubois

& Lee Harrington

Inter-Club Liaison

Dave Batten

Advisor/Ex-Officio

Dave Kenny





July 2021

Welcome everyone! Another month has flown past us and most restrictions are still in place. The executive held a zoom meeting to discuss moving forward with our Concours d'Elegance planning for September. After much discussion the unanimous decision was to cancel the event for 2021. Our event takes place

at City of Ottawa venue and we have no guarantee that the location would not be under attendance and social distancing restrictions on the event date. We may have a drive event in its place.

Lee Keeley has spent hundreds of hours creating the Club's new website, and demonstrated it during our zoom meeting, it is now being test driven by the executive before a complete launch to the world. Thank you Lee, once launched maybe you and Josee can get back to enjoying your cars.

Bonnie Newson has stepped up to be our new Membership Director and volunteered to join the JCNA Membership Committee. Welcome aboard Bonnie !!!

As well Mike O'Brien has volunteered to act as the Club's new Treasurer. Mike has now held every position in the club with the exception of Vice President.

Both positions were filled by execu-

tive appointment until they put their names forward for election at the AGM in November.

We are planning to hold one drive per month starting in July so if anyone would like to plan a drive please contact Josee Dubois or myself.

On the home front, the motorbike is out of storage and the boat is in the water so work on the E-Type is on hold until October. Alex had an adventure with the X-Type Estate on the 401 near Morrisburg, as she was merging onto the highway she heard a large bang and then a rattling noise. The heat shield had dropped down on the driveshaft and wrapped the shaft in shiny aluminum. Nothing that CAA and our local garage could not handle. Owning a Jaguar is always exciting

Cheers Everyone and Stay Safe and Healthy,

Lee

Concours Cancelled / Judging Update

OJC 2021 Concours Cancelled

After a long discussion, the executive of the Ottawa Jaguar Club has regretfully decided to cancel the club's Concours d'Elégance for 2021, originally scheduled for July, then re-scheduled to September. Our reasoning was that COVID-19 may still be causing problems for public gatherings as late as September of this year.

Although the Cumberland Heritage Village Museum might be open, COVID-19 restrictions could apply such that it makes conducting an event like ours very difficult if not impossible. Particularly problematic would be social distancing. This could affect judging of cars violating JCNA rules that limit the time it takes to judge any given Jaguar.

We are now planning to hold the next Concours in July of 2022. We hope it will be as successful as past events. Specific information will be released in March of 2022.

John Blais Concours Chair

Concours Judging Update

First off the good news...with much grateful thanks, ten of our previous judges stepped forward to provide the minimum required for our annual concours. Optimistically, we look forward to a 2022 concours without the limitations and have begun planning in that direction already.

For the judges, despite cancelling our concours, we are still required to complete the training this year in order to be qualified prior to applying for the sanction in early 2022. Our last written test was in 2018, so we need to write this year, attend a briefing and conduct practice judging. From my experience, training as a group in person is by far the best and most effective approach. Virtual/Zoom sessions are an alternative but second best.

As we edge tantalizing closer to being able to gather indoors again I've been riding the fence, and with our concours deadline no longer applicable, we have some time to wait out covid developments. I will be contacting judges shortly to discuss options and availability. In the meantime, I can recommend a You Tube clip, "Judging the Jaguar E-type" prepared by the Delaware Chief Judge, to keep you inspired.

<https://www.youtube.com/watch?v=45O51ox0XUI&t=180s>

Rob Dunlop Chief Judge

Jaguar Clubs of North America Third Installment

In this installment I want to bring forward some of the costs to us of belonging to JCNA.

First and foremost is the membership fee of \$30.00 USD, which depending on the day works out to \$39.00 to \$41.00 CDN. But we can't blame the exchange rate on JCNA.

What exactly happens to the membership fee? I have based this on 2019 JCNA financial statements and a gross income of \$158000.00 + - These figures are approximate percentages:

Operating Expenses (Professional fees, bank charges, office expense and administration)	28% (\$44,240)
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Website	18% (\$28,440)
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Insurance	9% (\$14,220)
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Membership maintenance	9% (\$14,220)
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Advertising, awards, event sponsorship, membership cards and Jaguar Journal	36% (\$56,880)
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The Jaguar Journal had a net loss of over \$58000.00 even after attracting \$80000.00 in revenue

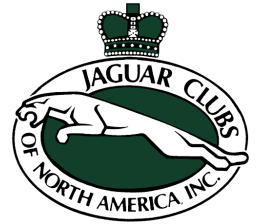
There you have it Personally I find the operating

expenses and Journal expenses out of line after comparing them with our members direct benefit from those two line items. If we as a Club do not utilize all of the value added features of JCNA then we are at a definite financial disadvantage. JCNA also pays for the website designer and the editor of the Jaguar Journal which add significant costs. Under IRS Rules, JCNA must also have one year's operating expense in reserve, so depleting income is a big issue for them and raising membership fees by \$5.00 USD is on the horizon for 2022.

The biggest "negative" of belonging to JCNA is that it has become a huge money eating machine and they are trying to attract new members (to infuse more cash) instead of doing a slash and burn toward expenses... JLR America also contributed almost \$30000.00 into the JCNA coffers in 2019, but in 2020 funding dried up due to Covid, so comparing revenues of 2019 to 2020 JCNA was down over \$25000.00. I think that as a Club we must look at everything surrounding being JCNA members so that we can make an educated decision at our next AGM.

I have one more article in this series and plan to offer comparative information for the membership next month.

Cheers, Lee





1996 Jaguar XJ6 VDP X300

Steve and Sandra Fox have been members with the OJC since 2009. They have graciously provided us with a picture of their 1996 XJ6 Vaden Plas X300.

Here is Steve's story:

Ever since I was a youngster I always wanted a Jaguar. When I retired, I decided to begin my search. In the early months of 1996, I attended the Ottawa Auto Show at the Congress Center. There she was! A British Racing Green XJ6 VDP X300 series with Connolly cream leather and oodles of burled walnut. A perfect Jaguar combination.

I told the salesman that I was a little concerned about Jaguar's reputation with reliability, such as rust and wiring issues. He replied "not to worry". Nevertheless, I decided to lease the VDP for two years with the option to buy. If I had any major issues, I would give it back.

So, in February of 1996, I was handed the keys to my new Jaguar, including a book for my review "1996 Full Line Product Guide". To my pleasant surprise, this Product Guide contained detailed descriptions of the car's new features, the general background of major vehicle systems and operational instructions. The guide also included extensive HISTORY sections which traced the legacy of Jaguar from the earliest days up to that point.

My Jaguar was assembled at the Brown Lane factory. The factory was entirely rebuilt by Ford at a cost of over 200 million pounds. Single-track production lines (doors-off) were introduced with precise automated panel welding. The number of individual pieces which make up the basic body shell was reduced by 10%. Approximately 65% of the body parts were new and re-engineered.

I can't go into all the new features (the book is over 60 pages) but here are the two items that were specific to my reliability concerns on rust and wiring.

On the subject of rust perforation, all body panels exposed to the elements - some 65% of the total by weight - are formed from double-sided zinc coated steel. The chemical properties of zinc enable it to protect the steel body panels even after a stone chip has exposed the bare metal, making this an ideal preventive measure against corrosion. In addition, all welded seams and joints were protected with a specially formulated sealant. All hidden recesses and enclosed sections of the body structure were injected with hot wax to avert deterioration of the metal by corrosive road spray.

The paint process begins with a zinc phosphate pretreatment that provides a sound base for the primer. Both pretreatment and primer coats that follow are applied by immersing the body shell in a tank to assure complete coverage. The body is then rinsed with demineralized water to eliminate particles that might flaw the final paint finish.

Only after a number of additional surface preparation steps the body surfaces are ready for the automated application of two base colour coats. This is followed by two protective clear coats. The finish is oven-dried to final hardness at 130 degrees Centigrade - just one of five trips through the baking area during the paint process.

Now on to the electrical system. The Sedan had a substantial re-engineering of the entire electrical system including new relays and wire harness connectors. The mass airflow sensor uses gold-plated electrical terminals. There is a 92 amp low maintenance battery and charging is provided by a 120 amp alternator. Considerable improvements were made in the electrical harness to eliminate water intrusion and make servicing easier. 80% of the connectors in the car are multi-lock design. All power lines are fused. Splash-proof relays are used in the engine compartment.

Fast forward 25 years. I can confirm that the salesman was correct that I didn't need to worry about rust and any serious electrical issues.

In summary, unlike me, my 1996 XJ6 refused to show its age. I guess in part due to my Wash, Polish, Shine and Seal (WAPSS) process every year.

On a final note, my Jaguar also gave me the opportunity to join the Ottawa Jaguar Club and enjoy the friendships and all the benefits it has offered over many years.

Continued on page 6

Continued from page 5

Steve won at our Concours d'Elegance "Best in Show" five times and "Best in Class" eight years in a row (2009 - 2016).



Best in Show/Class 2010 OJC Concours

Steve has now retired from competition after completing his plate place settings for eight. In the future, if the Concours prizes include knives and forks, he may come out of retirement. □



Thanks to Steve and Sandra for their participation with our OJC calendar!

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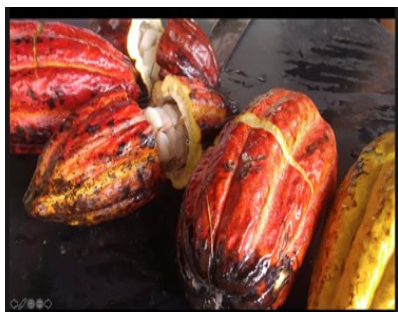


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The June Virtual Chocolate Event

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A relatively intimate group participated in the June 19th Virtual Chocolate Event. The members were well entertained and educated on the production of craft chocolate.



Recently Harvested



Conching For Smooth Texture

The process starts with the harvesting of the ripe chocolate bean pods and removal of the beans. The beans are then fermented to reduce and remove the pulp.

When ready, the beans are carefully roasted to ensure that the flavour is maintained. Next the shells are cracked and removed along with the husks prior to grinding.

During the grinding process other ingredients such as cocoa butter and sugar are added. The final processing includes

"conching" to produce a smooth texture and finally "tempering" into the desired shapes.

Much like wine, flavours found in craft chocolate are dependent on soil conditions where the beans are grown in combination with the types of butter and sugars used in the process. Caramelized sugar for example, used in one of the bars sampled, clearly had a hint of toffee.



Lead by Isabella, our Chocolatier from Tasty Tours, our hardy group of OJC'ers included: Josee Dubois and Lee Keeley, Ray and Bonnie Newson, Cathy and Mike Milton, John Charman and Wendy VanderMeulen, Dan Ferguson and Heather McIvor.

Thanks to all those involved

Membership Updating

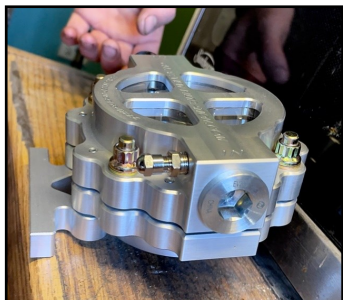
Time goes by and we change addresses, phone numbers, the number of Jaguars that come and go from our fleets, etc. and sometimes we forget to send this valuable information to the club.

I am updating our Membership roster and currently in the process of sending all active members an email to request updated information. The emails are being sent to active members, alphabetically, in blocks of 10 (+/-) members per email. Please take a minute or two to complete your information and reply back as soon as possible. This information is shared with JCNA for their records and our webmaster, so that we will all have up-to-date contact information on our fellow OJC Members. Thank you to everyone who has responded so far.

At this time, if you have any comments or suggestions regarding the club that you would like to share, please feel free to do so at this time.

Thank you for your participation, **Bonnie Newson Membership Chair**

Next Months Teaser



With supply chains opening up and parts starting to arrive for Mike Milton's E-Type (Etta's) restoration and upgrade, Mike will be returning with an article on one of his modifications.

If you know what this is you will probably know what the article will be about, if not watch for Mike's article in the August Jottings.



Summary:

My first car was a decrepit MGB. It was not something one would show off, but it was a perfect introduction to becoming a hobby mechanic and a driving enthusiast. Post-university, getting a job allowed me to buy a nice new North American car. It could be a status booster but it was, at best, boring to drive. My next car was a 1970 E-Type FHC that I bought used in 1975 and drove daily for 5 years until I stored it. Today, it is nearing the completion of a full restoration.

My E was a beautiful thing but being driven was its core purpose. Driving the twisty roads near our country place was a delightful addition to what would otherwise be the task of driving to the cottage.

One get-away drive, from Toronto to Quebec City and back for a weekend, was memorable for the percentage that was spent driving (basically, all of it), for the portion spent speeding through the night on the highway with Brahms playing by the green glow of the instruments, and for the smaller roads at the far end.

One year, with two other couples, we put together the fall colour tour/rally. We made a 'real' rally. We used herringbone diagrams, had crash packs, checkpoints, and all the trappings. There were folk who were more interested in the fall colours and a grand tour and the rules were that no stage could have a time set that would require speeding. It was fine if people wanted to just open their crash packs and drive from place to place and some did just that. For those of us who wanted a driving experience we included a section of road that remains one of Ontario's best twisty roads. We had driven it multiple times during preparation and had never averaged more than a fraction of the speed limit. As one of the last stages, the tourers were well back of the driving pack and they could have a try. Only one car made that stage on time. We ended up at the long gone Irwin Inn north of Peterborough. It didn't matter if you had a fall sprig in the vases of your centre post, if you enjoyed the puzzles at various stopping points, or if you loved that all-in stage the best; there was something for everyone.



Thanks to Mike Milton

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.

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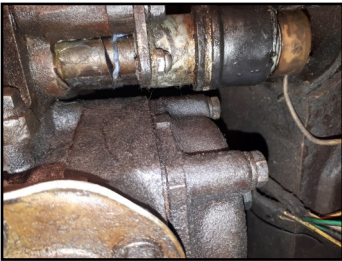
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Bradly Mk2 rebuild Part 5 Continued from the June Jottings Page 10

I have to shout out to the whole OJC committee, members and especially to Ray Newson for his patience and honesty in coaching me through this article. In addition, moral and other support from many club members, but special mention to both David Batten and Adrian Holtington-Sawyer. These two gentlemen have been a huge moral and real help to this project - many thanks. Couldn't have got this far without them.

Firstly back to the beginning here: I decided to change the original BorgWarner DG250 auto gearbox for a GM T700 overdrive unit. Simply because the DG250 has a much busier top ratio and leaks more than Edward Snowden. Indeed the 70mph rev counter would be over 3,000RPM with the original box and this one just under 2,000 RPM.



Oil Leaky Bits



More Than A Dribble

I purchased the Quarterbreed kit from John's Cars Inc.. It has everything in it, plus somewhat rambling instructions. It's all in there, but edited with an etch-a-sketch and way too few photos. Everything except what was missing. Still, a well thought out, engineered, and produced kit where all things fitted well.



All Out



JCI Plate

Firstly wanted to fit the substantial 1" thick machined aluminum plate to the rear of the engine. And in true peeling onion style, I thought I would address the leaky rear seal. Isn't this like an AA meeting where we all admit the same problem and thank each other for sharing. Well, it turns out that 60 year old engines have had many hands in there before me, and some maybe not have been so well intentioned or informed.



Strange Rear Seal



Rope Seal

It seems like the upper rear seal retainer had one stripped bolt and missing the seal part completely. I managed to extract the broken stud and trim down a rope seal half to feed carefully into the existing clamp. Not ideal, certainly not as intended, but way better than the NO seal that was there before. Note to self when (if) there is a major engine rebuild, get the rear seal upgrade kit and machine the crank (not for now though).

I had a new XJ6 oil pump on hand, and decided to upgrade this old motor with that pump as part numbers matched up after much research. Of course, nothing was quite as it seemed and the intake pipe diameter was larger (seems logical in retrospect), but thankfully supplied from one of Adrian's ex-parts cars. Phew. All back together with gaskets. And hand primed the pump as recommended. Looking forward to better oil pressure and oil volume (cooling).



New Oil Pump

While in there I noticed pretty much every crank cap nut split pin was missing and they were all in pieces in the wire basket sump!! YIKES. Huge potential for carnage later, especially with higher oil pressure and flow. Scooped out the bits and replaced all split pins with new stainless ones. I suspect fatigue was the culprit for all to fail like that or perhaps the sump being dry at some point allowing them to rust through.



Cleaned Sump



Stretched Stud

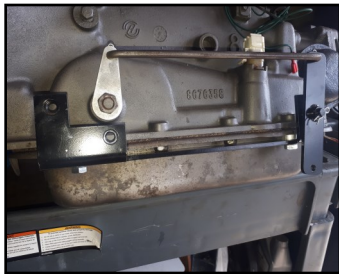
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Continued from page 9

With so much space underneath, I did several easier access things, like adjusting the accelerator pedal lever angle and replacing the bushings on the spindle for that too. Near impossible in an assembled car - more onion rings, right?! You know, a comment about the parts manual as a cautionary tale - there are literally more pages on the accelerator assembly than the WHOLE ENGINE. Seriously. You know you have a lot of keen underutilized aircraft engineers when you get 40 pages of accelerator pedal design!!

Having attached the new lightweight flywheel, ring gear and starter (\$25 new!!), it was time to offer up the new gearbox.

Adding the "mouse trap" new gear change linkage as supplied from JCI was a joy. New parts, perfectly machined going on first time. WTF? Had to have a tea break to recover from the surprise!



New Mousetrap

Decided to fully drop the front subframe again as I still needed to replace the lower A-arm pivot bolts. These were well and truly stuck, so needed lots of heat and a two handed 10lb "nudge Vernir" (AKA sledge hammer) to persuade them to leave on bent terms.



A-Arm Axle

While out, replaced all bumpstops and cleaned & painted. Left the power steering pump as is, firstly because it works, secondly because I know it will leak and will be replaced in time with electric PS.



Axle Assembled

At this point I fitted a new tranny oil cooler and lines. These are easy to do and it looks quite purposeful in front of the radiator behind the grill. Part of the JCI kit.



Bare Axle



New Tranny Oil Cooler

With the subframe out, I also tackled the strange installation of the brake vacuum servo and vacuum tank. Those lovely front wings and bonnet line of the Mk2 mean there is precious little room in the engine bay for things like that, so as a stroke of genius, those aforementioned bored aircraft engineers, put the servo HALF in the front wing, and the vacuum tank right in front of the front wheel. With all the stones flying around, there is a shield in front of the tank. What a ridiculous solution. Almost like the car was finished and someone had a box of these "spare parts"wait a minute.....don't these need to go in there?



Getting Tight



Power Brakes

had to manufacture the servo shield from the remnants of a rusty one. Used galvanised steel and rivets. Turned out incredibly well.



Servo Cover

Back to mounting the gearbox. It is tight in there once the gearbox is back in. Really tight. Had to "trim" ears and things off the GM bellhousing to get it to fit right, but it went in snug and straight. New frame mount replacing all the Jaguar hardware.

Also a benefit was the replacement of the heavy, jointed Jag prop shaft with a single straight shot tube from Ottawa Drive & Propshaft. Good guys and reasonably priced. Fitted perfectly (don't forget to measure with the car on its wheels to get proper suspension deflection.

Once the gearbox was in, much knuckle skinning and swearing was found to get the kick-down cable, speedo cable and vacuum switch installed.

Continued on page 11

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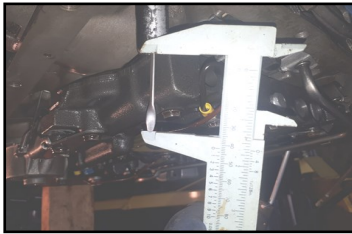
I am guessing the car has shed about 100lbs from Jaguar equipment moving to the GM replacement. I could actually lift the T700 box on my own, no chance with the DG250.

The jag starter is heavy enough to be a small engine, the GM one, maybe 7lbs.

Same story for the flywheel, torque converter, the anti-roll valve, prop shaft etc. etc..

"Finishing touches". That phrase will forever be meaningless to anyone who has undertaken any car restoration in their lives, but a few things did need doing :

- Trim and install the gearbox dipstick and filler tube. Sounds simple, but was very involved as the dipstick length is critical to getting fluid levels right. Think about it. I wanted to trim from the top of the dipstick to leave the nice cross-hatched area for reading. Anyway, the old adage of measure 17 1/2 times, cut once came in to play.



Dipstick

- Wire in the vacuum switch for kick down and change up. This is needing adjustment, but 6" change down, 13" change up. Not sure what that means, but know I will have to find out.

- Make sure the column shifter worked correctly. This turned out to be quite hard. First of all, it was seized. Secondly, bits were missing on the steering column itself and it had very loose bearings. OK, time to pull the steering column. Bolt 4 (top right) is impossible to reach, so always omitted, EXCEPT on my car. Yay. Sawzall. Done. Column bearings are simply greased felt. The ones I took out were salvaged by soaking in heavy oil for a couple of days and reinserting. Worked a treat. The interlock switch didn't work anymore for Reverse as it is in a different position on the new gearbox. YIKES.

DG250, P-N-D-L-R. This make NO sense at all. Think about it.



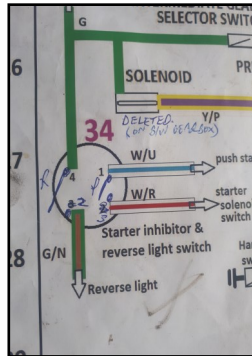
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T700, P-R-N-D-L2-L1. Makes total sense (all modern cars are like this).

The interlock switch wiring diagrams (I had THREE sources) ARE ALL WRONG!! The interlock switch itself is LABELLED WRONG. A very difficult few days on forums and asking questions to get to the bottom of this.

- Shifter cable (Bowden style) was seized solid, and currently unobtainium from Moss etc.. Adrian to the rescue again!! Fitted and connected perfectly.



Finished Link

Interlock Rewire

- Dashboard went back in, and all started beautifully. Currently I have a manual switch for the reverse light (as for the horn push). Jobs for later.

- Changed the wiring in the new gearbox as I have a positive earth car. Easier than I thought.



GB Rewire

I was able to put one seat back in the car, ran it on the hoist to verify the gear shifts, and IT WORKED.

Put some wheels on her and drove carefully around the block. AND IT WORKED. And stopped safely.

No leaks. Really no leaks. Worried about all fluids being empty, but checked and no leaks. For anyone in this club with a Jag, you know the mythical significance of this.

Flushed with success, I went and paid the balance of the taxes owing from import, got plates and booked a safety for TOMORROW!

You'll have to wait for the next installment as I assure you, the story will not end here!

Thanks to Dave Bradly

We all anxiously await the outcome of the safety inspection. Stay tuned for next month's update!
Ray



July, you are already here! We are starting to feel like we can start socializing. The weight of this pandemic is starting to lift. But the infamous last word always comes back - '*we hope*'.

Then lets all hope, there is light at the end of this tunnel and it's a ray of sunshine! As you are reading this, we are celebrating Canada Day. For this day, and really any summer day, I have included a great refreshing cocktail.

[Canada's Day cocktail recipe - Chatelaine.com](http://Chatelaine.com)



6 fresh raspberries, 2 1/2 tsp maple syrup, 2oz of Victorian gin, 3 1/2 tsp fresh lemon juice, 1 can soda water.

Enjoy

A cocktail is not the same without a very good dessert. N'est ce pas!

[Check out these great websites for Canada Day Cakes:](#)

[Canada Day Cake Recipe](#)

[The Gracious Pantry](#)

[Clean Eating Recipes](#)



**Happy
Canada
Day !!**

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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Submit advertisements to the publisher and your cheque to the treasurer.



Other Club Info / Website update 13

The Ontario Jaguar Owners' Association (OJOA)

Our last club drive was in August, and aside from our monthly Zoom meetings, no activities of our design have taken place since. However, the OJOA is starting to rev it's engine once again.

On June 27th, we hosted a drive west of the Toronto area, and the participation of 27 Jaguars and 53 occupants proved to the organizers that the members are antsy to get behind the wheel again. Stops at an air museum, a pottery craft shop, and a restaurant, when combined with perfect weather, made for a perfect day to end the 10 month slumber.

To build some momentum, we have organized another drive scheduled for July 25th, and this will be in the immediate area east of Toronto. Prior to that on July 14th, another interesting guest speaker is on tap for our Zoom meeting. On August 10th we have "teed up" our first ever club golf tournament for our members and their friends. Hopefully the Royal Woodbine won't have to close for a few days after for course repairs!

September will usher in our largest annual event.....the Concours. Our last show in 2019 had 65 Jaguars entered, thanks to the attraction of the Canadian Warplane Heritage Museum venue. This year we will return to the museum on the 19th, preceded by a meet and greet evening dinner at our host hotel in Brantford the day before. Once again we will have the use of the open hangar to place our Jags in close company with the vintage military aircraft. We will spare no effort to roll out the red carpet for each and every OJC member who will share the weekend with us! For more details, please contact myself or our Concours Chair Mike Parry (mikeparry617@gmail.com).

Allan Lingelbach (swissbear@sympatico.ca)
OJOA VP

Montreal Jaguar Club

We were unable to get an update on the Montreal Jaguar Club's event commemorating the 60th Anniversary of the E-Type, targeting Saturday, August 22, 2021 in Trois-Rivières. Whenever we get an update you will be notified either by email or in the August Jottings.

Website Progress Report

Your new website is currently waiting on review and approval by the OJC Directors. You will be notified as soon as it is released, almost there!



Thanks to Lee Keeley for taking on this task.



For Sale

1968 Jaguar 420

Four Door Saloon



This car was purchased by the original owner's father in 1968 and has remained in the family. It has always been stored in a heated garage in winter and has rarely seen rain. The owner has on hand the original New Car Factory Warranty Certificate, the Service Manual, Parts Catalogue and other vehicle memorabilia including a certificate from the **Jaguar Daimler Heritage Trust**.

The car was professionally appraised by GRAMPA'S GARAGE in 2017 (report available). The appraised value at that time was \$12,500.

For the Exterior of the car, Glass & Body Panel Alignment were rated Excellent, Trim was rated Very Good and Paint was rated Good (one small repaired area needs paint touch up).

For the Interior, Door, Kick Panels and Dash were rated as Excellent, Headliner, Very Good (needs stretching) Rugs and Front Seats, Fair to Poor, Rear Seat, Very Good.

98,000 Miles (est)*

VIN-P1F27169BW

4.2 Liter 6 Cylinder DOHC

Factory Dual Carburetors

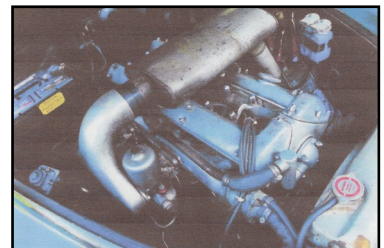
Automatic Transmission

Factory Chrome Wire Wheels

Power Steering & Brakes

AM/FM Radio

* The owner was not at home to verify the current mileage. It was noted in the 2017 appraisal as 96,774 miles, however the car had been previously appraised in 2011 and had only been driven 833 miles since the 2011 appraisal. It has however continued to be professionally serviced and routinely maintained annually.



Contact Tony Fisher
613-728-3360 / 819-467-5233
susanandtony@hotmail.ca
Open To Reasonable Offers

The car starts easily and runs well. We understand the vehicle drives and handles equally well.

Note: GRAMPA'S GARAGE

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.**

OJC Member Discounts:

As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Supporting businesses do have a list of our members, your membership will be verified at time of purchase.

Jaguar Ottawa - You will receive a 10% discount on labor rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.

Hunt Club Jaguar—You will receive a 15% discount on labor rates. Parts, used at time of service, will be priced at cost plus 10%.

CAA-North & East Ontario—You will receive a group discount based on your CAA membership level. See our OJC website in the Member Information Section for more information and membership application. (Pending release of our new website.) Our discount is based on a minimum of having 10 members subscribed.

More to come!

Planned Events & Activities –2021

16

Due to the continuing COVID-19 restrictions all events are dependent on social restrictions 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 family day & Concours has been CANCELLED for 2021. OJC Judges training will be scheduled as required for the 2022 Concours - you will be notified when date, time and location are set.

Please update your Events Calendar.

July	10th	Sat.	All British Car Day (ABCD)	CANCELLED due to COVID
	14th	Wed.	OJC General Meeting	Time & Location to be announced
	24th	Sat.	OJC BBQ Party	CANCELLED due to COVID
	31st	Sat.	OJC Summer weekend drive	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	CANCELLED due to COVID

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.

Please note all changes / cancellations on your calendar.



1300 Michael Street | Ottawa, Ontario | K1B 3N2 | 613.744.5500

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 10% discount on labor rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.