



Jaguar Gottings

It's Drive Time—See Page 12

August 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: bonnie@newson.ca for additional information and an application form.

Your OJC Executive – 2021

President

Lee Harrington

Vice President

Lee Keeley

Treasurer

Mike O'Brien

Secretary

Dave Batten

Membership

Bonnie Newson

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Concours Chair

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Phil Karam

Jottings/Newsletter

Ray Newson

Communications & Advertising

Lee Keeley

Family Day

Josee Dubois

& Lee Harrington

Inter-Club Liaison

Dave Batten

Advisor/Ex-Officio

Dave Kenny



President's Musings



August 2021

Finally we are seeing some lifting of Covid restrictions. Hopefully we are returning to somewhat pre Covid normal, most of us should have been double vaccinated now and ready to be somewhat social once again. We are now reinstating Wednesday breakfast meetings for double vaccinated members. The executive has been very active trying to plan drives and activities to revitalize our membership. The new website is now active, Lee Keeley has done a terrific job after spending a horrendous amount of personal time getting it on line. The Club owes Lee a huge debt of gratitude, other Clubs have spent mega bucks for their website development. We asked anyone in the membership to help Lee but to no avail. He did this on his ownway above his-paygrade ...please acknowledge his major contribution and send him an email saying thanks. On that note I also

have to acknowledge Cathy and Bob Hiland, their relentless accounting research and work to bring the Club's Revenue Canada requirements up to date for the past 8 years and helping me with reviewing this years report. Again many hours of under appreciated time spent. Let them know their time is appreciated. Most of the Club does not see the work carried out by valued members of the Club. Stewart Robertson has been instrumental in helping Mike O'Brien in completing this years T2. Barry Paulson did the review of our submission. Mike has been streamlining the treasurer's role. Bonnie Newson has been researching and updating our membership list, email addresses, home addresses, vehicles ownedall this takes time and patience. You will never hear the end of me providing accolades for our members and executives contributing to the betterment of the Club. I am just the figurehead President working with a fantastic group of volunteers trying to make our Club enjoyable for all memberswe are not a clique please talk to me or any other member of the executive.....positive or negative let us deal with it and improve your experience actually I really want to hear the negatives so we can move to correct your concerns

Cheers ...Stay safe, **Lee**

My E-Type Memories—Bob Hiland



1966 E-Type Coupe 2+2

It was a dark and stormy winter's night when I decided to head to my favourite hiding spot in the Chateau Laurier – The Cross Keys Bar – top floor.

On the way I spotted a 1966 E-Type parked on the street, in the snow, and in need of some TLC.

I found the owner and in the spring of 1972 I bought it.

It was financed with an interest free loan through the Bank of My Sister as I had no job.

My discoveries:

No compression – had to travel with a brick.

The previous owner was a cattle farmer and the car smelled of manure.

The first owner was a CBC film cameraman who threw hot lights on the back seat.

My first project was to replace rings and valves and shave the head (in place) on the back patio from the top and from the bottom. The job would have been easier if there were no red ants.

It has been a rolling restoration ever since.

Now it is a half decent driver.

Thanks to Bob Hiland

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.

Jaguar Clubs Of North America

As this topic has been beaten to death, I am including an extensive financial comparison that was carried out by an Ottawa Jaguar Club JCNA Review Committee in 2018 under Dave Kenny's Presidency. Very little has changed in the three years following that report. The income and expenses are still fairly relevant except for the Covid 19 root financial stresses.



In the previous articles I have tried to provide a fairly accurate picture of what it means to belong to JCNA. My biggest con is the fact that as a Canadian Club there are programs that JCNA offers member Clubs that is not available or too expensive to participate in. Membership fees are slated to rise and we suffer from the USD exchange rate. I find the cost of the Jaguar Journal out of control. However, we do get great insurance coverage for the Club and our events. The website offers a huge variety of contacts and information. We also hold a sanctioned Concours d'Elegance and by doing so are allowed to take part in the National Award programs. I hope these articles have helped you better understand JCNA membership.

It will be my intension to provide an agenda prior to our Annual General Meeting with one of the agenda items to stay or leave JCNA. I want membership in JCNA off of the discussion table for the foreseeable future and move forward.

The following is a rough estimate of costs regarding the JCNA/OJC affiliation. Every year there are changes and many variables. Please note that these are approximations and USD values are based on latest US payments to JCNA.

FINANCIAL COMPARISON OF BOTH JCNA MEMBERSHIP AND NON-MEMBERSHIP 2018 (Based, on the Current Membership of 91)

	<u>JCNA Membership</u>	<u>Non-Membership</u>
INCOME \$		
Annual Membership	5,460	5,460
Jottings Advertising*	900	900
Concours Entrant Fees	900	0
Concours Event (JLR)	1,100	0
Ottawa Jaguar**	1,000	1,000
TOTAL	9,360	7,360
EXPENSE \$		
JCNA Dues*	3,500	0
Concours Site Fees*	700	700
Trophies/Awards +	600	300
JCNA-AGM Travel Allowance	400	0
Accounting Fees (est)	400	400
Insurance (A)	0	1,570
Additional D&O Insurance	0	870
Storage	300	300
Website	350	350
Tifosi/St. Anthony's Rental	340	340
TOTAL	6,590	4,830
<u>NET</u>	<u>\$2,770</u>	<u>\$2,530</u>

Bottom Line- About \$ 240.00 in favour of JCNA affiliation

* Assuming everything remains the same

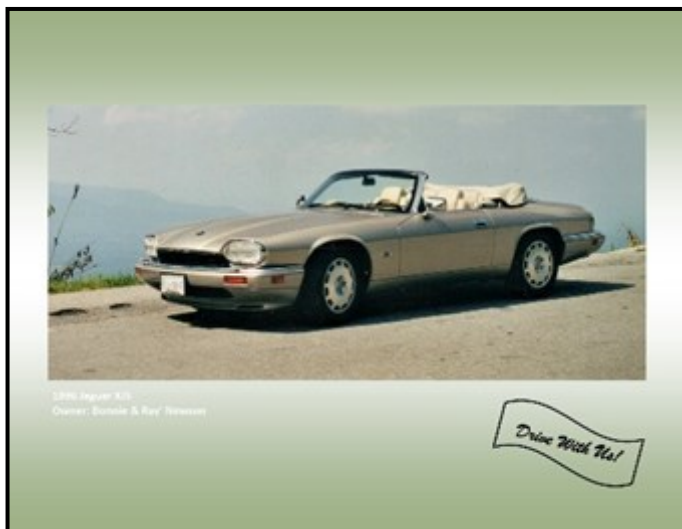
** Financial support from the dealer is not written in stone. It has varied from \$0 with Campbell Ford/Jaguar to about \$1,000 with Ottawa Jaguar and Jaguar Ottawa

+ JCNA pewter as opposed to lower cost locally made awards

(A) As part of the JCNA membership fee JCNA provides insurance for \$2.00 USD per year per member- if we were to drop our affiliation OJC would still need to purchase an equivalent level of coverage for GLI and D&O as reflected in the non-member column.

Cheers ...Stay safe **Lee**

August's Calendar Profiled



1996 Jaguar XJS Celebration Series

Ray and Bonnie Newson have been members with the OJC since 2001. They have graciously provided us with a picture of their 1996 XJS.

Here is their story:

Our 1996 Jaguar XJS was purchased while living in Alexandria Virginia, just outside of Washington D.C. Bonnie and I had decided that we needed a "toy" to spend our weekends touring the area with. (Bonnie was also getting tired of driving my truck). We shopped around, test driving various sporty type cars and after test driving a '97 Mercedes 320 SL and then an XJS immediately afterwards, the XJS won out. The XJS felt more solid, more comfortable and with the classic wood trim, more upscale.

We now knew what we were looking for. Recommendations from various sources on purchasing a used XJS, all recommended the same thing – the newer the better. There appeared to be an abundance of XJS's on the market in the D.C. area, it should be easy. Bonnie chose the colour, Topaz, and 1996 being the last model year, we were looking for a 1996 XJS convertible. It was also summer now, and not enjoying the heat and humidity of the south, Bonnie left to spend the summer at our cottage. I was left to find "the" car.

My weekend routine became a Saturday morning search on the internet for XJS's for sale, and spending the rest of the time touring and looking. Most were disappointing, mileage too high, colour combination wrong, poor condition. The one common factor, regardless of mileage, condition, or year was the price, always \$39,995 and no flexibility on the later model years. My budget was \$35K USD. My circle was expanding every week.

One Saturday morning a new XJS Ad showed up from the "Cherry Hill Classic Auto Group" in Cherry Hill, New

Jersey. Price \$34,700? Wow what could be wrong? Classic Auto Group? This could be any kind of used car lot, but I called anyway just to check and was told that I had reached an answering service, they would get the answers to my questions and call right back. Yes, I've heard this story before, I'm not expecting a positive response. However, five minutes later I did get a return call. Yes, the car was available, it was Topaz in colour and was in such excellent condition that it was on the showroom floor with all of the new cars. Obviously worth a look.

I headed out on the 170 mile, three hour trip to check out this car. The Cherry Hill Classic Auto Group turned out to be a Jaguar, Volvo, Saab dealership all under one roof. And yes, the car in question was sitting in the middle of the showroom floor, it had a pedestal standing beside it with price and pertinent details. Price! \$39,995. Hmm. The sales Manager was handling the deal and yes, they would honour the internet price (\$34,700). They took it out of the showroom and we took it for a spin, obviously this was the car that I had been looking for, and at the right price.

Now, here I was, after all of the previous disappointments, not really expecting to buy a car today. I'm dressed in shorts and a "T" shirt driving a non-descript Pontiac Grand AM



and no check book. How do we close this deal? No problem, a contract was drawn up and signed, I just needed to get a check to the dealership by end of day Monday. Works for me.

I'm ready to leave and the question is asked, "do you want to take the car now?" Well yes, but how do I get the car that I drove here back? The Manager offered to have it delivered to me on Monday. A great offer but on second thought, the Pontiac belonged to the company that I worked for, I was not sure how they would feel if a car jockey from New Jersey had an accident with it. I decided to take the Jag anyway and make my own arrangements to get the Pontiac back.

Only in America could you drive a car off of the showroom floor and take it home, three states away, without leaving as much as a nickel behind. I did call Bonnie on my way home to tell her that I had just bought her a new cell phone for her upcoming birthday, it just happened to have a car attached.

How I got the Pontiac back is another long story for another time. July 1999.

That's our story, Ray

Bradly Mk2 rebuild Part 6

Continued from the July Jottings Page 11

So this is a very happy ending, or beginning story depending on your viewpoint. Yes, the car passed its safety at Pierre's AutoCare (www.mymechanic.ca). There were a few comments around things I should do which have already been done. So here she is waiting for the exam (had a little nervous pee). This was one week shy of a year since I took delivery of the non-runner. Very proud of this.



Warming Up

The MTO test is a thorough go through of all functional and safety related parts of a car, pertinent to the age of the vehicle. That last piece is key. For example, if it had seatbelts when built, then they had to be there AND in good shape. Mine was made without them, so not required or tested. Pierre wanted me to reset NSF wheel bearing as it was too tight.

He recounted awesome stories of wobbly wheel bearings in E types that he imported in the 70's!! They must be like that to allow them to snug up properly when at highway / track temperatures. Knows his stuff and understands how these cars safety very differently to anything built in the last 30 years. Lesson learned - drive your old Jags fast. It's what they are DESIGNED for.



Installed Woodwork



Outside Pierre's



Waiting For The Test

While working on the dashboard reinstall, I set the steering lock to lock at 3 7/8 turns (factory should be 4 1/8). Check stops. Adjusted the tie rod / ball-joints with a straight plank of wood aligned to the sills each side. Turned out they were pretty much on!

I fabricated an aluminium frame as a replacement for the lower steering cowling. These are crazy expensive and hard to find, not to mention incredibly easy to break if you need to do a little persuasion during fitting. Living without it for now.



Steering Column Bracket

The feeling one gets from reattaching things from the parts cupboard is very rewarding, when the cupboard is getting nearly empty. Next in turn was the the rear bumper - tried 4 different ways. Refit really is the reverse of removal, but watch out for nomenclature in the service manual. Of course, I never removed one as mine came with the car on the back seat! I had to manufacture brackets for one over-rider and "fake" a captured bolt with a spring clip.



Rear Bumper

While in there, I refitted a new boot rubber seal. I used a thin bead of silicon when reseating gaskets (except the NDVs) to hold them in place.

TIP : with the boot, the inside boot lid moulding is quite pronounced and it will foul the new seal. So, I greased the boot upper interior surfaces to allow the rubber to slide easily in to place and start being "trained" to fit. Of course, I had to adjust the striker pin to be able to close it properly with the new plump seal in place.



Boot Rubber

There are dead rubber seals in this car **everywhere**. And I do mean everywhere. Thankfully most of them are already dust and just need a stern glance to crumble in submission. Here is an example of what I collected from the NDVs and what replaced them!



Seals Old And New

Continued on Page 7

Continued from page 6



Dead Seals Everywhere

I had several coolant burps in early running resulting in small amounts of coolant loss. Remember I still don't have the heater in place, so took the two bypass hoses, and after a warmup, split the hose higher than anything else and topped off the rad. Problem solved. Burping my new baby!

The passenger side doorknob was missing completely and should be a safety fail, but allowed, as I had the part (thanks again Adrian). Removal of the window frame is required which sounds much harder than it was. Don't forget to count the shims between frame and door case. Apparently the lower ones were wood once upon a long time ago. As you can see, just flapping around in space now. Fun and games still to come then. Of course the "captive" nuts were only captive enough to allow me to shear ALL the mounting bolts. Sigh.



Inked



Spacers and Space



Wood Bits

Managed to mount the new door button easily once the frame was out. Using the interior door handle, the locking system even worked, and yes, I had a new spring clip in a handy bag buried in 3rd tote from the left under the stairs.....



New Door Push Button



Passenger Window Carrier Before

Amazingly the old yoga mat that I had used in door card re-trim was PERFECT. It is waterproof and exactly the right thickness and compliance. Don't forget to remember the number of shims under the door frame. This is essential to get them back in to the car and fit the door aperture. MUCH better than remembering is to write the shim count on the door with a Sharpie.



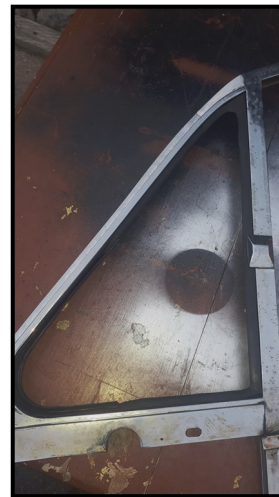
Passenger Frame



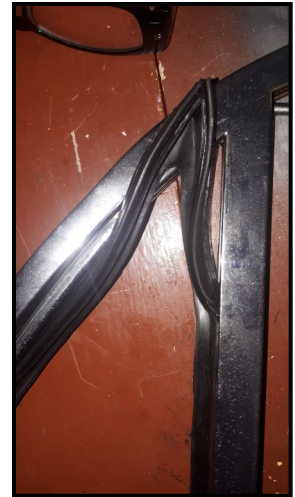
New Window Rail

Quarter light (no draft vent) windows removed, refurbished, and new seals installed. You MUST use something like a silicon lube

otherwise it is impossible to put these one piece seals in. I opted for the cheaper after market ones from Moss and sure enough, one was too big, by about an inch!! Simple trim, re-glue. Saved about \$100 on the "real thing". Worked out really nicely.



No Draft Vent



Seal too Big

Scuttle vent removal was interesting as I wanted to check on the integrity of that area and renew, you guessed it, more rubber gaskets. Of course the 3 screws holding the mesh to the vent lid sheared, dropping the mesh in to the scuttle. Then a stroke of luck when the two stud/nut combos holding the lid to the hinges actually released and didn't strip. Again, COUNT THE SPACERS and label your parts.



Lid Removal

Continued on page 8

Continued from page 7

Pause - modern manufacturing has all but removed the need for anything like spacers and adjustment, which has made things MUCH cheaper to produce. BUT unrepairable generally. Net result is more stuff in landfills. Last rationalization from me - doing this to old cars is the ULTIMATE Reduce Reuse Recycle. We should be considered environmental heroes.

Anyway, tapped 3 new threads for mesh screws, painted and re-assembled.



New Scuttle Seal



Scuttle Grill

Seemingly for no apparent reason, the indicator repeaters were not working again. Darn. Prince of Darkness strikes.



Passed !!

Drive. Drive some more
Might even make it to the
breakfasts and summer
drives (no windows yet!)

The to-do list :

- Remove rear hubs, clean and repack with grease (or not!!). Just over pack?
- Panhard adjustment ; must be on wheels.
- Headliner
- Refit windows and frames
- Refit woodwork
- Refit door cards-Seats reupholster
- Carpets?
- Heater reinstall
- Fit EVEN more body rubber
- SEAT BELTS. *Any recommendations gratefully received as there aren't even any mount points in this early car.*



Drive Drive Drive

Thanks to Dave Bradly

Congratulations to Dave on his successful safety inspection. With an extensive to-do list still outstanding, we look forward to more adventures with Dave!

Ray



**No Longer
Pushing Up
Daisies**

robert

Construction

General Contractor Inc.

Lee Harrington G.S.C.
President

Sponsor

Your OJC Events Calendar



LMK

Building & Project Consulting Services
Service de Gestion et Mise en Service de Projet Immobilier

Lee Keely C.E.T. PMP
Josee Dubois C.E.T. PMP
Principals

Sponsor

Your OJC Website & Hosting

Ladies Corner



Vacation season has started, we can see more people (family and friends) and gather together (even with restrictions), which is a great relief. Always in the back of our heads, we said 'but for how long?'. My mantra is 'live in the moment' for tomorrow will be different.

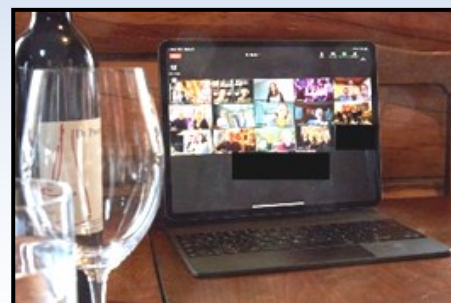
So lets all enjoy the moment and plan for the 'best'.

As you read this, we are in our Ontario Civic holiday long weekend. Wishing everyone a fantastic time, weather with family and friends and home, visiting or at the cottage.



In April 2021, we held an OJC virtual Wine Tasting event hosted by our very own club member, sommelier & owner of Savvy Company (www.savvycompany.ca) Debbie Trenholm.

Our little group of 'misfits' had lots of fun listening to the wine makers and of course drinking the wine.



Ladies Corner would LOVE to congratulate Debbie on winning the Wine Industry Champion Award. The announcement was made on July 21.

The following information was extracted from: The BC Wine Trends website; [2021 Canadian Wine Industry Awards Ceremony | BCWineTrends](https://www.bcwine.com/2021-canadian-wine-industry-awards-ceremony)

The **Wine Industry Champion Award**, presented to an individual who has provided exemplary support to the Canadian wine industry through media, policy or advocacy, was awarded to Debbie Trenholm, President of Savvy Company. Starting in 2016, Debbie has brought together Canadian wineries from coast-to-coast, benefiting Canadian wine businesses with her business platform and entrepreneurial drive.



"WGC (*Wine Growers Canada*) is proud to honour Debbie for her exceptional and ongoing promotion of wines from all regions of the country," stated Paszkowski. "Through hard work and leadership, Debbie's dedication to Canadian wines of origin has supported the education of thousands of Canadians to become passionate advocates for the Canadian wine industry."

On behalf of the Ladies Corner and the executives, I want to raise my glass to you Debbie! Bravo!!



Oiling Etta, The E-Type

In last month's teaser, if you guessed an oil pre filter, you get full marks. Here is Mike's article, the how and why:

Earlier, I wrote about adding an oil accumulator in order to pre-oil the engine after it has been stored, or even just left idle for a day or so. Here is the rest of the oil system saga. This all started when I wanted to add an oil cooler. Since then the project has blossomed significantly.

What We Did

The modifications consist of:

Adding an Accusump accumulator (described in the December 2020 Jottings)

Adding an oil cooler

Switching to a remote oil filter and adding a Clearview pre-filter

Packaging all this (and the resulting hard and braided oil lines) in a way that keeps the engine bay attractive and clean looking

The Oil Cooler



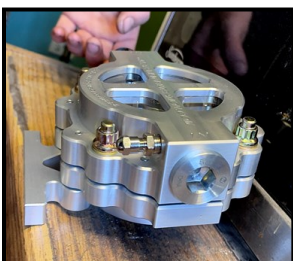
Rather than putting the filter in front of the radiator and AC condenser, it seemed to make sense to locate it securely to the frame beneath the carburetors and in the airflow that goes to the original air filter canister.



We 3D printed a deflector for the back of the oil cooler in order to deflect the hot air down and away from the carburetors.

The original air filter system is being replaced with BCCP Stub Stacks in a foam "blimp" filter similar to those sold by Rob Beere. So we chose to use the air canister to package the new, remote oil filter.

Oil Filtration / Clearview



Clearview makes a variety of see-through filters. The idea is that oil passes through a stainless steel mesh disk with holes in it that are small enough to stop particles in the oil. There is a good choice of filter housings

and mesh disks available. We chose the smaller filter with a fairly open mesh and a secondary (canister-style) filter on the bottom to catch smaller particles.

The housing has a Schrader valve (like the air valves on your tires) that lets you use air to push any oil remaining through the mesh and out of the filter. The result is that you can see anything the mesh has caught. In practical terms this means you can see any issues early without removing and cutting the canister filter open.

Oberg makes a similar filter but does not have models with a secondary canister.

Clearview's 2-stage approach seemed to offer the best balance between filtration and oil flow, while still letting you see any debris.

Also, it is round and fits in the air canister nicely. We fabricated a new top cover that clips in using the original clips. It will be painted glossy black to match the heater / AC box on the other side of the engine bay.

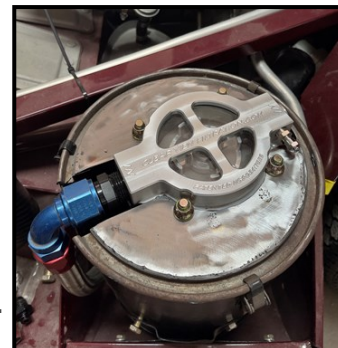
This location and packaging makes it easy to check for debris and to pop open the housing to replace the screw-on filter beneath. Clearing out the oil with air pressure should make this a much cleaner and simpler job.

Finally, we will run all the aluminium oil lines under the frame members so, except for the filter itself (which we intend to feature) the system will disappear under the carburetors and frame.

Links to items discussed above:

Clearview: <https://seethroughfilter.com> and <https://www.summitracing.com/search/brand/clear-view-filtration>

Orberg: <https://www.obergfilters.com>



Thanks to Mike Milton



Etta is getting close to the finish line!

July's Membership Activities

July's Virtual Meeting, July 27th.



Eighteen OJC members tuned into July's virtual general meeting.

Lee Harrington gave an overview of the club's events and drives planned for the membership as we move into a post Pandemic world. Information on the four currently planned drives are detailed on pages 12 and 13 in this issue of the Jottings.

The pro's and con's of JCNA membership was of significant interest to the group and the importance of fully understanding the pro's and con's of membership as noted in Lee Harrington's series on the topic that concludes in this issue. There will be a vote on this topic at this year's AGM so be sure to fully understand the value provided by JCNA is more than just a magazine.

The attendees also enjoyed some general banter, catching up with each other as we emerge from isolation.

Breakfast Returns

The weekly ad-hoc breakfast meetings returned on July 21st.

16 early risers ventured out to Stacked Smoked Meat & Grill to restart this popular OJC weekly event.



Breakfast

Is

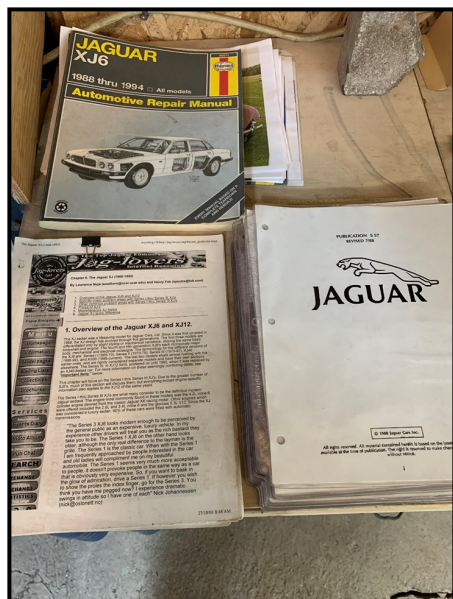
Served!

The Ottawa Jaguar Club's weekly breakfast meeting is held every Wednesday at 8:30am at Stacked Smoked Meat & Grill 2679 Bank St.

Come and enjoy the banter, swap ideas, help solve the problems of the world.

Everyone welcome!

XJ6 material available, free for the asking! Contact Mike O'Brien
canjagman@gmail.com



Website News

Our new website is up and running thanks to our VP Lee Keeley who has spent many hours completing this task. The address has not changed:
WWW.OTTAWAJAGUARCLUB.COM

Thanks to Lee Keeley

Membership Roster Updating

As time goes by and we change addresses, phone numbers, the number of Jaguars that come and go from our fleet, etc., we sometimes forget to send this valuable information to the Club. It is important that updated membership data is available in order for members to be kept informed of Club activities, programs, calendar mailings, etc.

The current roster will be on the website in the Members Only section. Those who have not updated their information will have a double asterisk (**) beside their name and the information last available will be in their profile. I ask all members to view the roster and contact me if there are any discrepancies. Members with ** beside their names, please confirm that all is correct. I thank all members for their participation who have updated their details.

Contact me at **bonnie@newson.ca** for anything membership related.

Bonnie

All About Drives

August 10th

The first OJC summer drive, will be Orleans to the Burritt's Rapids Lock on the Rideau for a picnic lunch, with a pit stop at the Cheese Factory Store in St Alberts.

This note is designed to whet your appetite for a chance to get out and have a safe drive and a picnic and renew old friendships and meet new members.

We will gather in the large parking lot at Sobeys's Grocery store at Innes Rd and Trim Road in Orleans at 9:00 AM on Tuesday 10 August (if Rain is forecast it will be Wednesday 11 August). Departure will be 9:30 with a drivers briefing at 9:20) Our first stage (not a rally-relax) will be cross country on paved roads to St Albert for a half hour stop at the store of the cheese factory. It is currently open and can serve drinks etc. This drive segment should be about an hour.



At 11:00 AM we will depart St Albert for Burritt's Rapids Lock West of Kemptville passing through much of the farm land and villages of Eastern Ontario such as Berwick, Chester-ville, Inkerman and South

Mountain. We should arrive for our picnic at the lock at about 12:30. There are tables and bathrooms available. However.....

The Rideau system will be busy and therefore there is no way to judge how busy the lock will be. Participants should therefore be prepared to bring chairs, blankets etc. and a picnic lunch.



Covid 19. It is unlikely that any of the current regulations will have been relaxed by then. That means masks on unless eating, 2 metre distance observed etc.

It is important for me to brief the manager at the Cheese Factory and at the Lock on numbers likely to attend.

I would appreciate it if you could let me know if you plan to attend by August 5th. I will provide those

who respond with detailed information on the routes etc by email to allow some pre-planning before the driver's briefing. By the way there is no charge at the Lock. **Many thanks.** See you at Sobeys's.

Mike O'Brien treasurer@ottawajaguarclub.com
613-601-5745

August 21st

Co-owner of Lanark Lifestyles and long standing member of the Ottawa Jaguar Club, Wit Lewandowski would like to invite any members with their cars to participate in a **car show and free BBQ.**

When: August 21st at 11:00am

Where: At the Lanark Lifestyle Retirement Home

Located at: 240 Gore St in Perth.



There will be a Resident's choice trophy and those that want can participate in a 5-minute chat about their vehicle, on the red carpet. Please RSVP directly with Wit with type of car and whether you would like to speak.

You can email Wit at wit_lewandowski@yahoo.ca

If you would like more info on the event or use the old fashion way of communicating, please **feel free to call Wit at 613-769-7362.**

Lanark Lifestyle are trying to get some excitement in the residents lives after a dreary COVID 19.

We hope you will participate.

'Operators are standing by' J.

Wit is looking forward to hearing from you.

Enjoy!

Josée

August 26th.

There will be a drive and picnic on Thursday, August 26th, featuring Merrickville, Fort Wellington, the Iroquois locks and park (for a picnic lunch), with an option to carry on to Upper Canada Village for the afternoon.



We will meet up at a (to be determined) rendezvous point in Richmond at 8:45am for a short briefing before we leave at 9:00 am sharp. Our first stop will be in Merrickville about 40 minutes later, for 45 minutes. We will then travel down to the Seaway, and Fort Wellington in Prescott, arriving just after 11 am. There is an admission fee at the fort, but it's only \$3.40 per senior, \$3.90 otherwise. We can spend close to an hour at the Fort before leaving just after noon for the 25 minute drive to the park overlooking the Iroquois Seaway lock, where we will arrive at around 12:30 pm to have our picnic lunch. We may or may not be lucky and see a large ocean-going ship transit the lock at the edge of the park.

Continued on page 13

Continued from page 12

There are washrooms here along with a store/cafe that sells ice cream for hot days and fries for caloric input. But there are no picnic tables in the park so do bring your own chairs. The approximate route is shown to the right. This will be validated with a test drive before the event and the starting point in Richmond will be confirmed.

After the picnic lunch, around 1:30 pm, you can depart back to Ottawa which is a pleasant drive up RR 1 or you can head 20 Km along Hwy 2 to Upper Canada Village for the afternoon. If you are interested in joining this drive please notify Alan Graves by e-mail at: gravesal76@rogers.com by August 19th. The route information and rendezvous point will be e-mailed out to each registrant on August 20th.

"Since the COVID situation in Canada is fluid, there may be late breaking changes to this event, so it is more important than usual to let the organizer know if you are planning to come."



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Jaguar Jottings

Editor & Publisher: Ray Newson
613-720-5396
editor@ottawajaguarclub.com

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January to December for the information of its members. We welcome your participation.

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Full Page \$25/month, or \$250/year (12 issues)

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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 Activities of Interest

MG Club Trip Aug. 7/8

Summer Drive 2021 - The Second Annual Paul Williams Memorial Run
Arrangements have been made with the [McIntosh Inn, Morrisburg](https://mcintoshcountryinn.com/), for an overnight stay on the night of **7/8 August**. <https://mcintoshcountryinn.com/>
The Inn is very close to Upper Canada Village which may be fully open by then. Also of interest and very close is the place where the original McIntosh apple was grown.

This is information only but if interested contact Terry Haines, at frejung75@gmail.com OJC members may be included if space is available.

Montreal Club Aug. 22

The Montreal Jaguar Club have invited us to an event to commemorate the 60th anniversary of the E-type's introduction. It's being held at picturesque Auberge du Lac St-Pierre on the St Lawrence River outside Trois Rivières about 3 ½ hours from Ottawa.

While the emphasis is on E-type participation, other classic cars are welcomed. Further details are included below from the Montreal Jaguar Club.

When: Sunday, 22 August 2021

Where: Auberge du Lac St-Pierre, Trois Rivières

Address: 709II, rue Notre-Dame Ouest, Trois-Rivières (Québec)

A single day return drive would be very long so overnight Saturday 21 August and return after the event on Sunday is recommended. As event space is limited, **we need to RSVP before 23 July**.

The route will be off main highways...a chance to exercise your beast after a long down time and to reacquaint with club members and fellow "E-typeists".

If interested, please advise our club coordinator Rob Dunlop (rojedunl@hotmail.com) soonest so he can book accommodation in the area, with luck at the Auberge itself which includes a fine restaurant. (<https://aubergelacstpierre.com/>). Further details on accommodation, price etc will be provided before final commitment, subject to interest. **Please don't submit individual entries as we will reply as a club.**

Although past the RSVP date, if interested contact Rob, he may be able to help.

Josée for Rob Dunlop Club coordinator

Ontario Jaguar Owners Association—OJOA

On Sunday July 25th members of the OJOA enjoyed a club drive east of Toronto. The weather was great, and this encouraged the turnout of 25 Jaguars and 49 people. We started the tour in Pickering and after almost 200km of countryside driving, we ended up at a dining facility in Cobourg. The restaurant provided private outside table seating in a large shelter for our club.

Our August 10th club golf tournament is attracting a lot of attention as we have 28 signed up at this moment.

And of course we can't forget our concours scheduled for September 19th. We already have 15 Jags registered, and one of those is a member of the Ottawa Jaguar Club!

Another interesting tidbit.....Despite the fact that we are not currently involved in a membership recruitment drive, we have been witnessing strong membership growth. We have signed up 25 new members in 2021, and this brings our membership to 150.

Allan Linglebach

Your OJC Marketplace



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, at the parts counter or on service work 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. Our discount is based on a minimum of having 10 members subscribed.

More to come!

Marketplace



For Sale

1968 Jaguar 420



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

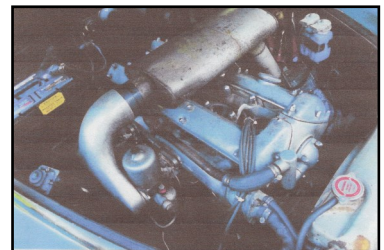
Automatic Transmission

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

Events and Activities

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.

August	10th	Tues.	OJC Drive	Ottawa East	See page 12 for information
	21st	Sat.	OJC Drive/Show	Perth	See page 12 for information
	26th	Thurs.	OJC Drive	Ottawa South	See page 12 for information
September	11th	Sat.	OJC Drive	Ottawa West	Location to be determined
	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	Ottawa North into Quebec	
	17th	Sun.	OJC Club Brunch	Time & Route to be determined	
November			OJC AGM	Date & Location to be determined	
	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	

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