

Jaguar Settings



The Ottawa Jaguar Club
Serving Eastern Ontario & Western Quebec



The 60th Anniversary of the Mark X See page 10

October 2021 - ottawajaguarclub.com

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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: membershipottawajagclub@gmail.com for additional information and an application form.

Your OJC Executive – 2021

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Family Day

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President's Musings



October 2021

Club's Annual General Meeting. We have booked KS on the Keys Restaurant for November 14th @11:00am for the event. The reservation is based on the covid 19 protocols remaining as they are presently. Lee Keeley and Josee Dubois are working on trying to set up a live interactive zoom coverage for those not wanting to attend in person.

Well, were did September go? Our driving season is almost over with one more drive scheduled for the beginning of October. So far, the drives have been well attended and the participants have commented on having a great time with fellow members. See more in this issue.

The executive had an in person meeting in September to plan out the balance of the year. The number one item on the agenda was the planning of the

We will be receiving the menu and costs shortly and will email the information to the membership.

My reports for the AGM will be looking at two major Agenda items. We are updating the verbiage on four items of the Constitution which will be sent to the membership ahead of the meeting for review before voting on the changes. The second item is the question of staying with Jaguar Clubs of North America, or to operate independently. I will be providing the membership with a synopsis of the benefits of remaining in JCNA and the benefits of operating as an independent Club prior to the AGM, along with a ballot for e-voting or proxy voting. It is my intension to put this decision to a final and decisive vote and tally at the AGM. In order to leave JCNA there is a 50 plus one vote majority in favour of leaving requirement. Please take the time to review all the information that has been put forward in the past few months and make an informed decision. An AGM agenda will be sent to all members prior to the meeting so you can follow along.

I look forward to personally seeing you at the AGM or by a Zoom call

Cheers Lee

OJC - AGM

Save the date—November 14th 2021

KS on the Keys Restaurant

Starting at 11 AM—1029 Daze St. Ottawa

This will be a **very important meeting as we will be discussing the results of our memberships vote as to our future association with JCNA.**

All OJC members will have the opportunity to vote on this item prior to the AGM. The result of the vote will be reviewed and next steps established at the meeting.

Watch your email for more information to come on this very important topic and voting procedures.

October's Calendar Profiled



2017 Jaguar XK-R

Tony Thompson has been a member with the OJC since 2020. He has graciously provided us with a picture of his 2007 XK-R.

Here is Tony's story:

This picture of my 2007 XK-R taken at Cherry Point on the Madawaska River.

I bought the car in the summer of 2019 when I decided that I was not satisfied with being the only member of my extended family without a classic car. Being born and raised in Manchester I wanted a British car and what better than a Jag?

She has just turned 100k kms and runs and drives beautifully. As the hot rodder's say, "there's no substitute for cubic inches" and add in a supercharger and you've got something that just stirs the soul. Everyone I've taken for a run in it is impressed.

There's something about a Jaguar that combines wonderful performance with an interior ambiance that suggests a cozy corner in the library of an exclusive London club, I love it and I'm glad to be a member!

Thanks to Tony for his participation with our OJC calendar!

2022 OJC CALENDAR CALL-OUT FOR JAGUAR PICTURES

The Executives have chosen a **THEME** for the 2022 OJC Calendar:

Restorations in progress or before/after pictures

It would be great to see 'project' jags, which a lot of our members are currently working on. That would make for great pictures. We can even include 'barn finds' that members have bought and are waiting for restoration.

The main picture on the calendar would be the car, in whatever condition it is in (rusted, in a barn, garage, in pieces, etc.) and we would include smaller pictures underneath the main picture to show some other areas (if applicable) that will need to be restored.

You can also provide us with pictures of before and after, if your restoration was completed pre-2022.

Here are samples of the type of pictures that we have in mind. Note: these are not OJC members cars, the pictures below were taken from the Internet.

We would be glad to help you out with pictures, if you need assistance.

Looking forward to seeing your pics! Send them to Josse, ojcactivities@gmail.com



Etta: The One That Got Away

Electric Water Pump

This piece is about a mod that was not done to Etta that I might live to regret having skipped. You might find this modification interesting for your car.

There are two reasons that this mod got away. The main reason is packaging; because of all the expansion to the oiling system, the room to install an electric water pump was not readily available. A second reason is that I was tardy in my 'homework' and it was really too late to repackage everything.

The main reason that people consider an electric water pump is to remove the load of a mechanical pump from the engine. There are many products available (Google is your friend). Most of these products expect to be controlled by a simple thermostatic switch. Summit Racing has a wide selection:

<https://www.summitracing.com/search/part-type/water-pumps-electrical>



Here we will discuss the kit available from Davies, Craig. This one seemed attractive because it includes a computerized controller that is matched to the pump.

To install a pump, you can simply remove the water pump belt and let the water flow turn the old pump. A better choice would be to also remove the impeller. This approach means that there is no resistance to flow. The best choice is to remove the pump altogether (which would require you to fabricate a covering plate).

As an 6 cylinder Jaguar owner, there are some key advantages that are more important than just eliminating the parasitic load on the engine. Most of them depend on computerizing the pump. There are several controllers available. I happen to like the one shown but you might want to do your own homework and save a bit of money.

Here are the key improvements that I was looking for:

- The rate of flow is independent of engine speed. For example, you can pump lots of coolant at idle when it might be needed for a hot day in slow traffic.
- The thermostat can be eliminated and the warming-up process is managed by controlling flow. During operation the controller precisely maintains a preset temperature, mainly by changing the rate of flow.
- The controller manages both the pump and the fan speed. The fan is used only when needed to augment cooling from the flow alone. The implication is that electrical load is kept to a minimum.
- The pump and fan can be set to run on for a preset time after shutdown or until a preset temperature is achieved.



This looks like a fairly easy mod for most people who might be interested. I'd love to see your version of this and to hear your thoughts on both the process and results. (mikemilton@icloud.com)

Thanks to Mike Milton

My E-Type Memories—Don Morrison

I was first exposed to the XK-E when a Boston, Mass to Quebec City sports car rally stopped for lunch in our small town east of Sherbrooke. The group of some twenty cars included 300 SI gull wings and roadsters, Austin Healeys, Corvettes, Ferraris, Porsches and one beautiful blue XK E coupe. I liked all of the other cars but I was stunned by the Jaguar. I was even allowed to sit in it!

I continued to be fascinated by these cars and over time I came to prefer the driving experience of the roadster - noisier and damper but so what. After I began earning enough to buy new cars I always looked at E-Types but by that time (late 60's and early 70's) the reputation of unreliability scared me off and I went on to buy several hi performance cars which I beat on unmercifully every day. Those American V8s were almost unbeatable.



After this stage, and getting married and becoming a parent I had to put aside my desires for any "exotic cars". I did manage to purchase some interesting autos such as Audis, BMWs, Mercedes and the like.. But I did not lose my yearning to own an X KE.

About thirty years ago a friend called and invited me to see a car he was storing in his warehouse. I went over and saw this beautiful red OTS E-Type and immediately asked if it were for sale. It was not, and he explained that he was hiding the car for a friend who was hiding it from an ex who she thought might to steal it! I simply suggested that if she ever wished to sell it, have her contact me. About a year later she did just that and after several days negotiating long distance - she lived in Timmins Ont. - I now owned a 1968 series 1.5 XK E.

This car was in great shape and suffered mostly from lack of use. The only mechanical work was to replace a slave cylinder and do some top end work on the valves. I have owned the car for more than twenty five years now and it has been most rewarding - is there another car that can compare on a summer's day, top down and 3 to 4000 showing on the tach? Not to mention the attention it gathers no matter where one goes. And best of all it is the car my wife most prefers of all our vehicles!!! I still keep some yankee stuff to beat on when needed.

Some of the most fun times in the Jag have been on drives with the Ottawa Jaguar Club. (ask Rob Dunlop about a quick drive back from Maxville one late afternoon - he was leading, I was just following!) I could wax on about other drives solo or otherwise but I guess you probably already get the idea that we love our Jag. It never seems to age or go out of style and everyone, car buffs or not, love it as well. To describe how most of us feel about the XKE, including Enzo Ferrari, I think the debt we owe the mechanical and style designers of this car is best expressed in a quote from Peter Brock who was describing the fifty year effect three young frenchmen had on engine design. I feel it captures the reason the E-Type has endured. "TIME PROVES CHANGE IS CONSTANT, BUT ORIGINAL GENIUS REMAINS FOREVER."

Thanks to Don Morrison

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.

The September Drive in Review

The weather co-operated as 10 Jaguars carrying 17 OJC Members set out from our starting point at the Walmart Supercenter on Fernbank Rd. in Kanata. We took a fairly straight run west towards Ashton Station. Veering north, we traveled through the picturesque village of Appleton and continued on towards Almonte.

John and Beverly Blais joined our entourage at Almonte as we again turned westward onto Wolf Grove Rd. Our next turn took us onto the Rosetta Rd.; again through picturesque farm country. Picking up Pine Grove Rd. and then onto County Road 15 through Ferguson Falls and onto the Village of Lanark via Hwy 511.

From Lanark we travelled west towards McDonalds Corners, turning onto the Highland Line Road and to our first destination, Wheelers Maple Products. At Wheelers we were pleased to meet up with Tanya Bradley, a member recently returned from Australia. We were also pleased to see her beautiful E-Type that had been damaged in transit on the way back from Australia, now fully repaired.

At Wheelers, most lunched on the traditional pancakes and sausages and then took in the many attractions available on the Wheelers property.



Getting ready to go



On the road again



This Fordson Log Hauler would typically haul five of these sleighs over the snow at once.



The Farm & Forest Museum is stocked full of interesting artifacts of farm days gone by.



The Chain Saw Museum had a huge collection of ancient saws, some requiring two man teams to operate.



The syrup production facility alone would warrant a return trip during the production season.

With the clock ticking, it was time to leave Wheelers with many vowing to return at a later date, possibly in the spring when Wheelers maple syrup production is in full swing.

Continued on page 8

Continued from page 7—*The September drive*

Returning via the Highland Line Road to the McDonald Corners Road we continued west towards and through Mc Donalds Corners. Continuing on, we passed through Elphin and onto the Elphin - Maberly Road and then left onto the Bennet Lake Road. The Bennet Lake Road is a well maintained road taking us through a mix of farm country and forest over an interesting twisting route; a great road to exercise the cats. A short trip on the Fallbrook road took us to our second destination, the Balderson Village Cheese Store where our cars garnered a lot of attention while members shopped for cheese and of course, - ice crème.



Our cars drew lots of attention



Ice cream—always a treat



Tanya's E-Type—Looking Great

A few members opted to return home from Balderson and a couple departed along the return route. The return route was a combination of some backtracking and some new territory. Running a little late, we arrived at our final destination, The Cheshire Cat, at 4pm. The plan was to have a pint and recap the trip, however, given the time, the final group of twelve hardy members decided to hold a dinner meeting. A good time was had by all and we wrapped things up about 6:30PM.



Ray



Watch your email for the information that you will be provided with on the pros and cons of our JCNA association and be sure that you fully understand the issue at hand.

Then!

Be sure to vote on this issue as to how you feel that your club will best benefit you going forward.

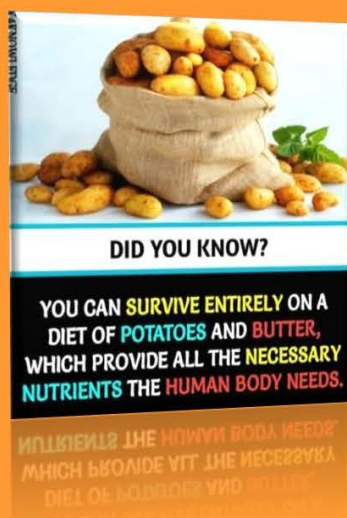
You will be provided with information on how and when to vote by email.



Ladies Corner



(Gentlemen input is always welcome as you can see in this issue....)



HILAND POTATO CAKE

(An old Irish recipe passed along by Bob, the Irish Chef)

- 2 cups mashed potatoes
- 1 beaten egg
- 2 TBSP butter
- ½ tsp salt
- 1 TBSP baking powder



Combine Potatoes, egg and butter and beat with electric beater. Sift dry ingredients into the above and knead with flour. Pat to ½ inch thick on lightly floured cookie sheet. Bake in 400°F oven for approximately 30 minutes.

Remove from oven, slice laterally and insert butter. Add salt, pepper and additional butter to taste.

Serves two-hungry adults plus. Finish it off on day one!

*Submitted by Bob Hiland,
An active member of the "Gentlemen's Corner".*

Have a wonderful October everyone. Enjoy Thanksgiving with family and friends and spooky Halloween treats! 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 picactivities@gmail.com. Josee



A Notable October date for Jaguar:

60 years since the introduction of the Mark X (Later renamed 420G)

The Jaguar Mark X (pronounced ten) was introduced at the London Motor Show on October 17, 1961. (7 months after the very successful introduction of the E-Type).

The Mark X, later renamed 420G in 1966, was Jaguar's top-of-the-line saloon car from 1961 until 1970.

The Mark X was also the first Jaguar to use unibody construction. The floorpan itself remained in production long after 420G production ended. An elongated form continued on as the basis for the Daimler DS420 Limousine until 1992.

This was also Jaguar's first saloon car to use independent rear suspension, this was a wider-track version of the IRS unit first used on the E-Type. The car also sported 14" wheels vs the more popular 15".

Jaguar's 3781cc in-line six-cylinder engine initially powered the Mark X. In 1964 this power plant was replaced with a 4235cc unit although the 3781cc motor was still available as an option for one more year. All were equipped with triple SU carburetors.

Initially, transmission options were manual, manual with overdrive, or automatic. With the introduction of the 4235cc engine in 1964, the manual transmission was replaced with a fully synchro unit. At the same time the automatic transmission was upgraded from a Borg Warner



1961 Jaguar Mark X (MotorTrend)

DG to a type 8 unit. A Thornton Powr-loc limited slip differential finished off the drive train.

The Mark X/420G's were certainly decked out with all of Jaguar's signature wood trim in all the appropriate places, up to and including a pull out picnic table up front below the instrument cluster.

Developed primarily with the North American market in mind, the Mark X never attained its sales objectives. With the introduction of the smaller and sleeker XJ6 in 1968, the 420G sales continued to erode and production ceased in 1970.

Seen as a very large car in the UK but small in comparison to it's competition in North America, the Cadillac's and Lincoln's of the era, this great car just didn't quite fit.

(Information; Wikipedia /Motortrend)

Ray



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The Ontario Jaguar Owners Association 2021 Concours

The Ontario Jaguar Owners Association's 2021 Concours, held October 19th at the Canadian Wartime Heritage Museum was a tremendous success. With 65 Jaguar entries, of which 42 were judged. This was their largest Concours in over 25 years. These numbers in comparison, were 1 less entry and 3 less to be judged than at the last JCNA International Jaguar Festival. A field of 19 judges were required to complete the judging task.

On the list of rare and expensive entrants were an XK120SE, an F-Type Project 7, an XE Project 8, an XJ-TWR, two XJ220's and two XKR-S Models. In celebration of the 60th anniversary of the E-Type, 12 E-Types were on the field.

Given that the show was the day before the Federal election, they even had Trudeau's plane land at the Hamilton airport just outside of the judging area. Needless to say, the PM wasn't there to enter a Jaguar or attend the show.



Poking it's nose out, the blue XK 120 belongs to OJC member Peter Candlish



The French Racing Blue XKR-S (left) belongs to Allan Lingelbach who provided the input for this article.



Lots of E's to see



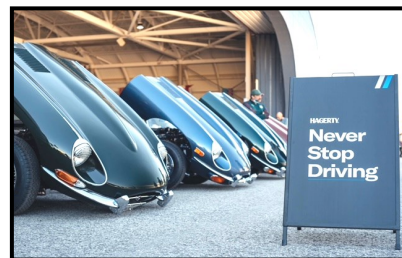
The E-Types all lined up



It did get crowded



Overflow Parking outside



Noses up! or Down?



There was lots to see



Thanks to Allan Lingelbach, OJOA Vice President



The party crasher

Jaguar Jottings

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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.



OJC Events and Activities

October	2nd	Sat.	OJC Fall Colours Drive	Quyon, PQ
	17th	Sun.	OJC Club Brunch	You will be notified by email of time and location

November	14th	Mon.	OJC AGM	11:00 AM KS on the Keys Restaurant, 1029 Daze St. Ottawa
	30th	Tues.	OJC 2022 Membership	May be paid anytime now

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

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

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.

Stinson Fuels— 4726 Bank St., offers a 10% discount on any kind of specialty oil.

More to come!



Sign in the Ice Cream shop at the Iroquois Lock.

Wouldn't it be nice if everybody was as trusting as this store owner and everybody was worthy of this trust.



Your OJC Marketplace

1996 Jaguar XJ6 Vanden Plas



This car is in near-showroom, near-concours condition. Won 2nd place in the Ottawa Jaguar Club concours for "driven" vehicles. Has been cared for lovingly by two owners, the first one for 20 years. Simply one of the best examples you will find. Has been maintained by Jaguar specialists, who will provide a reference for how it has been looked after.

With 147,000 km on the clock, it is in the prime of its life and has never run better or more smoothly.

For further information or to arrange a viewing, contact Geoff at 613-286-4455 or geofflekey@outlook.com

Asking \$7,000



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

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