

Jaguar Jottings



Finding a Road Less Travelled, page 12

The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

November 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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Vice President

Lee Keeley

Treasurer

Mike O'Brien

Secretary

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Membership

Bonnie Newson

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Concours Chair

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Jottings/Newsletter

Ray Newson

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Lee Keeley

Family Day

Josee Dubois

& Lee Harrington

Inter-Club Liaison

Dave Batten

Advisor/Ex-Officio

Dave Kenny



President's Musings



November 2021

Cool, wet fall weather arrived in October giving members the reminder that winter is closer than it appears in our rearview mirror. It is time to think of winterizing our cats and putting them away to nap for a few months. The fall drive was cancelled due to inclement weather however Josee Dubois and Lee Keeley still hosted a club get together at their home. As usual they were a fabulous hostess and host. More on the gathering in this issue. Josee also organized a club breakfast / brunch at the Stacked Smoked Meat restaurant which was well attended, unfortunately the gathering conflicted with my golf clubs. By now all members should have received the brief and a ballot asking the membership if they wish to remain or

leave Jaguar Clubs of North American as an affiliated Club. This is an opportunity for the entire membership to choose the future direction of our Club. Please take the time to read the brief and cast your ballot as you see fit.

November 14th is the Club's Annual General meeting at KS on the Keys Restaurant. As I write this article the Covid restaurant restrictions are being relaxed so I have not been able to finalize the brunch menu or costs. This will be done by November 1st and emailed to all members. The executive will present their portfolio reports, there is a bit of language and definition cleanup for the constitution and, of course, our financial report. We will also report the results of the JCNA decision. Due to the limited activities of the Club during the Covid-19 crisis we do not anticipate a long meeting. The executive will provide the membership with the agenda and the items being presented for voting prior to the AGM so you will not be "sand bagged" by items members were not aware of. As part of the email we will also explain the Vote By Proxy process for those that cannot attend.

I am looking forward to seeing members at the AGM

Stay healthy and safe

Lee

November's Calendar Profiled



1968 Jaguar E-Type FHC 4.2L

Barry Paulson & Barbara Kothe have been members with the OJC since 2015. Barry has graciously provided us with a picture of his 1968 Jag E-Type FHC 4.2L.

Here is Barry's story:

This car was purchased following an exhaustive, yet fruitless, search for a project car. Rob Staruch / Vintage Jags, suggested the 1968, just then available for sale, as they had completed the restoration and improvements several years prior. A test drive on the Eastern Township's windy roads, proved it to be an honest, well-balanced car. It has proved to be reliable and all-out fun, over several seasons of spirited driving. This one is a keeper!!

Thanks to Barry and Barbara for their participation with our OJC calendar!



"Save The Date"

OJC Christmas Dinner - Saturday December 11th

As COVID restrictions loosen up, plans are now underway for an OJC Christmas Dinner.

Watch your emails for more information as to location and menu details,

Coming soon!



My E-Type Memories—Dave Kenny

MY FASCINATION WITH E TYPES:

When I finished writing final exams for my Mechanical Engineering degree in late April of 1961 at McGill, I wandered down Mountain St. to visit the E Type display at the Queen Elisabeth hotel. After drooling figuratively over the car I vowed that some day I would own one. I then went home to Ottawa before starting work in Niagara Falls to console myself with trading my 1951 Chevy powerglide for a used 1959 TR 3A. A year later I traded the TR 3A for a new 1962 Volvo PV544 as Keitha and I planned to marry the next year and it was time to become practical. She learned to drive on the Volvo and loved the butter smooth four speed synchromesh shift. After that life was family, boring American sedans, career and fascinating work designing jet engines.

In the fall of 1996 retirement approached and in 1999 I stumbled over a 1967 (so licensed but actually a 1966 according to Jaguar Daimler Heritage) E Type 2+2 in my mechanic's shop. In the end, 2 weeks prior to Christmas, I bought it as the owner had decided that after 12 years sitting in the garage it was time to go. Over the next 2 years I had the engine completely rebuilt and the body restored from bare metal including brakes and clutch, etc. After retiring in June of 1999 we moved to our original hometown, Ottawa, and I discovered the OJC. Within a year I also discovered the concours and tried an entry. After a miserable score and much critique of my weak attempt at restoration I was bitten by the perfection bug. Meeting Ed Theoret was a great stimulant as he enjoyed helping others with achieving perfection. Over a period of 7 years, I gradually perfected the car, while learning copiously about getting paintwork past the sharp-eyed judges, etc. Keitha became my critic with her natural eye for perfection in everything she did. I finally realized that getting a high Championship score put me into an extremely competitive activity with regular helpful and critical comments from other members and judges, which were usefully applied to the car and finally in 2008 I reached my goal with a Championship score of 99.80.

Within this time period one day, with the engine running very roughly after I parked in my garage and exited the car, I opened the bonnet to find a mixture of oil and coolant gracefully and copiously flowing out of the carburettor air inlet. Another tear-down of the engine was the remedy. The culprit turned out to be that during the original engine rebuild in a British car shop in Laprairie, Que. the mechanic had not noticed that the mating surfaces of the head and block were subtly corroded allowing these fluids to flow over the gaskets and into the cylinders. At that point the folks at Global Auto cheerfully suggested that I could put a second mortgage on my house. After very carefully re-machining these surfaces and raising the compression ratio to 10 plus, re-machining the intake manifold and head surfaces as well, all of the surfaces were sealed and the engine ran normally. That fall the car



1967 E-Type Coupe 2+2

was stored with an optimistic plan to actually drive it the following summer. As part of this major refurbishment Global Auto also put the rear axle assembly out of its major oil leak misery as a bonus.

I was to learn that such a drastic reworking in the engine compartment was not to be finished with primary causes. The following summer was spent finding out why a new battery could not hold its charge resulting in anemic starter action and several push and boost starts by willing club members, and in one case the push by a fellow motorist on the Champlain bridge in Montreal. Eventually Rob Staruch discovered that during the rebuild the previous summer the ground connection for the battery was not securely deoxidized and tightened on the firewall inhibiting the ability of the battery to be charged. Shortly before this discovery I had replaced the groaning Lucas starter and the matching Lucas alternator with a rebuilt GM Delco alternator of double the capacity and a matching rebuilt Toyota Nippon Densu geared starter (I did refurbish the Lucas units and stored them). The overall result was a reliable driver; for a while. Then I discovered the challenge of an E Type overheating engine on a humid and hot summer day, while Keitha and I drove it on a 2,000 mile round trip to Nova Scotia for a family reunion. Eventually Rob stripped the water pump to discover a serious lack of vanes on the rotor. After rebuilding this latest offense along with a new thermostat, Otter valve and control relay, the car could actually be driven for several hours in the summer without some new challenge. One final challenge awaited the attainment of the golden prize of reliable driver for both Keitha, the passenger, and me. The lack of a proper door opening retainer on both sides had bedeviled us for ingress and egress of the car. Lee Harrington generously supplied me with the correct retaining spring devices on hearing of this latest issue at breakfast. On the attempt to install them I discovered that an additional rather subtle bending of the spring was required to actually hold the door open particularly on our sloping driveway. Since then, with some minor improvements applied on my own, it has become a reliable driver and 59 years after I fell for that displayed E Type at the Queen Elisabeth hotel in Montreal I can now enjoy simply driving an E Type.

Thanks to Dave Kenny

Jaguar Marelli Fires

Some of you who own later model Jaguars with V-12 engines may be acquainted with the so-called "Marelli fire" phenomenon. Until recently it was only a vague matter to me. Then this summer it happened to me, and I thought it might be of interest to other V-12 owners, as the consequences can be major.

Originally the V-12 had a Lucas Opus all electronic ignition system, (no points) consisting of an oversize distributor and cap with 12 spark points, a standard rotor and a single coil, 12 wires and plugs, the same as a six, only twice as large. This was later upgraded with a better amplifier and two coils in parallel to handle the required number of sparks at speed (up to 12 X 6500 rpm)

In mid-1989, Jaguar switched to a Marelli ignition system, which was even more electronic in nature, dispensing with vacuum advance and mechanical advance mechanisms and going all electronic controlled by computer. The most unique change they made was to treat the V-12 as two straight sixes.

The new distributor cap had two banks of six spark pick up points, one circle above the other, about an inch apart. Each set of six points served a separate bank of six cylinders. The rotor was a double affair with the arms also offset an inch apart vertically, arms opposed at 180 degrees, each tip also serving the appropriate six cylinders. Each bank of six had its own ignition coil, thus two sixes working together to make twelve.

The potential problem with this arrangement was; if an element in the ignition system (say a coil) of one bank failed, it shut down the ignition on one whole bank. The engine continues to run on the other bank, albeit it with a very significant reduction of power. As it continues to run, one bank of six is pumping raw gas into the catalytic converter, which being hot starts a fire. "The so-called Marelli Fire."

I had such a failure this summer as I drove up Limebank Road toward Hunt Club Road. I didn't recognize the problem immediately, but recall a mild thump, the engine continued to run smoothly but with very much reduced power, and the tach dropped to zero.

Within a minute I was stopped at the traffic light at Hunt Club, and immediately noticed whitish smoke rising past

the passenger side window. I quickly got out of the queue and crossed oncoming traffic onto a quiet merge lane on Hunt Club, shut it down and exited pronto. At a guess, this was less than 3 minutes from initial thump. Smoke intensified and I got out my cell to call the fire department, but being a Luddite with the phone, it took about two minutes to get it operational. In the meantime, the smoke began to abate. So, putting away my panic mode, I watched the smoke dissipate over the next 5 minutes, then called CAA and had it transported to my favorite service guy.

All of this drama is explained on the internet on Jag.forum, but I had never had occasion to inquire. Now I know.

I was lucky: a traffic light stopped me early in the game, allowing me to see the smoke. If I had been at speed on the highway, I might never have seen the smoke until much too late, and had a real raging fire developed, it would have endangered both the car and occupants.

The symptoms are easy to spot:

A thump sound (not sure if the tach is connected to the failure)

Loss of power while the engine continues to run smoothly

Smoke when coming to a stop

Apparently the only remedy is to change components on a regular basis, new distributor cap, rotor, both coils, wires and plugs. Conventional wisdom is about every 25,000 kms. Parts will cost about \$600 for OEM and whatever your favorite mechanic charges for 2-3 hours. The parts are available at Barratt, Engel and others.

The Culprit—The Magneti Marelli Distributor



Thanks to Fergus Groundwater

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.

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Jaguar Hunt Club

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The Harvest Gathering - October 2nd.

Unfortunately the drive part of the fall drive and Harvest Gathering had to be cancelled due to inclement weather. The Harvest Gathering however did continue with a gathering of some 18 members at the home of Josee Dubois and Lee Keeley at Quyon, Quebec.

Our gracious hosts certainly exceeded in every way. The chili and beef stew along with all the trimmings was most welcome on this cold and wet day and was enjoyed by all. The wide selection of desserts, supplied by many of the participants, were a great follow-up to an enjoyable meal along with all of the comradery and banter. Then there was the bountiful help yourself market from Josee's garden, a wide array of freshly picked vegetables.



The dessert table, always a hit!



Bonnie, Dave & Adrian check out the vegetable selection over coffee and desert.



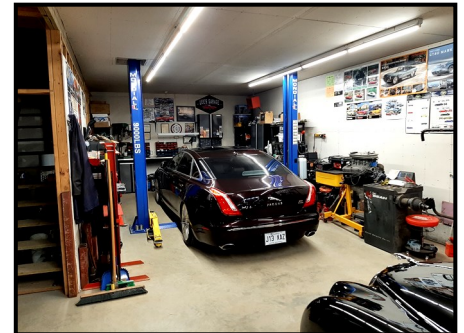
Bonnie and Lise collect their goodies, now it's time to check out Lee's vehicle collection in the various garages.



Lee's collection of vehicles was the envy of all. Behind door #1 were an example of each of the early Mustangs, a Coupe, a Convertible and Fastback along with a rare 1963 Pontiac Acadian Convertible tucked away in the back.



Tucked in and hard to see, here are the three Mustangs: a pink convertible, a black Fastback in the foreground with a red Coupe complete with white vinyl top behind. Hidden in the back corner is the Acadian convertible. And of course, an XJS to the right.



This garage is fully equipped, a paint booth is coming soon.



Of course there are Jaguars, they are tucked away everywhere!

Continued on page 8

The Harvest Gathering - October 2nd.

Continued from page 7



Lee is very proud of his book end pair of 'S' Type Jaguars, excellent examples of both the original and more modern version.

There is more, with a red Volkswagen convertible and another newer red Mustang convertible along with more Jaguars tucked away here and there.

When you have had your fill of cars, there's the music studio/museum above one of the garages.



This working music studio includes Lee's wall to wall collection of vintage and unusual guitars, key boards, musical instruments and memorabilia, all of which Lee is happy to play and entertain with for his guests.

All of this begs the question, "With two very busy careers, where do Josee and Lee find the time to spend on their passion for gardening, cars, music and still work so hard for our club?!!

Thanks to Lee and Josee for sharing their home and hobbies.

Ray

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.

OJC Social Notes

Club Brunch - October 17th.



The club brunch held on October 17th at Stacked Smoked Meat on Bank St. was another successful event with 22 OJC members in attendance, including 2 new members: Mark Christopher and Holly Larocque. It was great to see our new members in attendance. There were no long winded speeches or boring business attended to, just a great opportunity to get out, enjoy brunch, and get together with friends as we emerge from this challenging COVID pandemic.



Bradly—Trenholm Wedding



On another social note, regular Jottings contributor Dave Bradly and our club Sommelier, Debbie Trenholm, tied the knot at the Kin winery in Carp on October 9th.

The club would like to wish Debbie and Dave **"All The Best"** in the future.



Frank Basten's daughter Stacey has sent along these pictures of Frank to remind us that he is still doing well, now living at a retirement residence in Brockville. Frank, a long time OJC member, routinely travelled from Brockville to attend OJC meetings and events. Frank was a very active member and contributor, taking on many executive roles such as Concours Chair and Jottings Editor.



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Ladies Corner



*Lest we Forget. November 11th
Remember our Military who serve selflessly
to keep us safe and free*



Before we get to November's featured recipe - provided by "OJC's" Baking Chef Dave Kenny - please note that **December's Ladies Corner** will have recipes for the *Christmas Season* and gift suggestions for that special Jag enthusiast in your family. The **Recipes** and **Ideas** will come from YOU, our members! Please submit your favorite recipe(s) for a **Special Edition** of the Ladies Corner.



Now on to November's featured recipe.....

LEMON MERINGUE PIE FILLING **"CUSTOMED" LOVINGLY BY DAVID KENNY FROM** **"THE JOY OF COOKING"**

PREAMBLE: The important thing about meringue topped pies is that the 3 key elements, the shell, the filling and the meringue, must be brought together, while hot, all at once.

THE SHELL: I usually use prepared frozen shells and remember both gluten and gluten-free versions are available in the frozen food sections. Gluten-free are usually found in the Health Food sections.

The PC frozen shells I use call for baking at 375 deg. F and only bake until lightly brown (less than 10 min.) as the combination of shell and filling will go back to the oven with the added meringue for a few min. until the meringue itself is lightly browned on top.

THE FILLING: (Freshly squeezed lemon juice is preferable.)

COMBINE IN A 3 QUART SAUCEPAN:

1 ½ cups of sugar (I use only 1 cup of icing sugar as there is too much sugar in most modern recipes and icing sugar dissolves more easily)

6 tbsps of cornstarch (thickener)

¼ tsp. of salt (I delete this while using salted butter)

Gradually blend in until smooth:

½ cup cold water

½ cup freshly squeezed lemon juice

Add blending thoroughly:

3 egg yolks well beaten

ADD:

2 tbsps unsalted butter cut into small pieces (I use salted butter and delete the salt as above)

Stirring constantly, and gradually add:

1 ½ cups of boiling water

Bring to a full boil, stirring gently. Once it begins to thicken, reduce the heat and simmer slowly 1 minute.



Ladies Corner *Continued*

AS IT'S APPROACHING THE BOIL, *It's very important to watch this carefully,* as the sugar can easily catch on the bottom and turn to carbon. Do not use a high heat to bring it to the boil! Gradually raise the heat.

REMOVE FROM THE HEAT AND STIR IN:

1 tsp. grated lemon rind (zest)

POUR into still hot baked pie shell.

MERINGUE: *The meringue will hold its shape even refrigerated because of the cornstarch. Measure out the meringue ingredients and set up the paste before starting the filling as they have to come together hot.*

MIX THOROUGHLY IN A SMALL SAUCEPAN:

1 tbsp cornstarch

1 tbsp sugar (I prefer icing for mixability)

Gradually mix to a smooth runny paste.

ADD:

1/3 cup of water.

Bring to a boil over medium heat very gradually to avoid bottom burning of the sugar and stir briskly. Then boil for 15 sec. Remove from heat and cover.

BEAT IN A CLEAN GREASE- FREE GLASS BOWL UNTIL FOAMY:

4 large egg whites at room temperature (freshly separated eggs are preferable to commercial packaged egg whites.)

Add and beat until soft peaks are formed:

½ tsp. vanilla

¼ tsp. cream of tartar

Very gradually beat in:

½ cup icing sugar

Beat at high speed until peaks are very stiff and glossy but not dry. Reduce speed to very low and beat in the paste by the tsp. Beat at medium for 10 sec. after adding all the paste. Spread over hot filling.

I usually bake at the 375 deg. F of the shell for a few minutes to brown the meringue, while watching carefully to avoid over-cooking the meringue.

COOL UNTIL SET.



“ENJOY WITH YOUR FAVOURITE CUP OF TEA”

Thanks to Dave Kenny

Don't forget to send along your favorite Christmas recipe for next month's "Ladies Corner"!

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!

Josée

Finding a road less travelled:

As the city expands, it is becoming more and more difficult to organize drives with starting points that are not bogged down with traffic and traffic lights, making it difficult to keep groups together while at the same time making a quick exit from the city.

The second challenge these days is to find routes that satisfy both the driver, anxious to exercise the cat, while at the same time provide interesting scenery for the tourists in the group, all on roads less travelled and potentially new routes for all involved.

The Harvest Gathering, hosted by Lee & Josee was a great success in spite of having to cancel the Fall Colour Drive, the first part of the day. With that in mind, Bonnie and I decided to take in the Fall Colours by ourselves a few days later. Having the advantage of being able to start from Calabogie, we headed west from there over roads that we had travelled in the past, but not for a number of years. We were pleased to note that most roads had been improved and some even repaved very recently.



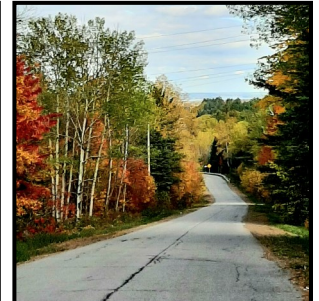
Our trip took us west from Calabogie on Hwy 508 towards Black Donald and onto the Centennial Lake Road towards Griffith. At Griffith we turned south on Hwy 41 towards Denbigh. In Denbigh we picked up Hwy 28 continuing west and north onto county roads 514 and 515 towards Foymount, the highest point of land in Eastern Ontario. Foymount, once a military communications base is now a registered Ghost Town and worth a short side trip, just a pass through. From Foymount we took county road 512 west to Brudenell where we picked up County Road 66 to Wilno. We lunched at the Wilno Tavern before heading



east on Hwy 60 around Golden Lake and through the Town of Golden Lake. We continued on Hwy 60 to Eganville where we picked up Hwy 41 south and back to Griffith. From Griffith we retraced our steps over Centennial Lake Road to Hwy 508 and back to Calabogie.



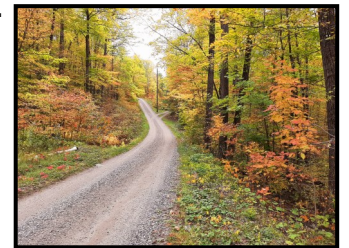
The trip was about 4 hours drive time, add a couple of hours for lunch and breaks and another 2 hours if starting and returning to Ottawa, this trip would be a full-days, 8 hour outing.



This route covers great roads to exercise the cats combined with great scenery at any time of the year. If anybody is interested in covering this all-day trip sometime next summer, let me know. If there is enough interest for a trip of this length, I will start a list and notify those interested next summer.

Ray@Newson.ca

If you took a Fall Colour drive that you think would be a great drive route for our club, send along the details and we will add them to next years drive list.



Ray

The last leg home, not part of the trip.

1986 XJ6 Sovereign Currently for sale at Jaguar Ottawa, this car appears to be in almost exceptional condition, it has 137,000 Kms on it and is listed at **\$10,344**. Jaguar Ottawa's description is simple "Classic 80's luxury. This is a time capsule!" May be of interest to some OJC members.
Thanks to Al Graves



Ontario Jaguar Owners Association - Concours Results- 2021

ENTRANT NAME	CLUB	YEAR	MODEL	BODY TYPE	SCORE	PLACE
CHAMPION C2/120						
Randolph & Julia Paisley	OJOA	1953	XK120-SE	CONV	97.81	1
Peter & Mike Candlish	OJC	1954	XK120	CONV	96.49	2
CHAMPION C5/E1						
Brad Marsland	OJOA	1964	E-TYPE	CONV	98.18	1
Brad Marsland	OJOA	1963	E-TYPE	COUPE	98.12	2
CHAMPION C6/E2						
Anthony Penna	OJOA	1969	E-TYPE	CONV	93.42	1
David McKeown	OJOA	1968	E-TYPE	COUPE	85.91	2
CHAMPION C8/SLS						
Tony & Josephine Burgess	OJOA	1961	MK2	SALOON	96.82	1
CHAMPION C11/J8						
Devin Alexander	OJOA	2008	XJ	SEDAN	98.88	1
CHAMPION C13/JS						
Bill Martin	OJOA	1993	XJR-S	COUPE	99.54	1
Gordon Foss	OJOA	1996	XJS	CONV	99.16	2
Michael Parry	OJOA	1996	XJS	CONV	99.05	3
Christopher Loates	OJOA	1996	XJS	CONV	97.61	
CHAMPION C14/K8						
Julien Brosseau	OJOA	2004	XK8	CONV	100.00	1
Barry Moloney	OJOA	2004	XK8	CONV	99.80	2
Jim & Anita McGrath	OJOA	2000	XK8	CONV	99.36	3
CHAMPION C15/XK						
Allan Lingelbach	OJOA	2014	XKR-S	COUPE	100.00	1
CHAMPION C19/FJ						
John Ogden	OJOA	2017	XJL-R	SEDAN	99.70	1
CHAMPION C20/F						
Paul & Chase Hillenaar	OJOA	2016	F-TYPE	COUPE	99.98	1
John Ogden	OJOA	2017	F-TYPE	CONV	99.97	2
Chris Kailan	OJOA	2014	F-TYPE	CONV	99.92	3
SPECIAL S1/PD						
Sam & Ross Quigley	OJOA	2019	PROJECT8	SEDAN	9.997	1
Sam & Ross Quigley	OJOA	1993	XJ220	COUPE	9.993	2
Tony & Josephine Burgess	OJOA	1997	XJ220S	COUPE	9.986	3
SPECIAL S2/MOD						
Dino Finelli	OJOA	1969	E-TYPE	CONV	9.979	1
Tony & Josephine Burgess	OJOA	1992	XJ12 VDP	SALOON	9.953	2
Tony & Josephine Burgess	OJOA	1983	XJS TWR	COUPE	9.845	3
Steve Sherriff	OJOA	1988	XJS	SEDAN	9.780	
DRIVEN D2/E1						
Ken Hatton	OJOA	1963	E-TYPE	CONV	9.658	1
DRIVEN D3/E2						
Robert Beard	OJOA	1968	E-TYPE	CONV	9.260	1
DRIVEN D4/E3						
Robert Burgess	OJOA	1974	E-TYPE	COUPE	9.260	1
DRIVEN D6/XJ						
Brad & Laurie Reynolds	OJOA	1976	XJ6	COUPE	9.988	1
Bob & Jennifer Bogle	OJOA	1988	XJ6	COUPE	9.933	2
DRIVEN D9/XJS						
Randy Barber	OJOA	1994	XJS	COUPE	9.635	1
DRIVEN D10/K8						
Gord Campbell	OJOA	1997	XK8	CONV	9.990	1
DRIVEN D11/XK						
Cyril Steinsky	OJOA	2014	XKR-S	CONV	9.995	1
Joseph "Joe" Mingolla	OJOA	2010	XKR	CONV	9.991	2
DRIVEN D12/J8						
Tindale-Henderson	OJOA	2001	XJ8	SEDAN	9.472	1
DRIVEN D13/SX						
Tracy Kailan	OJOA	2004	S-TYPE	SEDAN	9.881	1
Frank Cairns	OJOA	2007	S-TYPE	SEDAN	9.468	2
Mark Smith	OJOA	2001	S-TYPE	SEDAN	8.975	3
DRIVEN D14/FJ						
Paul Landry	OJOA	2019	XJ50	SEDAN	9.955	1
DRIVEN D15/F						
William J. Stott	OJOA	2021	F-TYPE	COUPE	10.000	1

As noted in the October Jottings, the Ontario Jaguar Owners Association 2021 Concours was a great success.

The score chart to the left tells it's own story as to the enviable number of entrants and quality of the Jaguars on display.

Of note is Ottawa Jaguar Club member Peter Candlish's 1954 XK120 and it's 2nd place win.

There were also three cars with a perfect score:

In Champion C14/K8 class, Julien Brosseau's 2004 XK8 Conv. scored 100.00

In Champion C15/K8 class, Allan Lingelbach's 2014 XKR-S Coupe also scored 100.00

And in Driven class D15/F, William J. Stott's 2021 F-TYPE Coupe scored a perfect 10.000

The winner of OJOA's Chairperson's Trophy were Sam & Ross Quigley who entered an F-Type Project 7, an XE Project 8 and an XJ220. Three rare and exciting Jaguars.

The President's Trophy was earned by Randolph and Julia Paisley with their 1953 XK120SE.

Both of these awards go to the entrant who stands out most in the eyes of Concours chairperson and club president.

OJOA's Christmas dinner is scheduled for November 27th at the new "Hagerty Garage and Social" facility in Burlington. This promises to be another very successful event for their club.

**Thanks to Allan Lingelbach ,
OJOA V.P. for providing this
information.**



2022 OJC CALENDAR CALL-OUT FOR JAGUAR PICTURES

The Executives are choosing a THEME for the 2022 OJC Calendar: Restoration 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, these are not OJC members cars. These pictures 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



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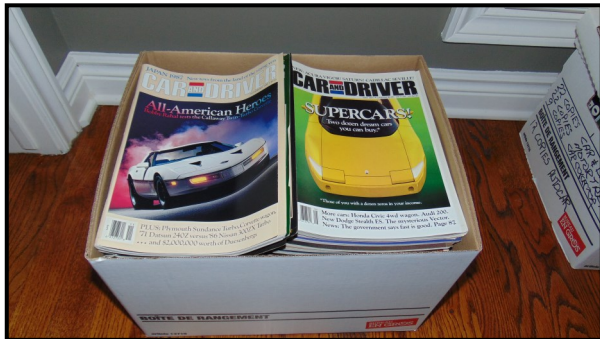


XK120, 140, 150 / E-Type / Early Sedans / XJ6/XJS / XK8 / Late Models

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JAGUAR

Your OJC Marketplace –1

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Your OJC Marketplace -2

1996 Jaguar XJ6 Vanden Plas



This car is in near-showroom, near-concours 2nd place in the Ottawa Jaguar Club con-"driven" vehicles. Has for lovingly by two first one for

condition. Won cours for been cared owners, the 20 years. Simply one

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For further information or to arrange a viewing, contact Geoff at 613-286-4455 or geoffleck-



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Jaguar Jottings

Editor & Publisher: Ray Newson
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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.



Ottawa Jaguar Club Events - 2021

November	14th	Sun.	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 - AGM

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.

AUTO REPAIR TIP #176



FLIPFLOPS ARE UNSAFE

Better buy Merv's Jack Stands!

See page 15

Last minute post!

Check out new/returning member Gary Bryson's 1955 XK140 FHC on Bring A Trailer (BAT).

A beautiful car in Excellent condition, would be great to see it remain in the club.





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