

Ottawa



Jaguar
Jottings

Merry Christmas



The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

December 2021 - ottawajaguarclub.com

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Photo Credits

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P 3	Dave Bradly	
P 4	Mike O'Brien, Al Graves	
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<https://www.facebook.com/groups/OttawaJaguarclub>

Membership

Membership with the Ottawa Jaguar Club entitles you to enjoy all of our regular and numerous activities that include; regular meetings and summer drives, to name only a few, along with a copy of our on line monthly newsletter, **Jaguar Jottings**. Annual dues are \$60 and are due annually by the end of December each year.

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

President

Lee Harrington

Vice President

Lee Keeley

Treasurer

Mike O'Brien

Secretary

Jean Dunlop

Membership

Bonnie Newson

Social

Josee Dubois

Concours Chair

John Blais

Concours Chief Judge

Rob Dunlop

Webmaster

Lee Keeley

Technical

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



December 2021

The meeting started with recognition and presentations to previous executive members for their work with the club. Then the club directors all gave a short description of their work for the year. The financial statements were emailed to the members prior to the meeting to allow for some time to review the figures showing that the Club is still financially stable. Although I did not mention it at the AGM, the two financial scrutineers for the financial records of the Club, Stuart Robertson and Barry Paulson have agreed to do it for another year. There were changes to the wording of some of the clauses in the Constitution that were emailed to the members before the meeting also.

Here we are in December getting ready for the holiday season. Like other years it just kind of sneaks up and catches you off guard (for the males anyway). Most of the member's cars are now hibernating for the winter.

On November 14 we held the Club's Annual General Meeting at KS on the Keys and on a Zoom call for those that could not be there in person. There were a lot of positive comments on the brunch put on by the restaurant.

The most important item on the agenda was the results of the mail out balloting on the issue of "should the club leave or stay with Jaguar Clubs of North America" I read the results letter from the lawyer who was the scrutineer for the opening and counting of the ballot results. A copy of that letter with the results has been included in this issue of the Jottings.

The result of the vote was 21 to remain with JCNA and 58 to leave JCNA of the 80 returned ballots. One ballot chose both, so it could not be used for the official count.

On the secondary questions on the ballot here are the responses;

If we **remain with JCNA** will you remain with OJC - 74 yes - 6 no.

If we **leave JCNA** will you remain OJC - 75 yes - 2 no, 3 undecided.

This vote should have been put forward as a resolution at the AGM for ratification but was not. My failure to follow paragraph 26 of the club constitution regarding the passage of the voting results has created an issue to be dealt with by the executive in the coming days.

On another subject we are trying to host a smaller Christmas gathering and meal, if you haven't responded to Josee's emails please do, if you would like to participate. At the present time we are short a few couples to make it happen.

I would like to wish everyone a Merry Christmas and a Happy New Year and all the best over the Holiday Season

CheersLee

December's Calendar Profiled



Here is Dave's story:

My E-Type replica, it is officially a Challenger E Type (endorsed by Jaguar back in the day). Built in the early 80's, with one donor XK6 engine out of an XJ6 Mk1, by myself and my father in the UK (obviously right hand drive!). He gave it to me long before he passed away. The car is a 4.2, with 4 speed / overdrive gearbox and factory hardtop that I have never used. I have had it for about 13 years, and since then added wire wheels, hot rod cams, triple Webers, programmable electronic ignition, custom dash, LED lighting, and about 10,000 miles! Every time I work on this or drive it (which is about 50/50 these days), I always think very fondly of my Dad who taught me much about these cars and taking care of them. Happy Christmas everyone!!

Dave and Debbie Bradley (newly weds, see the Nov. Jottings) have been member(s) since 2011.

Dave has graciously provided us with a picture of his 1970 Challenger E-type.

Thanks to Dave and Debbie for participating in the 2021 OJC calendar!

The AGM—Notes & JCNA Vote Results

Our 2021 AGM, held on Sunday November 14th at KS on the Keys Restaurant was a very pleasant event, providing those present an opportunity to visit with members that we have not been able to connect with for some time.

The formal part of the meeting started with presentations in recognition to past executive members, another item delayed due to COVID restrictions. Presentations were made to:

Dave Kenny, past President
Roy Fjarlie, past Treasurer
Rob Dunlop, past Jottings Editor
Jay Hunt, past Treasurer & Membership

Dave Batten, past Secretary and
Bob Hiland, past Vice President, were recognized but not in attendance.

Lee Harrington, President, gave the opening remarks revealing the results of our vote on our JCNA affiliation as noted in his President's Musings on page 3. The letter from the scrutineer is attached here.

Each of the Executive then gave a brief presentation in regards to their area of responsibility.

The complete minutes of the AGM can be found in the Members Only section on our website.

Ray



Alyssa Tomkins

T 613-564-8269 | F 613-565-2087 | atomkins@plaideurs.ca

BY EMAIL

November 11, 2021

Mr. Lee Harrington
President Ottawa Jaguar Club

Re: Referendum

To whom it may concern:

By signing below, I, Alyssa Tomkins, certify the following:

- A referendum was conducted by the Ottawa Jaguar Club (OJC) October/November 2021 in which all members were requested by mail to vote whether the club should maintain or terminate the association with the Jaguar Clubs of North America (JCNA), with effect 1 January 2022.
- Of the total membership of 90, 79 sealed ballots were returned by mail as of 10 November 2021, in time for the OJC AGM on 14 November 2021.
- The sealed ballots were opened by the OJC Secretary Jean Dunlop in my presence 10 November 2021 and a tally of the votes completed with the following result:
 - To remain with JCNA – 21
 - To leave JCNA – 58
- This result as well as responses to two additional questions regarding members' intentions to remain club members in the event of the club remaining or leaving JCNA were catalogued, witnessed and recorded by the OJC Secretary.
- I have no affiliation with either OJC or JCNA.

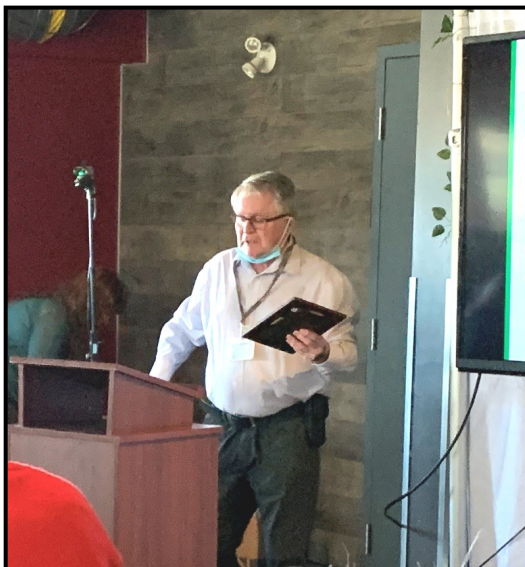
Yours very truly,

CAZA SAIKALEY S.R.L./LLP

Alyssa Tomkins, Partner
Law Society of Ontario #54675D

220 Laurier West, Suite 350, Ottawa, ON K1P 5Z9
www.plaideurs.ca

of Counsel
M. Bastarache Q.C., c.c.
I.G. Whitehall Q.C., c.r.



President Lee Harrington opening the meeting



Your Executive: L to R - John Blais, Lee Keeley, Phil Karam, Rob Dunlop, Jean Dunlop, Lee Harrington, Josee Dubois, Mike O'Brien, Bonnie Newson, Ray Newson

My E-Type Memories & 2021 Calendar Conclusion

We conclude our E-Type Memories series here combined with the front and back cover calendar profiles:

My E-Type Memories & 2021 Calendar cover page - Chris Little



1968 E-Type Convertible

I moved to Scotland for work in 1982 knowing that I would be looking for an E Type to purchase, my dream car since being a teenager.

In early 1983 I found a 1963 Left hand drive but unfortunately that deal did not happen. Back to the hunt, I found my car advertised through a consignment dealer in London England. Since this was before the internet, we exchanged information and photos by telephone and letters until I agreed to buy the car.

Arriving in London, I found my way to the consignment garage in the south side of the city around 1:00 PM. Among the Aston Martins, an AC Cobra and some more exotic Italian cars, I saw the best looking car there, a 1968 Jaguar E Type, with my name on it. It was around 2:00 pm when I left the garage for what should have been about a seven hour drive home to Prestwick in Scotland. What I did not count on was London traffic and a cooling system that counts on forward speed and ram air more than a woefully lacking fan blade that looks

like a 12 inch ruler with a slight twist at each end. Two hours later, still in London and with only about three miles of progress the engine was overheating. So I did the only responsible thing possible and pulled into a pub.



While I ate supper the car cooled down and the traffic gradually let up. After pouring some water into the radiator I started out again and made steady progress to the highway north. It was after midnight when I finally arrived home without further drama. Over the next year, the only other risk of overheating that occurred was at a major car meet where the lineup at the entry gate was stop and crawl.

When I moved back to Halifax, Nova Scotia in 1984, my car arrived on December 1st during a snow storm and went straight into winter storage. In the spring, I was referred to a mechanic running a small garage. After determining that he was going to be good to both me and the car, I told him about the poor cooling problem. After a short rummage in the garage attic he came out with a small high power fan from a BMW. Fifteen minutes later he had it installed with a hidden switch under the dash. He charged me \$25.00 and I have never had an overheating problem since then.

Chris

Chris and Brenda have been members with the OJC since 2015.

Thanks to Chris for his participation in our OJC calendar and sharing his E-Type Memories.

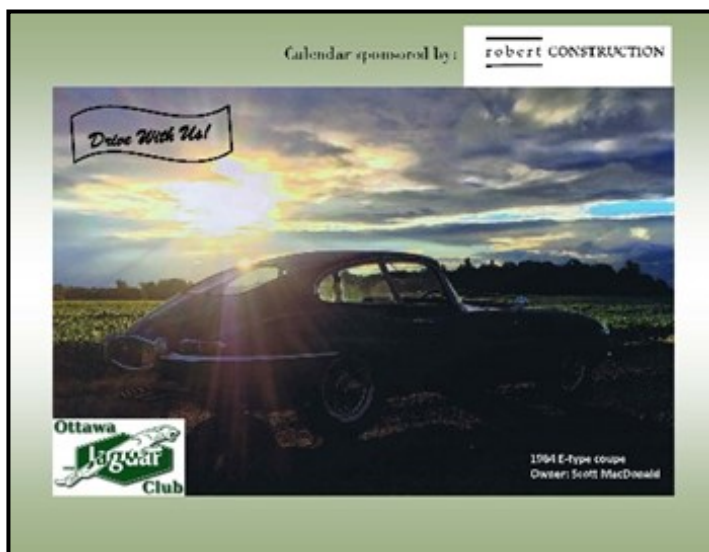
More memories on page 5

OJC Membership Fees Are Now Due

**Fees remain at \$60 and can be paid by Interact e-transfer to
treasurer@ottawajaguarclub.com
or by cheque mailed to Mike O'Brien, OJC Treasurer
520 Clouthier St. SW
Kemptville, ON
K0G 1J0**

My E-Type Memories & 2021 Calendar Conclusion—2

My E-Type Memories & 2021 Calendar back page - Scott MacDonald



1964 E-Type Coupe

My 1964, 3.8 E-type is a late production 3.7 car and shares some components normally found on the 4.2L cars that followed. The seats for example are those found on the earlier cars while the dash finish is as found on the 4.2 cars.

Decades ago, when in high school, I would walk dogs after school for extra money. On occasion if I was lucky, I would get a chance to view and talk to the owner of an E-type coupe in the neighborhood. I remember that he

had polished right through the paint on the driver's door even though the car was only about six years old then.

I always lusted after an E-type.

Years ago, I had a '67 OTS but it was not until October 2007 that I bought this car. I am the third owner. Imagine my surprise when going through the service records that I discovered I had bought the very same car I had lusted over in high school.

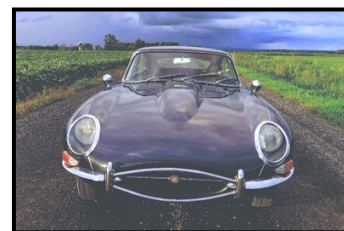
I managed to find the original owner thinking he would like to drive the car again. He refused to drive but we did go for a short ride together.

Summer is coming to an end, and now Fall, but it's still another wonderful sunny day. I think I'll get the Jag out and go for a ride.

Happy motoring, Scott

Scott and Coral have been members with the OJC since 2016.

Thanks to Scott for his participation in our OJC calendar and sharing his E-Type Memories.



How Many Miles do you put on your car? - By John Charman

I bought my 1995 XJS in 1998 with a mileage (if that the right word?) of only 35,000 Km. Since then, I have put nearly 190,000 Km more on the dial, now at 225,000 km.

It has never been winter driven so all of the mileage is put on during the months of April to November.

It has been on several long trips within Canada and the USA. Everywhere we go people remark how great the car looks or what make is it.

I have had no mechanical problems except for the usual brakes and tire replacements.

Thanks to John Charman



I calculate this to be about 8,300 Km's per year on average over 23 years. Can anybody top this? If so, I would like to hear from all of those members who have put this kind of mileage on their Jaguar over an extended period of time. Maybe we need a trophy to recognize these types of feats.

Ray

Ladies Corner

What a year! Fortunately, Mother Nature has been with us all the way. All the seasons started on time and Fall is still with us, if only for the next few weeks.

From our house to yours, we wish everyone a

Merry Christmas & Happy Holidays!

I dusted off last year's recipe for I still find it appropriate for the upcoming colder season. Enjoy!

Homemade Hot chocolate

1 cup fat-free milk
2 teaspoons maple syrup
1 ½ teaspoons cocoa powder

Bring milk to a boil in a small saucepan. Add maple syrup and cocoa powder, stirring occasionally, until completely dissolved.

Don't forget the mini marshmallows and/or whipping cream! Sprinkle cinnamon on topping or include in the drink to your taste.

You can play with this recipe, and you can't go wrong. Substitute the milk for water, use creamers if you want to thicken the drink.

Josée
Activity coordinator

See Bonnie's
Cranberry pecan coffee cake recipe on Page 8

CRANBERRY PECAN COFFEE CAKE

*Greased 9" Springform Pan
Heat 350F*

TOPPING (make first)

- 2/3 cup brown sugar (packed)
- 1/3 cup butter
- 1/4 tsp. cinnamon
- 1-1/4 cups cranberries (if frozen, no need to defrost first)
- 1/2 cup pecans (chopped)
 1. In saucepan, bring sugar, butter/cinnamon to boil over med. heat, stirring.
 2. Pour into greased 9" springform pan.
 3. Sprinkle with cranberries and pecans and set aside

**BATTER**

- 1/2 cup butter, softened
- 3/4 cup granulated sugar
- 2 eggs
- 1 tsp vanilla
- 1-1/2 cups All purpose flour
- 1-1/2 tsp. Baking powder
- 1 tsp. Baking soda
- 1/2 tsp. Cinnamon
- 1/4 tsp. Salt
- 1 cup Sour cream
 1. In a large bowl, beat butter/sugar until fluffy.
 2. Beat in eggs, one at a time, add vanilla
 3. In separate bowl, stir together flour, baking powder, baking soda, cinnamon and salt.
 4. Using wooden spoon, stir half into creamed mixture; stir in sour cream and remaining flour mixture.
 5. Spread batter over cranberry layer, pushing batter higher around edges.
 6. Wrap foil around bottom of pan and set on baking sheet.
 7. Bake at 350 for 1 hour or until cake tester inserted into center comes out clean.
 8. Let cool in pan 10 min.
 9. Invert onto serving platter and SERVE WARM (tastes even better when warm)

Note: Freezes quite well. I like to "zap" a generous piece in micro for a tasty treat with a cup of tea.

ENJOY, Bonnie

Jaguar Magazines Reviewed—Jay Hunt

Since the Ottawa Jaguar Club has voted to end its long time affiliation with the Jaguar Clubs of North America, there may be some of you who will miss receiving their bi-monthly Jaguar Journal in the mail. I like having a regular magazine to read either online or to keep on hard copy in my porcelain reading room. I have subscribed to a number of commercial publications and club journals for several years. Each of them has its own flavor, and slightly different readership. Here is a brief summary of my impressions of them.

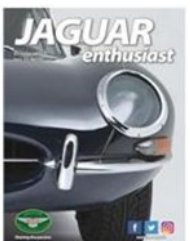
Club Journals

Jaguar Driver <https://www.jaguardriver.co.uk>



The Jaguar Drivers' Club is a UK based international community of people with a love of Jaguars and Daimlers. It was formed in 1956 as "the only club to have been officially recognized by the founder of Jaguar Cars, Sir William Lyons". Its monthly journal is a high quality magazine that covers the latest official news (as sparse as it is these days) from Jaguar Land Rover as well as local club news. It provides a wide variety of articles including: vintage and contemporary automobile features; in depth technical articles, significant Jaguar auction results, and articles of general interest to Jaguar owners and enthusiasts. It advertises many Jaguar part suppliers and has a comprehensive classified ad section. It is only available to JDC members. I found it to be the best of the club magazines.

Jaguar Enthusiast <https://jec.org.uk/>



The UK based Jaguar Enthusiast's Club which claims to be the world's "largest Jaguar Club" is a competing club to the Jaguar Drivers' Club. The two often jointly host events in Britain. Formed in December 1984, it provides UK based services to its members and publishes a monthly magazine. Similar in format and content to the JCNA journal but much larger (132 pages) and more comprehensive with a focus on news of UK local and regional events. It provides special sections for each Jaguar model with a mix of historical and special interest articles on both classic and contemporary models. It includes a large classified section of vehicles, parts, and supplies. The magazine is available both to club members and for purchase in hard copy or digital subscription.

Jaguar Owner <https://www.jaguarownersclub.com>

The Jaguar Owner's Club in the UK is a free online club of Jaguar enthusiasts. It is primarily a forum for buy, sell, and information exchange. It does not publish a journal.

Commercial Magazines

Jaguar Magazine <https://www.jaguarmagazine.com>



Jaguar Magazine "The premier and original independent Jaguar magazine in the world " is a glossy, quality Australian publication established in 1984. Although it is officially supported by Jaguar Land Rover, it is a totally independent magazine with complete control over everything it publishes. It produces feature articles "filled with everything the new and established Jaguar owner/devotee wants." from Australia, the US, the UK, New Zealand, Europe, and around the world. It seems to have an inside track on the latest JLR news. It offers features on the latest models as well as vintage vehicles and the personalities that drive them. It highlights the classics, locates rare cars, reports on restorations, and covers everything Jaguar from 1922 to the present day. It is published to high standards using the finest paper, best images and intriguing stories. Jaguar Magazine is published six times per year and is available by subscription. This is my favourite Jaguar magazine.

Jaguar World <https://shop.kelsey.co.uk/subscription/JWO>



Jaguar World is a monthly commercial British publication. It is a good magazine of general interest to Jaguar owners of all types. Its articles are mostly non-technical features covering vintage Jaguars, driver reports, buyer's guides, and the history of the Jaguar marque. There are always several comprehensive 'how to' technical and maintenance articles and lots of classified ads. It is available by subscription and can often be found at local newsstands. I have a digital only subscription through Pocketmags.com and this is my second favourite Jaguar magazine.

Continued on page 9

Jaguar Magazines Reviewed

Continued from page 8

Classic Jaguar <https://shop.kelsey.co.uk/subscription/CJG>



This is a companion magazine to Jaguar World from the same publisher and is quite similar in content and layout. Its articles tend to be a little more technical in content. It is focused more on classic vintage automobiles than current models. It covers the Jaguar racing scene and features more technical articles of interest to Jaguar restorers and maintainers. Again, it is laden with ads for used Jaguars and parts and supplies. It is available by subscription and at select newsstands.

So there are lots of Jaguar magazines available to select from that will satisfy your thirst for more information Jaguar. Choose your favourite and enjoy.

Thanks to Jay Hunt

S·N·G
BARRATT
GROUP

buy parts online at sngbarratt.com

robert

Construction

General Contractor Inc.

Lee Harrington G.S.C.
President

Sponsor

Your OJC Events Calendar



LMK

Building & Project Consulting Services
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Lee Keeley C.E.T. PMP
Josee Dubois C.E.T. PMP
Principals

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Dave Bradley's Mark 2 Restoration

Bradly Mk2 rebuild Part 7

As with all good rolling restorations, there are ups and downs, but it keeps rolling. That is until something FAR more important comes up. What could that possibly be I hear you ask. Well, usually in my world there could be nothing that trumps car work. That's fine until my world is improved immeasurably by getting married to my darling Debbie. Some of you might know her as our club sommelier. Here is one of our favorite pics from the day.



This of course put a pause on all things Mk2 restoration, and we drove the E type instead.

Once back to the project, looking at all things trim is the order of the day. It started with a mouse eaten headlining that was being trimmed daily so as not to obscure the rear view mirror. It sagged and disintegrated every time I went out for a short drive. Had to go. Of course, when you look at that, it would be easier to remove the front and rear windscreens and rubbers. Not essential, but preferred.

Unlike getting married, I did not want to commit to both screens out at the same time, especially when the rear one seemed to have a new rubber seal on it. The front one on the other hand looked like a Coventry equivalent of the surface of Mars.

It wasn't hard to remove the old windscreen rubber. It was hard as nails but very crumbly, so using a PLASTIC screwdriver, simply broke it up as I went around. Then on the inside of the car, used a paint scraper very gently to ease the screen off the seal. Funny thing to note here was how I held the wipers out the way. Of course, the service manual says to remove them and I had just assumed the exquisite gnarled knob under each one had become one with the wiper arm and would be impossible to remove without breaking much more around.



Old Rubber



Wipers out of the way

Screen removed and placed carefully somewhere, it was in great shape. No chips or cracks at all. Cleaned the old rubber off the screen with acetone and a razor blade. Noted; the screen looked original based on the logo.

At this point I cleaned the screen flange and removed the dash board cap for safety of the walnut I had worked on so hard last winter.

A wire wheel in an electric drill did the trick and, on examination, it was completely intact.



Screen Logo

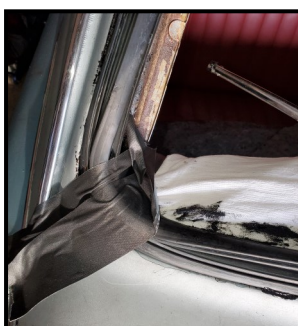
I mean completely. Incredible, as this is the second place to rust on these beasts after the rear spring hangers. Brush painted this with black Tremclad to seal and rust proof it.

The seal for the windscreen that I ordered from Moss was perfect. Great profile - NOTE this is very easy to install backwards. Looks wrong when you put it on, but with the filler strip it makes perfect sense. So, with every hope, rainbow and unicorn poop I could imagine, I followed the directions in the Service Manual. Place seal in the opening, push screen in and then apply urethane sealant inside and out. I was told by the good fellow at Bensons to warm the urethane tube. Had it in the oven for a couple of hours prior, along with the rubber seal itself.



Oven Trick Works

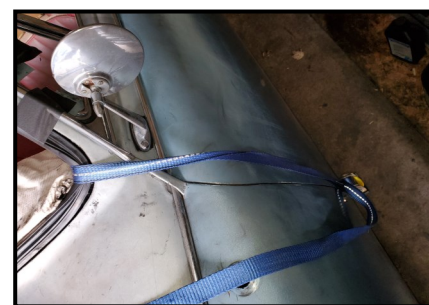
I then applied the seal to the car. It was tight, which, when you are filling a hole means it sags and falls off all over the place, and then it will not go fully out to the flange. Duct tape, straps and swearing, none of which are mentioned in the manual.



Duct Tape and Straps Do the Job!

No Audio Needed

Left overnight to cure.



Continued on page 12

Bradly Mk 2 Rebuild—Continued from page 11

Tried "popping" the screen in, as mentioned. Only things popping were various arm joints and a vein in my neck. Ended up pulling the seal from the car again and cleaning the flange for round #2.

It is SO hard to do this single handed, so I called in the cavalry (actually the Navy - Adrian). We mucked around with it for a while before it became clear after many cups of tea that it was never going to go in. The method was to put the rubber on the car and then jimmy the screen in starting at the bottom and working symmetrically. **WRONG WRONG WRONG**. Tea break. Youtube time. Amazingly we are not the first people to try this, and it is recommended to use the string method.



New Screen Rubber



Ready For Winter Drives

More on this when the weather warms up. Now

I can be spotted driving around the hood in my flying goggles and helmet with no windscreen. I hope that the back windscreen doesn't pop out.

Next came the door seals. Luckily at this time, other OJC members were doing the self-same thing, so as misery loves company, I went to lend a hand with Adrian.



Rubber In, First Time

This is a doors off job, so needs a couple extra pairs of hands (Craig Turner and Brian Harrison) to make it possible. The rubber seal "rebates" on the doors are SO buried in the panel work that it is inconceivable that Jaguar had ever intended these to be replaced. They had also never intended these cars to last 60 years, so here we are.



Professional Insatallers

After a thoroughly enjoyable day doing these, incorrectly as it turned out, I went home full of confidence and enthusiasm to get mine done too. Never quite got that far. Realising the doors had to come off for this activity, I decided to wait until I was ready with headliner, furlflex and door seals all at once.

A few notes about headliner removal. It was kind of doing it by itself every time I went for a drive, but I masked up (essential) and proceeded to take it out manually. It succumbed very quickly to the persuasion and I was left with a pile of wool dust and 6 very rusty headliner "bows".

The rear-most one had unfortunately been touching the roof for many years. Interesting galvanic things happen when regular steel, galvanized steel, organic sound deadening material and Florida heat and moisture all get together. End result was roof perforation. Just on that one bow.

Please remember too, that all 6 are unique and hand-made, also the end brackets that clip in to the round holes in the roof rail are also unique and handmade. Word to the wise - label them and make sure they go back in the same order. Obviously with an adjustment on the rear one so it doesn't touch the roof anymore.

Generally decent un-corroded shape in the roof, but will refinish once the unplanned roof vents have been welded shut.

Of course the sunvisors are also the same material as the headliner, so here you can see the inner workings. These

are surface mount, not flush, thank goodness as it makes the headliner fitting way simpler. Also these are the "more desirable" chrome edged. Yay!

And so I have stalled temporarily. Taken the seats out for re-upholstery over the winter and now on to my E-type for a full engine rebuild. Stay tuned.....

Next on the Mk2 could be but not limited to the following.....

Fit headliner & furlflex
Refit woodwork
Refit door cards



Damaged Roof



Inside of Roof



Sunvisor

Thanks to Dave Bradly

more to come....

JAGUAR HUNT CLUB

**GO OUT
AND PLAY.**



Whether you are storing or preparing your Jaguar for winter, Jaguar Hunt Club has you covered with winter maintenance and accessories.

Jaguar Hunt Club

295 West Hunt Club Rd, Nepean
613-727-5577

jaguarhuntclub.ca

Welcome to the British Car Council (BCCI)

The Ottawa Jaguar Club, on behalf of its members, has joined the British Car Council. As a member of BCCI we are in good company with 26 other British car clubs across Canada, representing British Marques from MG and Triumph to Rolls Royce and Mini's. Member clubs range from many that we are familiar with; Kingston's Boot'n Bonnet, the Ottawa MG Club, Ottawa Valley Triumph Club and clubs across Canada and as far away as the Victoria British Car Club.

Membership in BCCI brings with it many benefits, most importantly an improved level of insurance underwritten by AVIVA. Details in regards to this insurance was provided in the documentation covering the pro's and con's of belonging to JCNA. The cost, \$40 + \$1.50 per member annually is less than through JCNA, and in Canadian dollars.

Insurance aside, membership here opens the doors to activities and closer relationships with other British car clubs close by. Every member is eligible to earn an annual long-distance award, just be sure to take a picture of the odometer on your British marque when you take it out of storage in the spring and at the end of the season, if you have driven more than 3000 miles (5000Km) during the year, you will be eligible for a dash plaque to mark your accomplishment. (note: the mileage objective was reduced to 1000 mi. or 1500 km. during covid restrictions, that goal may still apply.)



There is also an award (medal) to recognize in each club, a member who in the opinion of the club membership, has

demonstrated great enthusiasm for, and robust knowledge about British cars, as well as enthusiasm for club meetings and club events at the member club level.



Ontario Jaguar Owners Association— Christmas Party

The Ontario Jaguar Owners Association held its 2021 Christmas party at the new Haggerty Garage and Social Venue. 57 members were in attendance, the limit given the current public health concerns. Jaguar brand Marketing Manager, Mary Borg, from Jaguar Land Rover Canada, was the guest speaker. A presentation from a new dealer sponsor announced a 15% deduction on parts, labour, and accessories. The meal was excellent and they were given a chance to

digest the intake while club trophies were distributed. During the awards presentations, a total of ten trophies went to new homes in appreciation of contributions to the club in 2021. Add in a few raffle prizes and jaw-dropping gifts to the board members from Santa, the party was concluded. This wrapped up OJOA's activities for 2021.

Thanks to Allan Lingelbach—OJOA VP



The Haggerty Garage and Social Venue was perfect for any car club gathering. This facility not only offers high end car storage, but social amenities include fine dining on the second floor, a posh boardroom, a cigar lounge, golf and racing simulators, a cinema, rare collectables gift shop, and more.

With single car storage and private access to the social luxuries, rates start at \$600/month!

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

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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



Events & Activities 2022

Month	Day	Date	Event
January	Tues	11	OJC meeting - Membership for 2022 Due NOW
January		15	Pool (billiard) Tournament
January	Mon	31	OJC Darts 'n' Pizza Night
February	Sun	6	OVTC Interclub Darts Tournament
February	Tues	8	OJC General meeting
February	Sun	13	Club Valentines Brunch
March	Tues	8	OJC meeting
March	Sat	19	OJC event
April	Tues	5	OJC General meeting
April	Sat	9	OJC event
May	Sun	TBC	Boot'n'Bonnet Club auto jumble
May	Tues	10	OJC meeting
May	Sat	14	OJC Spring Dinner
May	Sat	28	OJC event/drive
June	Tues	7	OJC General meeting
June	Sat	18	OJC Club Brunch
June	Sat	25	OJC event/drive
July	Tues	5	OJC meeting
July	Sat	TBC	All British Car Day (ABCD)
July	Sat	16	OJC BBQ Party, chez Groundwater
July	Sun	24	OJC Car Show
August	Tues	9	OJC General meeting
August	sat	13	OJC Club Picnic
June	Sat	27	OJC event/drive
September		TBC	Hazeldean British Invasion & Pub Dinner
September	Tues	6	OJC meeting
September	Sat	10	OJC event/drive
October	Sat	1	OJC event/drive
October		TBC	British Car Club Golf Tournament
October	Tues	11	OJC General meeting
October	Sun	23	OJC Club Brunch
November	Sun	13	OJC AGM Membership for 2023 receiving/starting here
November		TBC	Interclub Trivia Challenge (organized by OMGC)
December	Sat	10	OJC Christmas Dinner Membership for 2023 received here

Christmas Party Cancelled

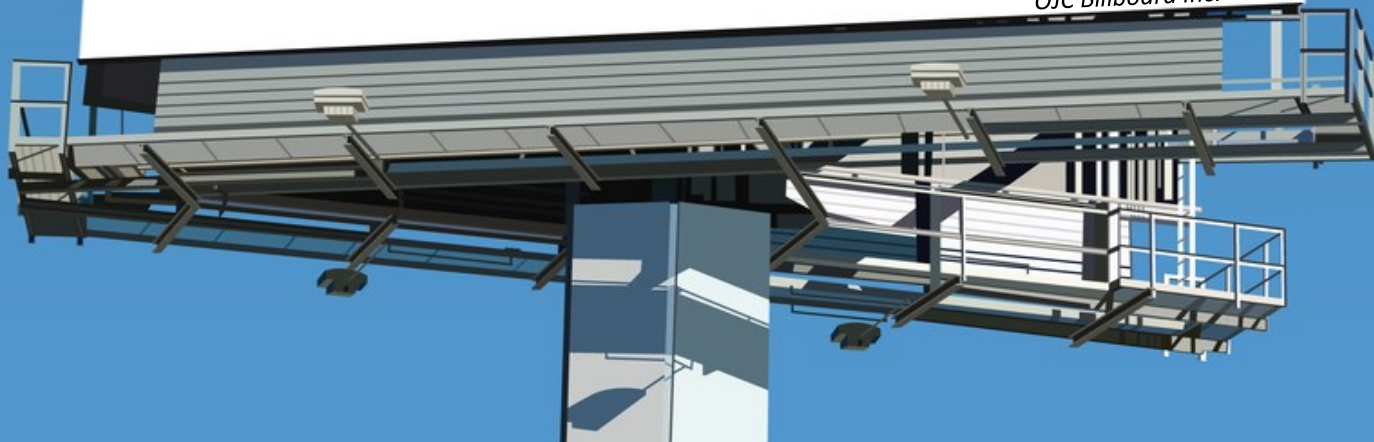
Unfortunately, the OJC Christmas Party has been cancelled. We were unable to reach the required number of 30 participants in order to book the venue.

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*Jaguar Jottings accepts advertisements in good faith. It is in your best interest to make every effort to **check offers personally.***



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