

Jaguar Settings



*New Member, Marnix van Gemert shares his story —
See Page 5*



The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

April 2022 - ottawajaguarclub.com

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Photo Credits

		
Front Cover	Marnix van Gemert	
P 3	Dave Bradley	
P 4	OJC Files	
P 5, 6	Marnix van Gemert	
P 8, 9	OJC Files	
P 15	Al Graves	

If not specified, photos are otherwise credited to the author(s) of the article or advertisement or Jaguar Landrover Ltd. (JLR)

Follow us on Facebook!
<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 – 2022

President

Barry Paulson

Treasurer

Mike O'Brien

Secretary

Paddy Robertson

Membership

Bonnie Newson

Social

Open

Webmaster

Rick Mutzke

Technical

Phil Karam

Jottings/Newsletter

Ray Newson

Family Day

Lee Harrington

Inter-Club Liaison

Open

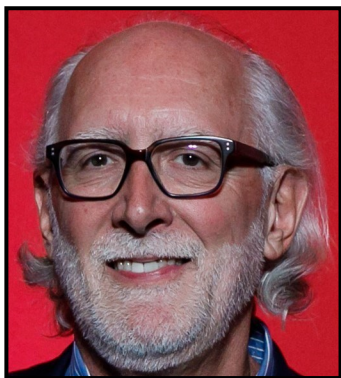
Facebook Administration

Jim Butcher

Ben Farmer



President's Musings



April 2022

families, and to other interests, so they wished to pass their responsibilities to someone else. This is quite understandable.

In consideration of all the above, and having been approached by members of the OJC Board, I accepted a nomination for the position of interim President. This appointment was confirmed at the March 22 Board meeting. I believe that good leadership is critical, especially at this time. I do not wish to see the Club falter in these early

A few weeks ago our President, Lee Harrington, asked to step down from his position. With the resignation of Lee, the OJC Board was required to appoint an Interim President.

This allows the Club to continue its day-to-day operations, until the November 2022 Annual General Meeting and elections.

In addition, David Kenney resigned his position as Past President. In both cases, these gentlemen have indicated that they wish to dedicate more time to their health, their

days, as we ramp up activities after our pandemic shut-down. I have accepted this position because I believe that I possess the skills necessary to guide the Club until the AGM. I am, therefore, addressing you here for the first time, as the Interim President, Ottawa Jaguar Club.

During the past several months, members of the Board have been looking at the future of the OJC. They have undertaken planning for the Club's direction, producing and distributing a brochure titled "What's Next for Your Ottawa Jaguar Club". They then surveyed members as their thoughts and preferences for the future of the Club. ***This information is in the process of being compiled and the results will be shared in the near future.***

With the brochure, members were provided a draft calendar titled "Events and Activities 2022". Many of these events are in the early stages of planning, and will require volunteers to help with various tasks. I encourage you to step-up, to make a contribution of your time and your ideas, so that our events and activities are not only successful, but also meet with your expectations for yourself and for the Club.

I look forward to the next 8 months and, especially, the opportunity to meet you, to participate in the many events which are planned and, above all, to get out and enjoy our Jags during the 2022 driving season.

Here's to a banner year for the OJC!

Barry

OJC Executive Changes

The club would like to thank both **Lee Harrington**, past President, and **Dave Kenny**, Ex-Officio, for their time, effort and enthusiasm that they have put into our club over the years. They are making way for new blood to take up the torch as we enter a new era for the Ottawa Jaguar Club.

At this time we would like to welcome **Barry Paulson** as the new interim President of the club. The Board looks forward to working with Barry as we move away from COVID 19 restrictions and enter a new era without JCNA.

April Calendar Profiled



Before



1961 MK2 3.8
Owner: Dave & Debbie Bradly

Celebrating 100 years of Jaguar Excellence




After

April 2022

1961 Jaguar MK2 3.8

This car was bought while riding my bike to a friend's house, totally unplanned. On my cell phone watching all sorts of goodies on Bring-A-Trailer, the two tone paint sold me. It seemed to be mostly complete with all the needed shiny bits, not too rusty. But that 2 tone paint!

My bid went a whopping \$50 over my limit....and I am still super happy. I purchased it as a Covid project for the winter. The OJC came to the rescue and I found several other members in the club who had this model in various states of restoral for advice, company and help! Over the next 12 months I worked on everything mechanical to get it safetied, which took about 700 man hours. Almost exactly a year after acquisition.

It is an automatic car, but I ditched the BorgWarner 3 speed for a GM 4 speed (JCI kit is very good). Hopefully by the time you flip to this page I will have the seats and interior trim mostly done. A little welding is in my future too of course! Love these cars, and the club for all the support and friendship that it gives.

Thanks to Dave and Debbie Bradly for their participation with our 2022 Calendar.

Remembering Frank Basten

The Ottawa Jaguar Club sends it's deepest sympathies to Frank's wife June and family on the Passing of Frank.

Frank Basten was a long time and very active member of the Ottawa Jaguar Club, involved in many activities and executive positions such as Concours Chair and Jottings Editor. A very valuable member, Frank routinely travelled from Brockville to attend OJC meetings and events in Ottawa, always ready to take on or assist with any task or activity.



Frank & June



Just Having Fun



Always Busy



Frank Trevor Basten, 87, of Brockville, Ontario, passed peacefully February 26, 2022 in the care of the many amazing caregivers at St. Lawrence Lodge.

Frank is survived by his wife of 64 years, June, daughter Stacey (Paul) Pauzé, son Roger (Kim) Basten, grandchildren, Danika and Dawson Pauzé, and Ryan and Nicole Basten. Frank was a loving husband, father, granddad and a great friend to many. His handsome face and gentle British accent calling everyone by his own special term of endearment – Darling, Precious, Princess, Sunshine - were the highlight for so many surrounding him.

Frank started his career as a Mechanic in the Royal Air Force (U.K.) where he met June. After he and June moved to Canada, he worked as a Manufacturing Engineer at Black & Decker for over 25 years and continued to work as a cabinet maker. He loved his cars and motorcycles, spent many a day tinkering and showing his Jaguars, and attending car shows.

Frank had many accomplishments, including designing and patenting of the Black & Decker's Workmate, the "Road Toad" (the motorcycle trailer). He also built his dream home in Brockville which he lovingly called "Greystones". He built most of the furniture in the home with great skill and meticulous attention to detail. In retirement, Frank enjoyed his property and going for walks with his dog, Lassie, and showing his Jaguars at car shows in the surrounding area. His talents and accomplishments will be forever remembered by all of his family. He will be fondly remembered by so many.

A special thank you to all the amazing caregivers at the St. Lawrence Lodge in Brockville who took such fantastic care of Frank over the last two years. He felt like he was in Heaven surrounded by their love and affection, beautiful faces, and great care. We would also like to thank Dr. Mansworth for his long term care, friendship, and kindness.

A celebration of life will be held at a later date.

Donations may be made in Frank's name to the Alzheimer's Society of Lanark, Leeds and Grenville or to The Ontario Lung Association below.

New Member Marnix van Gemert Shares His Story:

My Desire for an XK-150 Coupe

March 2, 2022

One warm evening in Tokyo in the early 70's, I was walking from Roppongi to Tokyo Tower. There was a strong smell of propane in the air due to the lack of pollution controls and the large percentage of propane fueled taxis. The odor was not the best. Between all the honking and yelling, I heard a deep guttural grumble. I turned and saw a dark blue 1959 Jaguar XK-150 Coupe roar by. The lines of the car were beautiful; the chrome wire wheels were nothing I had seen in Tokyo before. I was so impressed. I promised myself – one day, I will get an XK-150 Coupe.

I was born in Singapore of Dutch parents. My dad was an executive with Philips. I decided to follow my dad's footsteps and become a businessman as well. That led to my first job in Tokyo, working as the first foreign trainee in a multinational. From Tokyo, my life took me to Winnipeg, Toronto, New York, and back to Toronto again. As my children were born and raised in Canada, I became a Canadian citizen in 2000. I have not regretted that decision whatsoever.

In Winnipeg, I began to dabble in classic cars – the first one being a 1953 XK120 that I found in a barn in Connecticut. After exchanging a few parts, my brother-in-law drove it from Connecticut to Winnipeg. It was a fun car. I kept it for several years, and finally exchanged it for a 73 E-Type Coupe and a Porsche 356B.

Then the move to Toronto. I was still looking for a 150 Coupe. No luck finding one that was in decent shape. But I did find a 1958 XK150S roadster in Scarsdale, NY. I transported it to Toronto and met a Jaguar restoration specialist named Stan Higgins. I contracted him to restore my 150S. After several years, the car was almost completely restored (Old English white with a black top and black leather interior – just the way it came out of the factory) when Higgins accused me of not paying my bills (I had the cancelled cheques to prove that I did). We wound up in court and after two years, I won and got to go with a bailiff to pick up my car.



1958 XK 150 Coupe

Higgins was not happy, but I certainly was. He cheated several other Jaguar enthusiasts who wanted him to restore their Jaguars as well. Shortly after I picked up my 150S, Higgins disappeared with three containers full of customer Jaguars. It made headlines in the Toronto Star. Allegedly, Higgins wound up in Guernsey Island (between England and France) which has no extradition policy. I felt I had escaped a disaster by the skin of my teeth. Despite the fact that I had a beautiful Jaguar, the 150 left a bad taste in my mouth on account of the hassle I went through with Higgins. I wound up selling it to a gentleman in Switzerland.

My next project cars were two Ford Thunderbirds and a 74 E-Type roadster. I quickly realized that I was not a "Ford guy" so these were resold. The E-Type stayed with me for a while until I found another 150S Roadster in Vancouver. The restoration took over two years. The car was Carmen Red with a black top and black leather interior. Then, unfortunately, a marriage breakup forced me to sell the car. The car was beautiful and exchanged hands several times until it wound up just north of Seattle, just 15 miles away from its first owner in 1959. I am still in contact with the current owner, Glen Read, who babies the car and has won several Jaguar shows. Glen is the perfect Jaguar "dad".



1974 E-Type Roadster



XK 150S Roadster

I was without a classic car for almost ten years. Then a big decision in my life. My girlfriend lived in the Ottawa area and I lived in Markham. The bi-weekly commute was getting tiring, so in 2019 I sold my Markham business and town house, packed my belongings and my two Airedale Terriers, and moved to Russell, 30 km southeast of Ottawa. Russell is beautiful and the perfect location for my retirement. Of course, this also meant I had a lot of time on my hands, so I started looking around for an XK-150 Coupe. Lo and behold, I found one 15 km away from my new home – in Metcalfe. I bought it!

Continued on page 6

Marnix's Story Continued from page 5

The interior had just been resorted and looked mint. Mechanically, it was very solid, requiring very little work. The OEW paint had cracking and the chrome was not up to snuff (the bumper over riders, for example, had a lot of dents). I stripped the car and had it repainted at a local CSN shop in Embrun. I lucked out as Covid had just hit and the bodyshop was looking for jobs to complete. My car was the perfect candidate for the owner, Robin, and he did most of the bodywork himself. The Old English White with clearcoat looks magnificent. All the large pieces of chrome were sent to Cambridge Chrome; they came out very well – almost with a bluish hue. Smaller chrome pieces were bought from XKs Unlimited (Moss Motors) in California.

Of course, every restoration comes with unforgettable and totally unexpected issues. The passenger rear fender was not in the best of shape so instead of Robin spending many hours repairing it, I decided to look for a rear fender. I found one in California and had it FedExed to me. I delivered it to Robin and after three days he called me tell me that the fender did not fit.

It was 2 cm too short! This is impossible to fix as it also impacts the arch of the wheel well. I went back to the seller of the fender and unfortunately, he told me "Tough luck". He recommended that I resell it – something I would not do as it was out of spec. Fortunately, I paid via PayPal and contacted their Resolution Center. As soon as I could show them that I had shipped the fender back to the seller, I was refunded the total cost of the fender. My advice to anyone buying expensive parts – make sure you use PayPal as their Resolution Center is an excellent guarantee in case you get caught with dishonest sellers. Robin wound up repairing the fender.



The Current Driver—XK 150 Coupe

In the meantime, I have found out more about my XK150 Coupe. I am the fourth owner. The third owner in Metcalfe, was a classic car flipper so he did very little work on it and had it for a very short period of time (six months or so). I met the second owner at their home in Ottawa. Tom and Jane Davis are a great couple. Tom spent over 40 years restoring the Jaguar. The car was completely stripped right to the bone for a ground up restoration. The most difficult part was getting the wiring done right. Fortunately, Tom's nephew is an electrical engineer and his involvement was a great help to complete the restoration. Tom's work definitely resulted in a very solid and drivable XK-150.

My Jaguar XK-150 Coupe is now hibernating in my heated garage (unknown benefit to me when I bought my Russell home) under a dust cover. I can't wait until Spring is here so that I can hear the roar of my Jaguar again.



The 1958 XK 150S at the Toronto International Auto Show



The co-pilot here is Bair, one of Marnix's three Airedale terriers



Thanks to Marnix van Gemert for sharing his story

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Looking Back—JOA Montreal News

Previously published in the May 2002 issue of the Jottings:

This article is from a time when we were closely associated with the Jaguar Owners Association of Montreal. Sounds like a good trip!

There is also a "name that model" quiz that was provided some 20 years ago by **Guy Larabie**. This is a memory test for those who already completed the quiz, and a challenge for those of you that have not seen it before. The answers will be provided next month.

Ray



JOA Montreal

JOA Montreal Spring Dust-off

By Daniel Thompson

The Jaguar Owners Association of Montreal held their annual Spring Dust-off drive on Sunday, April 21st. These days, you never know what the weather will bring, but we had enjoyed temperatures in the mid-80's for most of the week leading up to our dust-off, it was t-shirt and air conditioning weather! So it was with mild



surprise that I awoke Sunday morning to see the thermometer reading -1 Celsius (that's just below freezing for you Fahrenheit junkies). To make matters worse, it was cloudy at 7 a.m. Fortunately the sun was shining by the time the dust-off was to start and we were treated to a balmy +3 Celsius (38 Fahrenheit) by midday.

Montrealers don't like rain but cold doesn't stop them. We had an excellent turn-out considering many owners of vintage Jaguars hadn't even had time to take their cars out of winter storage (but then again, that's the whole idea of a spring "dust-off"). Several E-types, a lovely MK2 on its first club outing, several XJS' and XJ6-12's and one X-type. Nobody was crazy enough to put the top down but it was possible with a "toque".

We were headed for a small English pub lost in the countryside about an hour outside of Montreal. The owner



of the pub was a British car and bike fanatic and she frequently invited clubs to come by for a pint and a steak and kidney pie. Problem was, none of us had ever been there and, truth be told, we couldn't even find it on the map! But club member **Gary Gilmore** (red XK120) is a regular customer of the pub and provided us with very detailed (long) rally style directions. So off we go into the cold and sunshine, the sight of a dozen beautiful Jaguars always stops traffic and

Continued on page 7

JOA Montreal

Calendar of Activities 2002

- May 21 Monthly meeting, Cote St Luc BBQ
- May 26 British car show, Hudson, Qc
- Jun 1, 2 Rendez-vous British, Lac Beauport, Qc
- Jun 15 OJC Concours, Ottawa
- Aug 25 Boot'n Bonnet, 13th Annual British Car Day, Kingston
- Sep 13, 14 British Invasion, Stowe, Vermont

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Looking Back—Continued from page 8

DUST-OFF continued from page 5

this trip was no exception. The route took us through some lovely small Quebec towns with names like Salaberry de Valleyfield, Ormstown, Godmanchester (Dewittville) and Rockburn. Along the way, we crossed the St. Lawrence river (actually Lake St. Francois) and the Chateauguay river. We traversed lift bridges, swing bridges and drawbridges that were too narrow for two cars. On the little road leading into Rockburn from Dewittville we were treated to the sight and sound of a flock of snow geese that passed about 15 feet over our heads on their annual migration north.

The pub food was great (as was the ale), the route and directions perfect; nobody got lost and nobody broke down. All in all a perfect day even if it was missing a few degrees of temperature!



Note: Rockburn Pub is in Rockburn, Quebec (just north of the flashing light, you can't miss it) and the phone number is 450-264-2239; ask for Joanne.

Cars and places

By Guy Larabie

Over the years, many automobiles have been named after interesting and/or exotic places. Some manufacturers were and still are quite creative in selecting names that would resonate with the buying public. Unfortunately, most of these cars did not live up to the excitement or charm associated with their namesakes. Here is a list of 25 such vehicles to test your wit. See if you can fill in the blanks.

To help you along, I have put in a few hints. The answers will be given in a future Jottings.

Alfa Romeo _____	Was thought to be an homage to the Olympics.
Buick _____	A land yacht introduced in 1964.
Buick _____	Could almost be bought with Monopoly money.
Cadillac _____	No orange peel paint on this one.
Cadillac _____	Famous for its gold tone paint.
Chevrolet _____	A justly forgotten compact car of the 80's.
Chevrolet _____	Born in the seventies, it endured for two decades.
Chrysler _____	Named after a famous racetrack.
Chrysler _____	Famous for its rich Corinthian leather.
Dodge _____	This would-be sports car was based on a K car.
Dodge _____	A real favourite with skiers!
Dodge _____	An urban cowboy's favourite.
Dodge _____	You could easily lose your shirt with this one.
Edsel _____	A warm and sunny kind of car.
Ford _____	The new mid-size Fords for the seventies.
Ferrari _____	A scuderia made car.
Hyundai _____	A Korean cowboy.
Kaiser _____	An uptown kind of a car.
Kia _____	A favourite in Brazil.
Lincoln _____	An effort to introduce French class in a mid-size.
Mercury _____	A favourite with the Pebble Beach crowd.
Packard _____	Packard could have moved their money there.
Panhard _____	A real nice little car that very few people know.
Pontiac _____	Born as a near muscle car, died as a sub-compact.
Pontiac _____	A real gem for speed freaks.

Report on the Club's March 23^d Zoom meeting

Twenty Club members were visible on the screen for this first meeting of 2022. The virtual (Zoom) meeting was chaired by Barry Paulson. On March 22, 2022, Barry was appointed Interim President, for a period of eight months ending with the AGM and elections. This appointment was made at the request of the OJC Board, following Lee Harrington's resignation earlier in March.

The Club's ties have now been severed with Jaguar Clubs of North America (JCNA). There are four consequences - the Club will not hold a formal judged concours each year; the annual membership dues previously paid to JCNA are now at the disposal of the Club; the insurance provided by JCNA has been replaced by the Board with new coverage through the British Car Council (it is underwritten by Intact Insurance) and members no longer receive JCNA's bi-monthly magazine.

The Club is required to have new Bylaws, under Ontario's Not-For-Profit Corporations Guidelines. A Zoom meeting, organized on February 15th for the members' approval of the draft Bylaws document, did not obtain a quorum of 16 members present and so the Bylaws were not approved. As we have noticed a few more amendments that should be made, and as the Province doesn't require the Bylaws to be in place for another year or more, we will bring them to the members at the AGM in November 2022.

The OJC Treasurer, Mike O'Brien, presented a financial report showing that the Club has a healthy bank account. In the fall, once this year's main activities are done and costed, the subject of adjusting next year's dues will be discussed. There are several options open to us in this regard.

Membership Director, Bonnie Newson, reported that we currently have 78 members on the roster. The newest member, Ben Farmer, has offered to co-host the Facebook page along with Jim Butcher.

The Club newsletter, Jaguar Jottings, always needs input and you can send articles and suggestions to Ray Newson, Editor. Have you gone on a beautiful drive? Describe it (with pictures). Working on your prized cat? Send pictures and discuss the technical aspect.

Rick Mutzke has taken on the OJC's website and is in the process of updating it. If you see anything that needs his attention, contact Rick.

Events: a big subject! Check out the updated calendar in Jottings. There is something happening every month, with technical sessions, dinners, five short drives and one looong drive planned. Regular emails will update everyone on the dates, times, destinations, etc. The Board has worked hard to find activities that our members will enjoy. Don't forget Wednesday breakfasts, 8:30 a.m. at the Stacked Smoked Meat & Grill restaurant, Bank Street.

One of the Board's initiatives this winter was to conduct a survey of all the members. A flyer was sent to everyone, followed up with a phone call from Barry, Mike or Alan. They spoke to 60 of our members, a very good percentage, and received lots of data for planning events.

Of particular interest is that, in order of preference, members like to go on drives, attend car shows, and participate in technical sessions. This data applied to 'old' members as well as new. More data will come to light as Al Graves completes his analysis.

The Board is always looking for new blood. Unfortunately, of the 31 members who indicated that they would volunteer to help in some capacity, none showed an interest in being part of the Board. Let's see if we can change that!

Under New Business, Mike O'Brien is working on a printed OJC calendar for next year. Members are asked to take pictures of their cars (with or without people, in any condition) over the summer and submit them to Mike. In the fall, a team will check them out and decide which will go into the calendar. The MG Club had success with this for 2022, and their calendar is beautiful. The cost to the Club will be about \$600.

In closing, Barry offered a vote of thanks to Lee Harrington for his leadership as President over the last few years, and to Dave Kenny, who recently left the Board, for his invaluable advice and participation in leadership roles.

Thanks to Paddy Robertson

2023 OJC Calendar Call

OJC's 2023 Event Calendar is now in the planning process.

The 2023 theme will be:

"Having Fun With Your Car"

Be sure to capture those pictures of you with your car wherever you are having fun, with the grandkids, in a special spot, standing out in a group, at a wedding, anything that shows your Jaguar in a fun or unique situation!

All About Oil

I have been using Kendall GT-1 Competition mineral oil 20W-50.

Kendall GT-1 Competition 20w-50 Motor Oil is a conventional automotive engine oil for high-performance and competition engines. Kendall GT-1 Competition Motor Oil with LiquiTek SAE 20W-50 contains a boosted level of zinc dialkyldithiophosphate (ZDDP) additive to provide additional wear protection and enhanced oxidation resistance in the most demanding applications. It is particularly recommended for use in turbocharged engines and in high-performance engines with flat-tappet camshafts, especially during the critical break-in period.

I buy it from Stinson Fuels to get the OJC discount.

Thanks to Bob Hiland



GT-1® Competition Motor Oil with LiquiTek®

Kendall® GT-1 Competition Motor Oil with LiquiTek protection additive is a high-quality, conventional automotive engine oil designed for use in gasoline-fueled passenger cars and light trucks that do not require an ILSAC GF-6 oil for warranty coverage. The SAE 20W-50 and SAE 50 viscosity grades are especially recommended for use in high-performance street engines and competition engines, including both gasoline- and alcohol-fueled racing vehicles.

GT-1 Competition Motor Oil with LiquiTek is formulated to provide excellent wear protection, to minimize sludge and varnish formation, and to resist viscosity and thermal breakdown, even in severe service. It also protects against rust and bearing corrosion, and is highly resistant to foaming.

GT-1 Competition Motor Oil with LiquiTek SAE 20W-50, also contains a boosted level of zinc dialkyldithiophosphate (ZDDP) additive to provide additional wear protection and enhanced oxidation resistance in the most demanding applications. It is particularly recommended for use in turbocharged engines and in high-performance engines with flat-tappet camshafts, especially during the critical break-in period.

Applications

- Gasoline-fueled passenger cars, light trucks and sport utility vehicles that do not require an ILSAC GF-6 oil for warranty coverage
- Older vehicles where the engine manufacturer specifies monograde engine oil
- Competition engines and high-performance street engines

Features/Benefits

- Formulated for engines equipped with turbochargers or superchargers
- Excellent resistance to viscosity and thermal breakdown at high temperatures
- Protects against sludge and varnish formation
- Protects against rust and bearing corrosion
- Highly resistant to foaming

GT-1® Competition Motor Oil with LiquiTek®

Typical Properties		
SAE Grade	20W-50	50
Specific Gravity @ 60°F	0.883	0.889
Density, lbs/gal @ 60°F	7.35	7.40
Color, ASTM D1500	3.5	4.0
Flash Point (COC), °C (°F)	230 (446)	260 (500)
Pour Point, °C (°F)	-30(-22)	-28(-18)
Viscosity, Kinematic		
cSt @ 40°C	160	202
cSt @ 100°C	19.4	18.6
Viscosity Index	139	102
Cold Cranking Viscosity, cP	6,300	---
@ (-15) °C	---	---
High Temp/High Shear Viscosity, cP @ 150°C	4.9	5.1
Sulfated Ash, ASTM D874, wt %	0.99	1.1
Total Base Number (TBN), ASTM D2896	8.0	9.3
Phosphorus, wt %	0.109	0.069
Zinc, wt %	0.120	0.098

Health & Safety Information

For recommendations on safe handling and use of this product, please refer to the Safety Data Sheet via <http://www.phillips66.com/SDS>.

ALL ENGINES

Fully synthetic oil can be used to top up engines containing partly synthetic 0W/30 or 5W/30 engine oil.

Partly synthetic oil MUST NOT be used to top up engines filled with purely synthetic oil. The engine must be topped up with purely synthetic oil only, or it will no longer qualify for operation in ambient temperatures from 50-104°F (10-40°C).

Here are a few tips:

Do not use synthetic ... you will discover that it causes leaks.

When doing an oil change only fill it half way using the dip stick level. There is lots of oil in the system. Filling to 100% also results in leaks.

And remember if there is no puddle of oil under your car there are only two answers:

- It's not a Jag

- You are out of oil

(Bob)

TECHNICAL BULLETIN		
	Engine Oil – Viscosity/Temperature Ranges – Revisions	
	MODEL All 4.0 and 6.0 1995-96 MY	DATE 10/95
	Sedan VIN 720001 - on XJS VIN 194775 - on	
		12-58

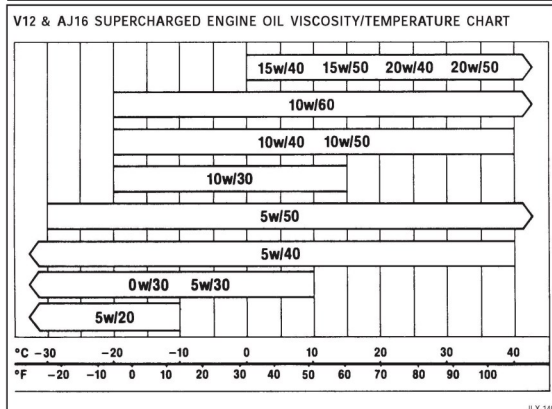
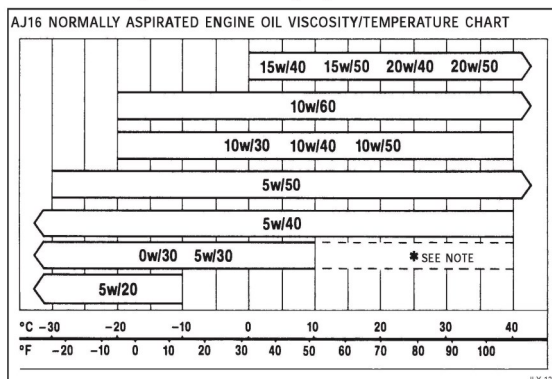
ISSUE:

Jaguar has approved the use of grade 0W/30 low viscosity engine oils, subject to certain limitations regarding ambient temperature and oil specifications, in both V12 and AJ16 engines.

In addition, the ambient temperature range for the use of 5W/30 oils has been extended from 50°F (10°C) to 104°F (40°C) subject to certain limitations on oil specifications on AJ16 normally aspirated engines ONLY.

ACTION:

Refer to the following charts when selecting engine oils.



**Thanks to Bob Hiland
& Paddy Robertson
for this information**

The March Technical Event **Reviewed—Bernie & Mario**

Watching the E-type restoration video on the Tech session (Feb. 9 - Zoom mtg.) and seeing the summary in the Jottings triggered some memories for me. I think that Classic Car Rescue episode was first broadcast back in 2012. My impression of the show at that time was that it was more of a scripted drama than a serious program on car restoration. Bernie and Mario may be real people but they're also characters in what amounts to a TV soap opera.

It was shortly after the program aired in Canada, that I read a column by **Jim Patten** in the December 2012 issue of **Jaguar World Monthly**. Jim is a well known auto journalist and a passionate Jaguar owner.

That inspired me to write a letter to Jaguar World Monthly in which I essentially agreed with Jim's take on the program. They actually published it in the January 2013 issue. I've attached a scan of my letter below. That I thought would be of interest to club members.

John Blais

I'm not sure what the target audience for this program is supposed to be. True classic car enthusiasts will likely be put off and it's unlikely to attract new ones. The characters aren't the least bit lovable. Contrast this with the likable pair on *Wheeler Dealers*, which I guess they're trying to imitate. I don't expect *Classic Car Rescue* will last past its initial season.

You'll probably recall a television show from about 2001 called *A Car is Reborn*. Through 15, half hour episodes, the presenter, Mark Evans, takes us through the complete rebuild of a '64 E-type, a six-month effort with a much more realistic investment of GBP 85,000. In my opinion, that was the peak of programming devoted to classic car restoration.

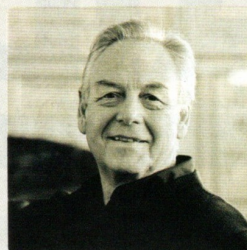
Thanks for a great magazine.

John Blais, Ottawa, Canada

*The article and John's comments were both previously published in **Jaguar World** magazine.*

Thanks to John Blais

MIDDLE GROUND



Jim Patten looks at
Jaguars on TV

'Dire' is the only way to describe an hour-long programme on UK's Channel 5 called *Classic Car Rescue* where the subject was an E-type. It should have been called *Two Clowns Bodge a Classic*. I actually spoke with the programme advisors prior to it going ahead but to be honest, all they wanted was to find the cheapest car possible. Knowing of a very sound 2+2, I pointed them in the direction of Jim Cronin. And they did visit but at £14,500 they thought the car above their £10,000 budget – despite the money that would be saved by having such a good car to start with. We look at this car on page 125.

Of course with no finesse or understanding of the subject and completely ignoring the specialists, our characters set off across London's East End supposedly in the search of used E-type parts. Brake discs were found in a skip and various exhaust sections were pulled out of the same skip to be cut and shut to suit the car. There appeared to be no examination of the IRS despite mentioning it at some length. When a diagram was shown, it was clearly a system that had never been near a Jaguar. The same went for the diagrammatic view of the engine with three Stromberg carburettors.

No mention was made of important areas like a brake overhaul. In fact only the balljoints were isolated for attention. Retaining the dreadful Perspex sunroof, the outside of the car was resprayed, changing the colour from white to red while seemingly leaving the underbonnet alone. Wheels were said to be refurbished and yet they were clearly new MWS items. The complete restoration was finally accomplished for £8,000! Impossible! What of the wages the four 'skilled craftsmen' were paid over the four-week period, let alone a complete re-trim! £8K for a complete restoration – never! An expert was called in to value the car at the end and after a 'careful' inspection reckoned it to be worth £30,000. Brave words indeed. My final thoughts are of the pain in Jim Cronin's face when the less than dynamic duo left his premises determined to continue with their doomed quest.

Luckily there was a more intelligent programme on BBC4, *The Golden Age of the British Sports Car*. What a joy to watch with some brilliant period footage. Fifties' rallying, Le Mans and publicity film showed the best of British. For us Jaguar people, the unveiling of the new XK 120 in London was amazing, while reports on the E-type verged on the ecstatic. A thoroughly good, well researched film that more than made up for the severe deficiencies of Bernie & Co.

Meanwhile our coupe project is now well on its way and will soon be seen in these pages but it cannot be achieved without expense. Perhaps we should tackle a 'shoestring' restoration one day. It would be very interesting to buy that excellent 2+2 from Jim Cronin and see how it could be turned around into a good car. We can do it, but not for £8,000!



Jim Cronin felt the pain while dealing with the antics of TV Channel 5 as they attempted to rescue an E-type

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Ottawa
Jaguar
Club Celebrating 100 years of Jaguar Excellence



1973 series 3.6 Type
Owner: Mary & Lynn Clarke

January 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Notes						1 New Year Day
2	3	4	5	6	7	8
9	10	11 OJC meeting	12	13	14	15 OJC event
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31 OJC Party 'N' Praise night					

OJC 2022 Calendar On-Line

Don't forget to download your OJC 2022 calendar if you have not done it already.

Cut and paste this link into your browser and download your copy:

https://drive.google.com/file/d/1T7X_Haq3w8rHCyDLIt0oo4OZriAcC-YP/view?usp=sharing

Ottawa
Jaguar
Club Celebrating 100 years of Jaguar Excellence



1961 MK2 3.6
Owner: Bob & Nancy Marlowe

December 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Notes				1	2	3
4	5	6 OJC general meeting	7	8	9	10 OJC Christmas Dinner
11	12	13	14	15	16	17
18	19	20	21	22	23	24 Christmas Eve
25 Christmas Day	26 Boxing Day	27	28	29	30	31 New Year's Eve

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Your OJC Events Calendar



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Principals

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Your OJC Website

Mark Your Calendar !! - Dates To Remember

April 20th (Wednesday) 7pm * CoBrie Restuarant

OJC General Dinner Meeting, all members and partners welcome.
Details as to menu options will be sent via email a week in advance
and asking members to confirm attendance.

2121 Carling Ave., Ottawa, Ont.

May 15th (Sunday) * Britannia Yacht Club

OJC's Semi Formal Spring Dinner is planned for May 15th at the Britannia Yacht Club.
Members will receive an email asking for confirmed attendance early in May.
In order to go ahead with this event we need a minimum of 50
confirmed attendees (members & guests).
Also may be dependent on Covid rules.

2777 Cassels St. Ottawa, Ont.

August 12th to 15th—Weekend Roadtrip

An OJC Road Adventure Featuring:
The Ontario Jaguar Owners Association Concours
The Canadian Warplane Heritage Museum
Royal Botanical Gardens
And More -

****See page 15****

Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page with two new administrators who are enthusiastic to hear what you are planning with your Jaguar for the Spring or about a project that you are working on. If you have Facebook just search for Ottawa Jaguar Club.

Not on Facebook?

It doesn't cost anything and it's easy to join. "Just download the APP", then;

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.

Thanks to Jim Butcher & Ben Farmer for taking on the our Facebook administration.

Mark Your Calendar !! - An OJC Road Adventure



OJC Road Adventure Featuring OJOA Concours, Canadian Warplane Heritage Museum, Royal Botanical Gardens And More - August 12th -15th, 2022

It has been four years since we last had a long weekend road-going adventure, but we've got a great one for 2022. This year we are organizing a 4 day mini-vacation and tour, in conjunction with the Ontario Jaguar Owners Association, and featuring their Concours Show inside the Canadian Warplanes Heritage Museum. In addition, there are several other feature attractions, including the Royal Botanical Gardens at Burlington, a car restorer north of Toronto, Bobcaygeon's Settlers' Village, a National Historic Site and much more. These events will break each day's driving into typically 90 minute – 2 hour stretches, to keep the overall pace a comfortable tour. The tour will last from the morning of Friday, 12th August to the early evening of Monday, 15th August and will cover just under 1,200 km over 4 days. For those who would like a three day option, they can leave the Concours a little early and return to Ottawa the same evening on the 14th, via a self-directed freeway-based route that we will provide. We are notifying you now, both so you can calendar the event if you are interested and so we can gain an idea of the number of participants so we can reserve blocks of hotel rooms for you to book into. Experience has taught us that this needs to be done early.

The four day format was chosen due to the distance to the Canadian Warplanes Heritage Museum, so as to allow us to use enjoyable, lightly travelled, good-driving roads rather than hammer down a freeway. We will take just under two days to reach the Brantford Best Western Hotel & Conference Centre (the OJOA designated hotel site and location of their dinner/reception) and a day and a quarter to return by a more southerly, more direct, non-freeway route. The plans are still being finalized so are subject to some adjustments, but the key aspects are settled.

Current plans see us departing from Arnprior in the Ottawa Valley on August 12th, driving to Orillia for via Renfrew, Bancroft (Museum visit + early lunch), and Bobcaygeon (Settlers' Village, Trent-Severn waterway) before our overnight stop in Orillia. We will be visiting the Mineral Museum and possibly the Eagles' Nest lookout in Bancroft, as well as the Settlers Village and Trent-Severn waterway in Bobcaygeon. This day's drive will cover about 360 km with a scheduled 4 hr 34 mins of driving in three stages.

On August 13th we will travel to Brantford via stops in Creemore (sightseeing, shopping), Fergus (lunch) and the Royal Botanical Gardens, Burlington. From there it is a short drive to Brantford, arriving in time to get our cars and us cleaned up before joining OJOA for a pre-Concours dinner reception at the hotel (cost \$35 each in 2021). This day's drive will cover about 266 km with a scheduled 3 hr 41 min of driving in four stages.

Continued on page 16

Mark Your Calendar !! - Continued from page 15

On Sunday, August 14th we will join the OJOA for the drive to the Canadian Warplane Heritage Museum. For the Concours, we may enter any class or just park our cars and be a spectator. Their Concours, is substantially larger than ours was (~65 entered cars + additional parked vehicles outside) and usually features cars we've not seen before from the OJOA fleet of over 240 cars going back to at least 1947.

The Canadian Warplane Heritage Museum was founded in 1972 to restore, preserve, display, and fly historic warplanes flown by Canadians between the start of WW2 and today. The Museum has approximately 50 aircraft, plus a gift shop and an exhibition gallery. The Museum caters a lunch for Concours participants, and there also a cafeteria. This day's drive will cover about 152 km with a scheduled 2 hr 17 min of driving in two stages, which are separated by the Concours event.

For those who don't want to spend the entire day at the Concours, a self-drive tour of adjacent wine country will be provided visiting Niagara on the Lake, Fort George, with lunch at Peller Estate winery and an afternoon stop at Niagara Falls (3 hr 21 min/192 km). We encourage you to return to the museum before 4:30 pm, when we leave for our over-night stop in the Orangeville or Newmarket area.

The overall Concours entry costs for 2022 are still under review but, as a guide, the 2021 costs were \$50 for Champion and Special Divisions, \$30 for Driven Division, or \$25 for Display Division. This includes complementary admission to the Museum for up to 4 people. Alternatively you can park your car in the car park and be a spectator without paying a Concours fee, but the admission to the Museum is then \$14 per person for seniors and \$16 per person for adults. The Museum provides a catered lunch for Concours participants at \$30 per person or, alternatively, you can grab a light lunch in the Runway Cafe. There is also a \$20US charge for competition insurance for non-JCNA participants.

Monday, 15th August is a drive back to the Ottawa area, the drive departing the Orangeville/Newmarket area and ending at Carleton Place. Along the drive we intend to visit a vehicle restorer in Bolton or Bradford – this is still being firmed up – and then stop again at Peterborough Lift Lock Historic Site for a visit plus at Marmora for a pit-stop/coffee break. We should arrive back into Ottawa early in the evening. Assuming that we stop in Bradford rather than Bolton the day's drive will cover about 393 km with a scheduled 5 hr 15 min of driving in four stages.

Hotels are still being determined in the Orillia and Orangeville or Newmarket areas, but are expected to cost in the ballpark of \$160 – 190 in Orillia and \$100 – 160 in Orangeville or Newmarket, subject to inflation..... The OJOA rate for the Brantford host hotel was around \$129 in 2021 but the 2022 rate will be confirmed shortly. If you want to join this trip you will need to book your Brantford hotel room by mid-June.

We need to have a preliminary indication of interest in joining this trip, so we may develop the plans further. Members will need to book their Orillia and Orangeville/Newmarket accommodation by the end of May at the latest. We will provide details of a few recommended hotels. Members who wish to participate in the OJOA Concours, must submit their Registration by mid-July. All details are available on the OJOA webpage. At this point we are looking only at expressions of interest, not for a commitment to participate. In addition, if you have travelled this route in the past, we are always open to suggestions of attractions to visit, good restaurants en-route, and hotels which you have found to meet the needs of our group.

For more information or to indicate potential interest in participating please contact Alan Graves at gravesal76@rogers.com or Barry Paulson at barry.paulson@rogers.com before April 21st.

Thanks to Al Graves

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!

OJOA / Bits & Pieces:

Ontario Jaguar Owners Association Update:

Our first in-person meeting back in March was very well attended, as we almost filled the conference room with 34 attendees. We followed our AGM with a regular meeting where our Chief Judge made a presentation on such prestigious concours such as Amelia Island, Concours of America, Cobble Beach, etc. At our April meeting, the guest presenter will be Canadian Author/Historian Ted Barris....writer of many Second World War books such as "Dam Busters" and "Great Escape". This has nothing to do with Jaguars but, hard as it is to believe, our members do periodically glimpse into life beyond the Leaper! We are putting the final touches on a driving event scheduled for May 29th. This will be east of GTA, starting at the Canadian Automotive Museum in Oshawa and ending at a restaurant in Cobourg.

Thanks to Allan Lingelbach, OJOA VP

OJC 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%.

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

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. Don't forget, CAA membership includes much more with many discounts on Hotel stays, vehicle service and more. Members also enjoy 3¢/L discount on fuel at Shell.

Last Call!

Club Windshield Card coming soon!

As noted in the February and March Jottings we will be providing laminated dash cards for those members who would like one to display on their dashboard at car shows and events.

You should have already received a notice via e-mail, if you would like one, please respond to: Ray@Newson.ca with the requested information as to what you would like to see on your card and the size, as noted in the email.

This is optional and is provided at no cost to either you or the club.

When they are ready, you will receive your card at the next OJC event that you attend.

Thanks to Mike Milton

Etta, a 1970 Jaguar E-Type Coupé

**Presented by Mike & Cathy Milton
Gooderham, Ontario**



Your OJC Marketplace

E-Type Floor Mats For Sale

I have an extra set of new black rubber floor mats that I purchased for my 1968 E-Type Series-2 for sale. They will fit either a left or right hand drive. Purchased from Moss Bros last month part # BD37782/1. Having just installed another set in my E-Type', I'm pleased as they fit well. If you are interested in purchasing this pair, give me a call.

US\$ 44.99 (or C\$ equivalent)

I'll look after the cost for the shipping and taxes.

**Contact—Roy Macrae, Manotick
613-692-3505**



New Motomaster battery charger with digital technology and built in cable storage

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New battery booster cables
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I am looking for a XK120 or XK140 roadster, a driver or nice show car.

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Please contact Anthony MacFadyen if you have one for sale or know someone that does,

I can be contacted at **416-434-0523** or by Email at antaly2@rogers.com

Your OJC Marketplace 2

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Email ray@newson.ca to place your "For Sale" or "Wanted" Ad

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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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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.



EVENTS & ACTIVITIES 2022

NOTE: All Activities and Events are subject to Covid Restrictions.
Some events or activities may be cancelled or held virtually.
E-mails will be sent to all Members regarding any changes that may occur. Check the OJC website www.ottawajaguarclub.com for an updated Calendar of Events.

April	20th	Wed.	OJC General Meeting	7:00 PM	Dinner: CoBrie Restaurant 2121 Carling Ave., Ottawa, Ont.
April	26th	Tues.	Technical Visit	1:30 PM	Mike O'Brien's workshop 1953 MGTD Space limited - watch for email with details
May	7th	Sat.	Technical Visit	10:00 AM	John Blouin Autobody near Richmond Watch for email with details
	15th	Sun.	OJC Spring Dinner	TBC	Britannia Yacht Club - watch for email with details
June	8th	Wed.	OJC General Meeting	7:00 PM	Dinner: K&S Restaurant South Keys
	11th	Sat.	OJC Club Brunch	TBC	Drive & Picnic Lunch - Details pending
	18th	Sat.	Technical Visit	TBC	Details pending
	25th	Sat.	Hazeldean Gardens	11am/2pm	Retirement Home Show & Visit 6120 Hazeldean Road, Kanata Ont.
	26th	Sun.	Show & Shine	All Day	Wheels on the Mississippi - Details pending Riverside Park, Carleton Place
July	9th	Sat.	Drive	TBC	Drive and Picnic Lunch
	16th	Sat.	ABCD		All British Car Day - Barhaven - Details pending
	23rd	Sat.	BBQ	TBC	Hosted by the Groundwaters in Manotick
August	6th	Sat.	Lanark Lifestyle	11am/2pm	Retirement Home Show & Visit Lanark Lifestyle, 240 Gore St., Perth Ont.
	7th	Sun.	OJC Car Show	10am/4pm	Family Day & Car Show - Details Pending
	12-15th	Fri.-Mon.	OJOA Concours	4 days	Drive and tour to OJOA Concours
	21st	Sun.	Drive	TBC	Drive to Charleston Lake Prov. Park and Picnic
September	6th	Tues.	Show & Dinner	Afternoon	Hazeldean Car Show and Pub Dinner
	11th	Sun.	Drive	Morning	Drive to Chrysler Farm Battle Field- Details Pending
	28th	Wed.	OJC General Meeting	6pm	Club Dinner @ Cobrie Restaurant, Carlingwood Mall
October	1st	Sat.	OJC Fall Colours Drive	All Day	Time & Route to be determined
	16th	Sun.	OJC Club Brunch	Morning	Time & place to be confirmed
November	13th	Sun.	AGM & Brunch	11:30am	KS on the Keys Restaurant, South Keys
	27th	Sun.	Interclub Trivia Challenge	1pm	Time & Location to be announced (organized by OMGC)
December	10th	Sat.	OJC Christmas Dinner		Time & Location to be announced
	21st		First Day of Winter		Looking forward to spring
	25th		Christmas		Merry Christmas
	31st		New Years Eve		Happy New Year

Club Clothing and Regalia



Back by popular request !



Club clothing and regalia is again being made available to our members. All clothing articles will have the club logo, shown above center, embroidered on the article in either your choice of Silver or Gold on the upper left shoulder.

The cost that we are being offered by our supplier is lower than the manufacturer's suggested retail. The embroidered Logo is included in the price, shipping and HST are not. This is a benefit to our members, the club does not make a profit on these articles.

More items and prices can be seen at the following website:

<https://drive.google.com/file/d/1OMnhnSxmBWTs-P-IXZj4FpPBFI1j85TR/view?usp=sharing>

If interested and to order, please contact Mike O'Brien at: **613-601-5745** or

ottawajaguarclubtreasurer@gmail.com



Polyester lined jacket, style L02450. Price with logo on left chest \$47.50 plus HST

<https://canadasportswear.online/newsite/wp-content/uploads/L02450L1.pdf>



Ladies lightweight puffy vest, style L00936. Price with logo on left chest \$65.00 plus HST

<https://canadasportswear.online/newsite/wp-content/uploads/L00935L1.pdf>



Core 365 ladies softshell, style 78184. Price with logo \$61.50 plus HST

<https://www.alphabroder.ca/product/78184/core-365-ladies-cruise-two-layer-fleece-bonded-softshell-jacket.html?color=9k>



Core 365 softshell, style 88184. Price with logo \$61.50 plus HST

<https://www.alphabroder.ca/product/88184/core-365-mens-cruise-two-layer-fleece-bonded-softshell-jacket.html?color=9k>



Fersten ball cap, style FP461. Price with logo \$17.25 plus HST

<https://www.fersten.com/product/FP461>



AJM ripstop ball cap, style 1B270M. Price with logo \$20.50 plus HST

<https://ajmintl.com/product/1B270M>



ATC Ladies cotton vneck Tshirt, style ATC8001L. Price with logo \$23.75 plus HST

<https://media.sanmarcanada.com/pdfs/ATC8001L.pdf>



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