

Ottawa



Jaguar *Gettings*



Jaguar X200! full story page 5

The Ottawa Jaguar
Club

Members Across Eastern Ontario & Western Quebec
August 2023 - ottawajaguarclub.com

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*Contact dealer for details. Ottawa Jaguar Club Members only. Some restrictions apply.

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5	Ian McGillivray (Caught in Action)	
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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.

If interested in joining our club please contact Ray Newson via email at: membershipottawajagclub@gmail.com for additional information and an application form.

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President's Musings

August 2023



In the summer months it is often time to open a book and relax. For me, my relaxment (sic) has always come from reading Popular Classics or Practical Classics magazines from the U.K. that often include articles on our Jaguars. Since buying my 1969 Series I XJ6 a few years ago, I have also bought a few coffee table books, looking at Jaguar history. One such book is Philip Porter's book, simply titled Jaguar. I had knowledge of the Swallow Sidecar company being the beginning of Jaguar - but I didn't realize William Lyons started that company in 1922!! So my XJ6 was chiefly styled or guided by the same man that kicked things off some 45+ years earlier...not long after WWI. Wow! I also learned that Lyons designed cars named Swallow (going beyond motorcycle sidecars) - usually built on a standard car chassis...with new interior and coach-work body styling that was bolted to standard car frames and using standard running gear. Swallow introduced a range of cars called Jaguar in 1935 and the rest, as they say, is history, slowly moving to their own chassis, suspension and of course engines. It is 100 years+ since Sir William Lyons kicked things off - how interesting for us all in our gorgeous machines today.

Ben Farmer



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!"

What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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Jaguar X200

by Phil Karam

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I have often been asked questions about my Jaguar X200. Here is what I can tell you.



I had originally purchased the 1982 Jaguar XJS from an Ottawa Jaguar Club member, Norm Mallott, in May 1999. Around 2003, I came across pictures of a modified XJS, by Paul Bailey called "Monaco". I soon visited Paul in England to find out that he originally modified 2 XJS's for the Prince of Brunei (now the Sultan of Brunei). These were right-hand drive vehicles. Take a moment and Google his enormous car collection.

Paul later went on to modify a further seven XJS's in England for his customers and they were all right-hand drive. I have the only left-hand drive example that I know of.

I decided to visit him in Bristol, England. At the same time, visit with the Adams Brothers, whom had designed and built the Probe 16, as used in the movie "A Clockwork Orange". At the time, I had one of three that were ever produced and we all know what happened to that one.

Now, back to the X200. As I understand from Paul Bailey, he was involved in the design of the exotic Jaguar XJ220 super car. Rather than sending my 1982 XJS to England to have the "kit" installed there, I decided to purchase the complete kit and install it myself. Yes, I had some help.

You may ask about the designation "X200". As it turned out, and not wanting to infringe on Jaguar "XJ220" super car, I had another solution. Working for Gandalf Technologies at the time, we had a product called "Private Automatic Computer Exchange Model 2000". In short, "PACX2000". It had a plastic logo that was ideal for me to chop up and create "X200".

The other thing that I ended up modifying, was the gear ratio in the rear differential. The car came with a 2.88 gear, along with the 5.3L V12, you can go 150mph. Having said that, taking off at the line was not impressive. Especially with my rear tires, which were 335/35/17, not getting to exercise. I was able to source a 3.56 rear differential from England and had it installed. I can no longer do 150mph, however, I can do 120mph much quicker.



Phil

Caught in Action!

On Thursday, July 20, I left Carleton Place with my cousin, Joanna Macgillivray, to drive to Antigonish NS for a family reunion. We decided to drive comfortably in our 2005 VDP and left her hybrid at our place.

At about 9:00 we had been on the road for an hour (yes, we'd only got to the east side of Ottawa by then), when Jo pointed out that a driver was waving at us! There was a lot of traffic, so I couldn't look.

Once we were on Hwy 417 to Montreal, Jo noticed that this crazy fellow was back and was taking a picture! We were flying along, so I just took a quick glance. No recognition. He moved on ahead of us, weaving at great speed in and out of traffic. Obviously, a nut case!

The incident was a source of some consternation because we didn't know if perhaps, I'd cut him off, or was trailing something behind us, or perhaps we were burning oil (no smoke visible)! Anyway, we kept going, driving through Quebec and the fabulous hills of New Brunswick, getting to Grand Falls by 6:30 and finding our way to the Hilltop Motel overlooking the falls.

I checked email in the morning and was astonished to find a note from my cousin Ian Macgillivray with this picture ... mystery solved. He just happened to see us!

Good camera in his phone, by the way. We were doing 120 and it looks like we're stopped. Wow. How much did gas cost for 4 days' driving? Well ... I'm not telling. Let's just say that sticking to the speed limit is probably a good deal less expensive, and taking the Toyota hybrid would have been wiser but most uncomfortable.



Paddy Robertson

"The American Underslung" - Continued

by Ray Newson

Even the larger touring models such as this "1913 American Underslung Touring" benefitted from a racier look and more stable ride as a result of the low center of gravity. The 1913 model now had an electric starter, electric lights and was powered by a 476 cu. in. four cylinder engine that produced 60HP, giving it a top speed of about 70 MPH.

Although several cars were already produced or on the line ready for the 1914 model year, American's advertising "A Car For the Discriminating Few" proved to be too few. With a price tag of \$3,250 to over \$4,000 too few could afford them and The American Motor Co. closed its doors in November of 1913.

This "1914 American Underslung 644 Touring" was one of the very last vehicles built by the Indianapolis, Indiana company. With the weight of the engine and running gear so low between the frame these cars were so stable that American claimed that conventional cars would roll over at about 43°, whereas the Underslung remained stable at a 55° tilt. The profile also allowed for the use of a dead straight drive shaft, no "U" joint, resulting in an additional 5% to 15% increase in power to the rear wheels.

Possibly the last vehicle built by The American Motor Co. is this "1914 American Underslung 642 Roadster" (bottom right) It is believed that it was a special order as it varied from the catalog illustrations having no windshield, top, or louvers on the hood, it also came with optional 41 inch tires. This auto was in remarkable condition when it was acquired by its current owner, it has however since been completely restored.

The Underslung Roadsters are generally considered to be America's first sports car.

A number of manufacturers did copy The American Motor Co's underslung design, most notably the Norwalk Motor Car Company of Martinsburg, West Virginia and the Regal Motor Car Company of Detroit.



1913 American Underslung Touring



1914 American Underslung 644 Touring



1914 American Underslung 642 Roadster

(continued next issue)

Here are more photographs by Stewart Robertson, the unofficial, but very active, photographer. Tell us if we get the names wrong by sending an email to David Seabright, Jottings Publisher at ottawajaguarclubjottings@rogers.com

June 10, 2000 Concourse



XJS Lineup



John Charman



Gord Mount 1996 XJS



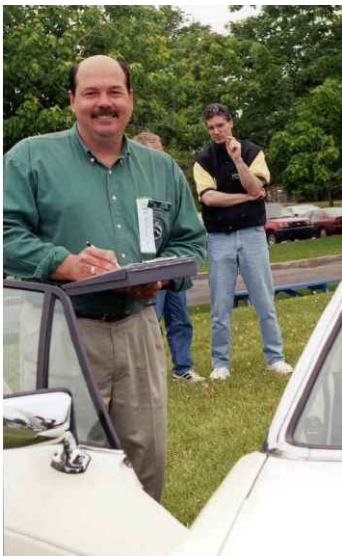
Dave Boon 1958 K150 FHC



Judges Harry Brownell, Dave Brooks, Herb Woods, Gord Mount & Ernie Bayliss in back



Merv Clarke 1973 Etype



Michel Lalonde



Wendy Vandermeulen, Louise Larabie & Fadia Karam



Bob Hiland and Ray Redshaw

Here are more photographs by Stewart Robertson, the unofficial, but very active, photographer. Tell us if we get the names wrong by sending an email to David Seabright, Jottings Publisher at ottawajaguarclubjottings@rogers.com



Montebello 2001



Montebello lineup



Bob Hiland and Ray Redshaw



Ferry Ride Anthony and Odette Rowley in front



Dunlops



Ray and Bonnie Newson & John Charman



Wow, summer is passing quickly. We hope that everyone is having a great summer and taking sometime to enjoy your cars.

The National Capital Region has been dealing with some severe weather lately, we hope that no one suffered any damages to their properties or any injuries.

The All British Car Day (ABCD) event that was held on July 15th was a great success with over 100 cars, of all British marques being shown. It was great to see OJC members showing their cars, many others attending to see the cars and a couple volunteering at the event. Thank you for helping make this a great event. (see page 10 for photos)

If you are interested in volunteering to lead an event or assist during any event, please contact Jim Butcher at ottawajagclubtreasurer@gmail.com. Also, if you have any ideas for an event, please contact Jim.

Again, this year there are reoccurring events, such as:

- Weekly - Wednesday morning breakfasts (around 8 am) at Stacked Restaurant on Bank Street
- Monthly - Jags and Java (2nd Monday evening each month from 7pm – 9 pm) Tim Horton's parking lot corner of Bank Street and Hunt Club

Here are the non-reoccurring events that have been planned so far, please add them to your calendars.

August 11th-14th Drive to attend the Ontario Jaguar Owners Association Concours D'Elegance in Toronto.

August 19th Lanark Lifestyles Classic Car Show - 11 am to 2 pm at Lanark Lifestyles Retirement Residence (240 Gore Street East, Perth), event includes complimentary Perth Brewery tent, entertainment, BBQ and Resident's Choice trophy.

August 23rd Short drive after Wednesday morning breakfast at Stacked Restaurant (route TBD).

Sept. 10th OJC Jaguar Show Day at Cumberland Museum - full day to show your cars and meet other OJC members and Jaguar enthusiasts

Sept. 30th fall colours drive (route tbd)

We will be unveiling later fall activities in upcoming Jottings newsletters. Please look for updates on our website. (www.ottawajaguarclub.com).

Jags and Java

The popular Jags and Java is returning for its second season. This is an informal monthly gathering where we meet over coffee and pizza, show off our cars, and share the fascinating history of Jaguar automobiles with interested passers-by.

This event will begin on the second Monday evening in May and it will continue throughout the summer on the 2nd Monday every month until September and October when the shorter evening sunlight necessitates its move to Saturday mornings.

We invite you to join us:

7:00-9:00PM in the parking lot adjacent to the:
Tim Horton's 2495 Bank Street
in the Southgate Shopping Centre



Meet casually with friends and other members over coffee, donuts and pizza.
Bring along other Jaguar enthusiasts and prospective members to join in the fun.
See you there.



McLaren



Allard



Cheryl & Jeff Cohen with their 1996 XJS



Jaguar MK 2



Cheryl Cohen in her 1996 XJS



Rob Dunlop's '68 E-type



Robertson



Phil Karam's Jaguar XJS



Jaguar E-type



Jaguar E-type



Rob Dunlop & Lee Harrington



Steve Fox's 1996 XJ6 VDP



Gary Grant's 1956 XK 140



Jaguar Jottings

Editor: Mike O'Brien
Publisher: David Seabright

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)

1/2 Page \$15/month or \$150/year (12 issues)

1/4 Page \$10/month or \$100/year (12 issues)

Business Card \$5/month or \$50.00/year (12 issues)

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the Editor and your cheque to the treasurer, or e-transfer to:
ottawajaguarclubtreasurer@gmail.com



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. Your Membership will be verified by your Membership card at time of purchase.

Jaguar Ottawa - You will receive a 10% discount on labour rates. Parts, at the parts counter or on service work, will be priced at cost plus 15%.

Jaguar Hunt Club — Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, receive parts at cost plus 15% and 10% off labour. (some restrictions apply).

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 Service Stations.

Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page. If you have Facebook, just search for 'Ottawa Jaguar Club'



Advertising in Marketplace is free to OJC members, \$20 to non members.

Ads run for 3 months. Contact the Editor with your advert (canjagman@gmail.com)

Forward payment to the OJC Treasurer or e-transfer to:

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Club Clothing and Regalia

All clothing articles will have the club logo, shown on the right, 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. These articles are provided as a benefit to our members.

TRIMARK FLINT MEN'S LIGHTWEIGHT JACKET



A very light weight jacket with a hood in the collar. It is the same design for Ladies. In 8 colours and has the following sizes for men S-3X and for ladies XS to 3X



Core 365 SOFTSHELL JACKET

Available to both men and ladies. In sizes S to 5 X for men and XS to 3X for ladies. It comes in 4 colours.



Fersten adult brushed cotton ball cap. It feels good and is adjustable. The logo will be the Ottawa Jaguar Club as seen up below. Too Many colours to count



AIM poly ripstop ball cap. A comfortable cap with good air transfer through the back.



6 Colours available

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

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

