

Jaguar Settings

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OJC Joins OJOA's
2023 Concours
full story page 6

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September 2023 - ottawajaguarclub.com

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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

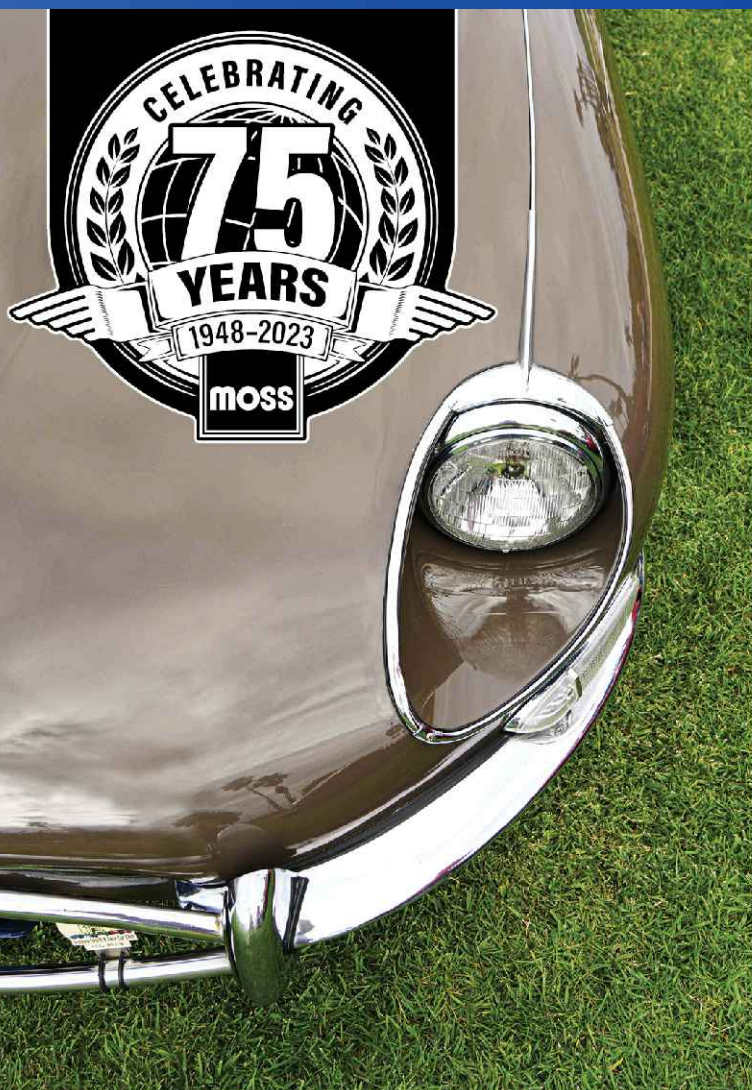
September 2023



The end of summer is upon us and we are busily preparing for our premier Ottawa Jaguar Club member event on Sunday September 10 - Jaguar Day!! Several are signed up but please take a moment to register if you haven't yet or send any member of the Board a message to say you are coming out. If you want to have your Jaguar to be part of fun judging (cleanliness and beautifulness) please join in and register (this is not a Concours event)...otherwise plan to drop by to see and enjoy the cars and have lunch and chat with your fellow members. There will be door prizes!

Jaguar Day is one of the last season events, but not the only one left -- see the events list elsewhere in the Jottings. I encourage you to come out on the 10th in your daily driver or any off-marque, but especially your Jaguar, to the Cumberland Museum to celebrate the storied marque with others who share your passion and interest!! I will be there and happy to chat with you about the Club and my old XJ6 that is waiting for my attention on final repairs.

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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"The American Underslung" - Continued

by Ray Newson

This "1911 Regal Underslung" was priced at \$900 for a runabout and \$1250 for the colonial coupe. As the bodies were interchangeable, you could have both for \$1400. At less than half the price of an American Underslung, but with all of the attributes of the American. The Regal Underslung proved to be very popular. Regal cars were also shipped to England and sold by the Seabrook Bros. as the *Seabrook R.M.C.* With production reaching an all time high of 8,227 in 1915, a shortage of materials during WWI started the decline of the company, driving it into receivership in 1918.

The Regal Motor Car Company is probably best known for the great recall of 1907 (its first year of production). After discovering issues with its 1907 model cars, Regal recalled the entire production of 50 vehicles and replaced them all with brand new 1908 models.



1911 Regal Underslung

Ray Newson



OJC August Adventure To Join OJOA's Concours At The Canadian Warplane Heritage Museum

11th – 14th August 2023

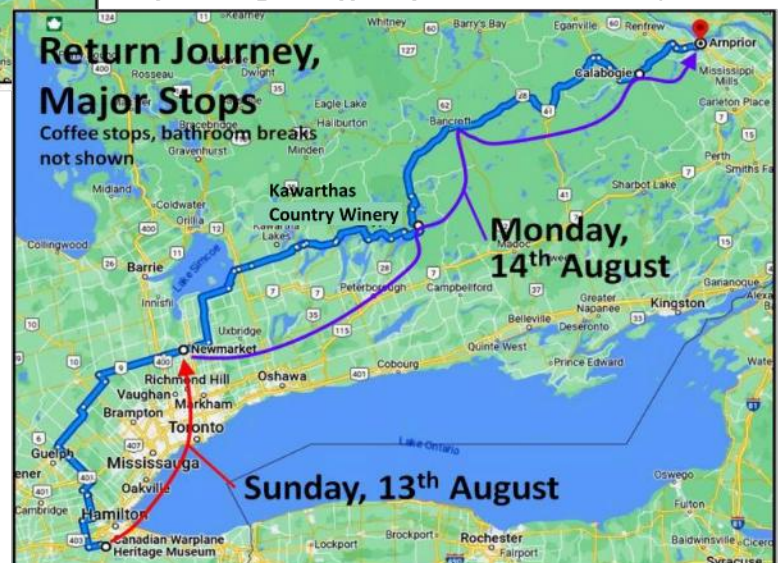


This year's road trip to the Ontario Jaguar Owners' Association (OJOA) Concours event was planned as a 4 day mini-vacation and tour. The OJOA Concours was held in the Canadian Warplane Heritage Museum, in among the vintage

aircraft, and was the main event of the trip, but several other stops and events were also included. We visited several other places-of-interest including a picnic lunch on the shores of Lake Opeongo in Algonquin Park, visits to the Algonquin Park Visitor Centre and the Dorset Lookout Tower on the first day, the McMichael Canadian Art Collection and Legendary Motor Cars on the second day, the Concours event in Hamilton on the third day, and the Kawartha Country Wines winery on the fourth day. The events and stops split each day's driving into typically 90 minute – 2 hour (or



less) segments, to keep a comfortable overall pace. We started out with six Jaguars and another vehicle for a total of seven, while an eighth car, also a Jaguar, joined us for a while at the East Gate of Algonquin Park. The tour route is shown in these two maps, one for the outbound journey and one for the return journey. The tour departed from the parking lot of PJ's in Arnprior on the morning of Friday, 11th August and ran through to lunch time on Monday, 14th August, covering just under 1,300 km (1,274 km) over 4 days for a leisurely freeway-free average of just over 300 km/day (319 km), as shown in the maps. Due to the distance to the Canadian



Warplane Heritage Museum a four day format was chosen, so as to allow us to have a reasonable driving distance each day with enough time for rest stops and visits to “places of interest” while mainly using enjoyable, lightly travelled, good-driving roads rather than long driving days or driving on a congested freeway at high speeds. Accompanying myself and my daughter, Karen, on this trip were Barry Paulson and Barbara Kothe, Ray and Bonnie Newson, John Blais and his son, Paul, Oliver and Pam Stone and their two companions, Peter Stone and Mike Bradley as well as Rob and Jean Dunlop. In addition we were joined by Mike Milton from Gooderham for the Algonquin Park drive portion. Unfortunately Dave Kenny and his son had to drop out at the last minute due to effects from the storm that hit Ottawa earlier in the week.

Day 1 – Friday, August 11th

After a full trip briefing, safety briefing and the collection of signed waivers as required by the club’s event policy inside a car wash bay to get out of the weather we



Convoy departing Arnprior

departed from Arnprior, driving up the back roads through Braeside and Castleton to Renfrew, then on to Barry’s Bay via Highway 60 for our first stop after 1 hr 38 min (127 km).

In Barry’s Bay we stopped at Zurakowski Park to visit the memorial park in honour of Janusz Zurakowski, who was a test pilot for the Avro Arrow program and who had a long multi-faceted aviation career as a fighter pilot and test pilot. This stop also allowed tour participants to pick up picnic supplies from nearby Subway or Tim Horton’s for the picnic later in the day.



Picnic at Lake Opeongo

From Barry’s Bay we drove west on Highway 60 to the East Gate of Algonquin Park arriving after another 39 minutes (56 km). There we paid for our park passes and met up with Mike Milton and his pristine 1996 VDP for the drive across Algonquin Park and the stops within the park. The first stop was at Lake Opeongo, just 17 minutes (15 km) from the East Gate but at a distance of 6.8 km from Hwy 60, accessed by a narrow twisty road. After a stop for a lakeside picnic and communing with nature we headed off. Our next stop was the Algonquin Park Visitors Centre, a combination of a spectacular lookout, a museum of Algonquin Park history and fauna, with an open shop and a closed (!?#!) cafe.



Pre-drive briefing in a car-wash

Zurakowski Park,
Barry’s Bay





After leaving the Visitor Centre we drove west out of the park on Highway 60, then turned south down Highway 35 to Dorset where, after a drive of 59 minutes (81 km) we arrived at the Dorset Lookout Tower, which is a view-tower on the site of an old fire tower on the top of a natural bluff and commands a spectacular view across the whole surrounding area. We were also able to buy ice creams and soft drinks from the shop at the tower.

Suitably refreshed we left the tower and drove straight through to our overnight stop at the Best Western Plus, Orillia, a drive taking 1 hr 41 min (138 km). After checking in to the hotel we all headed across town to Fionn MacCools for an Irish pub dinner on their patio.

The view from the base of the Dorset Lookout Tower



Supper at Fionn MacCools



Due to nearby construction parking was awful but the food (and the company) was great!!!

Day 2 – Saturday, August 12th

After breakfast we left the hotel for the first stage of our drive to Brantford. The first stage took us from the hotel in Orillia to Kleinberg, near Vaughan, via country back roads – no freeways involved!!! In Kleinberg we visited the

McMichael Canadian Art Collection for a couple of hours. This site houses a spectacular collection of Group of Seven, First Peoples' art and modern art in a beautiful setting. This is one of the premier collections of "Group of Seven" Canadian paintings and was featuring a "Tom Thomson – North Star" exhibit.



After leaving the McMichael gallery we went into nearby Bolton for a fast food lunch since we had to get to our final stop of the day before it closed at 3 pm. This was the up-market collector-car dealer, Legendary Motor Cars (LMC) at Milton, which was a 53 minute (47 km) drive away. We arrived at LMC around 2:10 pm and had an about 45 minute visit, seeing some amazing cars, including what looked like a copper plated Shelby Cobra and a metallic silver/grey Jaguar XJ220 (one of two we saw in the overall trip). We then lined up our cars for a "visit photo" in front of LMC's showroom!!!



Lined up at "Legendary..."



Leaving LMC we then headed straight to our hotel, the Best Western in Brantford, to join the OJOA group for their pre-Concours reception and buffet dinner. That stage was 1 hr 9 min (74 km)



Tour members at OJOA Reception

Day 3 – Sunday, August 13th

After breakfast we individually drove over to the Canadian Warplane Heritage Museum, a short 30 minute drive, to join the Concours and to participate in any of their judged or display classes.



Concours Hangar at CWHM

The OJOA Concours organization was truly impressive and ran very smoothly, with around 70 cars present on site. Some truly remarkable cars were present, including a different XJ220 from last year's car and a pristine black XK140.



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. Many of the aircraft are flight-worthy and we were treated to multiple displays of flying veterans, including a Dakota and a B25 Mitchell. The Museum catered an expansive buffet lunch for Concours participants.

Several of our tour group members are also members of OJOA and are qualified OJOA judges so the Ottawa contingent was very much involved in the judging. In addition Barry and Barbara's E-Type and Ray and Bonnie's XJS were each entered into their respective "driven" classes, something I couldn't do since my intended transport,



XK140 and F-Type

my 1995 XJR, threw a mechanical “hissy-fit” and I had to take my XF – a car too modern for me to want to enter. When the awards ceremony started we learned the fate of our brave entrants – both cars won their classes – the first Concours victories for OJC members in years!!! Well done, you guys!!!!

After the Awards Ceremony we left our friends in the OJOA and headed out on a back roads drive from the Museum to our hotel, the Comfort Inn in eastern Newmarket. Sunday’s drive covered about 197 km in a total of about 2 hr 53 min of driving in two stages, which were separated by the Concours event. Supper was a simple affair in the local Swiss Chalet.

Day 4 – Monday, August 14th

On the last day the remaining contingent of four cars left the Comfort Inn and drove home, via Kawartha County Wines, a winery producing wines from a variety of fruits as well as ciders. The first leg from the hotel to the winery took 1 hr 43 minutes (132 km) and travelled on country roads via Fenelon Falls and Bobcaygeon. After a stop at the winery we decided that, since the weather was “iffy” we would



Kawartha County Wines



Barry, Barbara and Karen in KCW

concentrate on getting home so we replaced the sit down lunch and sightseeing in Bancroft with a quick pit stop at Tim Horton’s in south Bancroft before heading home. As it happened TH was too super-busy with a completely full parking lot so we dispersed, with some of us going to Bancroft Subway before heading home via different routes, some going via Hwy 62 to Hwy 7 to allow them to pass south of Ottawa, while I routed myself more northerly to cross into Quebec at Portage du Fort then run down QC-148 to take my daughter, Karen Graves, home to Gatineau.

Karen had accompanied me on the trip and acted as the trip navigator for the 4 days. We owe her a huge vote of thanks since without her help I couldn’t have led this event.

The total distance covered was:-

Day 1 – Aug 11th 426 km in 5 hr 26 min

Day 2 – Aug 12th 255 km in 4 hr 7 min

Day 3 – Aug 13th 197 km in 2 hr 53 min

Day 4 – Aug 14th 396 km in 4 hr 58 min

Total 1,274 km in 17 hr 24 min

Average per day 319 km in 4 hr 21 min



Barry and Bonnie showing their Concours Awards at the XK120 75th Event

Drivers start your engines

By Jim Butcher

Growing up in Sudbury we had 3 tv channels, however (except for Saturday night Lions Club Bingo before Hockey Night in Canada), the channels had shows I wanted to watch! One event that I waited for every year was the Indianapolis 500. I remember some of the great drivers like the Unsers, Johnny Rutherford, Bobby Rahal and Jacques Villeneuve.

This year on May 27th and 28th I finally had the opportunity to visit the Indianapolis Motor Speedway (IMS) and watch live the 107th Indianapolis 500.

We were invited by our friends who had a box on the infield right at the end of pit road and we also received passes to the garages and pit road. Karen and I decided to make it a bit larger adventure so we flew to Chicago and rented a Tesla and drove to Indianapolis on Friday. Like everyone we have been reading a lot about the future of EVs so we thought lets try one out, plus this route allowed us to spend most of a day in Chicago on Monday when we returned.

We knew we would need a little assistance from Hertz to get us going once we arrived at the car and there was another “newbie” renting one as well so there was a Hertz representative who took her time to walk us through the car, from how to “start it – maybe turn it on is a better term”, to how to charge and how to know where the chargers are located. We really liked the car; it was lightning fast and actually has about the same noise level as our SUV when on the highway.

As we left Chicago, we realized that there is no need for speed limits on the highways around Chicago, our speed was from crawl to 20 mph, it was the Friday of a long weekend but it was also around 11 a.m. Once we got free of the traffic, we started making good time. About 90 miles from Indianapolis, we came along the largest wind farm I have ever seen, wind turbines



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everywhere, it was the Fowler Ridge Wind Farm and Goodland I Farm with 442 combined turbines.

When we arrived near the outskirts of Indianapolis, when we reached about 20% battery charge remaining so we decided (car highlighted for us) it was time to charge up. The car display shows all Tesla charging stations and highlights how many there are and how many are free. The charging took just less than 30 minutes and the batteries recharged from 21% to 96%. It was supper time so we grabbed a quick dinner while waiting. If we had been in a hurry, we could have charged for about 15 minutes and would have had a lot of charge.

We stayed downtown in Indianapolis with our hotel room looking over Monument Circle, as soon as we entered the city, we started seeing signs, banners, and etcetera for the Indy 500 (some pictures attached). Karen and I love to walk and Indianapolis is an amazing city for this. It has many parks,



a beautiful canal right downtown, and is very clean.

Saturday we headed to the race track, it was about 15 miles from our hotel, and the



traffic was only stop and go from about ½ mile from track. Once we got in and parked, we walked around the garages and the infield; we saw the vintage Indy

(continued next page)

race cars that had won or raced in previous 500s and they were preparing them for the lap that they were going to take before the race the following day.

The track is immense, we have been to Daytona International Speedway and Talladega International Speedway (both NASCAR tracks and both about the same size as IMS), however IMS corners are significantly less banked and with seating for approximately 300,000 people, it has many more grandstands.



While at the track on Saturday the complete prerace activities for Sunday were practised (more marching bands – one with a drum leader from the Ingersoll Ontario marching band!), the speeches, national anthem and of course the jet fighter fly over. Our friends arrived later Saturday afternoon and got to take some hot laps in the Corvette pace car.

Once back downtown, we went over to the Amphitheatre where Brad Paisley was scheduled to play a show. We listened to a couple of his opening acts (outside the gates on the grass) and then walked along the canal and headed back to the hotel.

The race was scheduled to start at 12:45 pm on Sunday, the gates opened at 6 am and we left our hotel at 7 am to begin our adventure. The police had created a route

(closing certain roads and directing traffic at each intersection) from about 12 miles from the track – traffic was stop and go for about the last 5 miles and every business, house and empty lot along the last 5 plus miles was offering parking for between \$20 - \$30. It took us about 1.5 hours to get to our parking spot. Just before we turned into the track tunnel the traffic would stop for a couple minutes then go. What we realized (there were 4 lanes of traffic wide) was they would group about 20 cars long by 4 deep, make everyone turn off their engines (not required with Tesla) and then the police with dogs would check around each car, then once cleared everyone started back up and headed into the track.

Once inside, we went to pit road to walk it and see all the teams setting up in their pit spots and then



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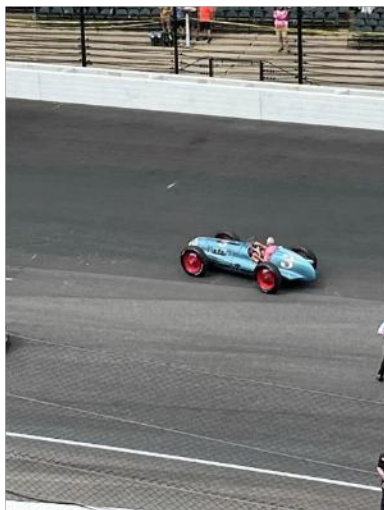
we went to the garages and they started pulling their cars onto pit road, we definitely needed to be alert as there were drivers on scooters moving through the garage area, a lot of media people walking and interviewing, plus cars and carts moving to pit road. It was organized mayhem.

We enjoyed the pre-race activities, which we saw the preview for the day before. The race was great, the first half of the race ran under green flag and was really quick, cars traveling on average over 220 mph sometimes 4 wide on a fairly narrow track. However, the last 40 or so laps saw 3 red flags due to crashes, thankfully no one injured. The last 2 laps were incredible, the cars were parked on the pit road under the red flag and then under yellow went from the pit road directly only the track (verses following the pit road access lane) and when they crossed the start finish line it went green and

last lap – Josef Newgarden made a last corner pass to take the win, he drives for Team Penske and his car is Chevrolet powered. Amazing pass.

We stayed around the track for over an hour to let the traffic lighten, I think they estimated over 300,000 fans at the track.

On Monday we went back to Chicago, spent several hours downtown at Soldiers Pier, Millennium Park etc., then headed to O'Hare



for our flight home. We had a great weekend and would highly recommend a trip to Indianapolis, for the race or just for a vacation. The city is very clean, we saw a lot of old



and new architecture, there seems to be something to do their every weekend and if you like walking around the paths and water ways were quite nice.

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"In 1948, Jaguar created what would become one of the most famous badges in the world, as the all-new and highly advanced XK engine made its debut in the revered XK120 sports car.

The XK in its various guises really does represent beautiful fast cars so it's fitting that owners from all over can come together to celebrate the remarkable impact that the XK has had not only on the automotive landscape but on wider popular culture. The XK has always been ground breaking from the XK120 that held the title of the fastest production car in the world, to the XKR-S, the fastest XK ever built.

The 60th anniversary of the XK is well worth celebrating that Jaguar is proud to support."

excerpt from a Jaguar press release 24 July 2008
on the 60th anniversary.

Hats off to Barry and especially to Al, for a very enjoyable outing and a history lesson on Jaguar.

Here are just a few of the moments and cars at Hunt Club Jaguar, celebrating this special occasion:



Partial line up of attendees: Jeff Poston with '69 red E-type, Barry Paulson with '68 blue E-type, Bonnie & Ray Newson with '96 gold XJS, Jeff & Cheryl Cohen with '96 turquoise XJS. Discussing the event are Steve Fox, John Blais?, Barry Paulson, Jeff Cohen and Cheryl Cohen.



Vanden Plas belonging to Steve Fox.



'69 E-type belonging to Jeff Poston.



'68 E-type belonging to Barry Paulson.



'96 XJS Celebration edition belonging to the Newsons.

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Jaguar XK120 belonging to Phil Karam.



Jaguar '17 XF35t belonging to Dave Seabright alongside Bob Resch's 2013 XKR.



Jaguar '09 XKR belonging to Kester Hamilton alongside Al Graves' red '94 XJs.



Dave Kenny's Jaguar '67 E type Michael Mrak (owner Mark Motors) with Al Graves & Leslie Mise (GM of HCJ) in the background.



Jaguar X200 belonging to Phil Karam

"It was also great to have Mr. Mrak attend. He seemed quite interested in both my XK120 and X200 as I shared with him the inside scoop on restoring my XK120 and installing the body kit on my XJS. Nice reply from Edwin Rouppe as well. And if that was not enough, the weather gods held off."

Phil Karam

Ottawa Jaguar Club Events & Activities 2023

- Wow ... where did the summer go, OK we still have a lot of great driving days ahead, but the sun is rising a little later and setting a bit earlier, but we hope everyone still enjoys the great days to enjoy your cars.
- 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 (starting this month September it has moved to our fall calendar), the 2nd Saturday of the month at 10:00 am at 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.

- September 5th British Invasion Night - at Hazeldean Mall) 5 PM to 7 PM . (see page 21)
- September 10th This is a huge event for our Club, OJC Jaguar Show Day at Cumberland Museum – full day to show your cars and meet other OJC members and Jaguar enthusiasts (see info and ad on next page)
- September 24th 4th Merrickville European Classic Car Show (10 am – 4 pm) Merrickville Fairgrounds, 446 Main street West – to register your car contact tadams@500gmail.com (see page 23)
- September 30th Fall colours drive (see page 22)

We will be unveiling later fall activities in upcoming Jottings newsletters.

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 begins at a new time and day in September and October on the 2nd Saturday of the month .

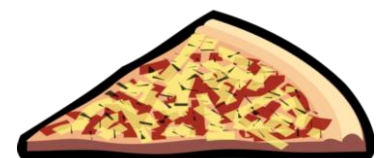
We invite you to join us:



The last Monday event of the year was attended by Jay Hunt (host) with his VDP, David Seabright with his XF35t and the Schultz's with their XJS. Also in attendance was Ben Farmer and Jim Butcher and his wife.

by David Seabright

10:00AM 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.



Photo

taken at the OJC Family Day 2022 (Photo Credit: Al Graves)

All Members and their family/guests are invited to the **2023 OJC JAGUAR DAY** being held once again on the grounds of the Cumberland Heritage Village Museum on September 10th from 10:00am until 4:00pm. Here is the tentative schedule for the day –

- **8:45 – 9:30 am** - Setup
- **9:30 am – 10:00 am** Member Cars Arrive
- **10:30 am** – Judging of Vehicles (Friendly assessments of the Exterior and operation of lights/horn/etc.)
- **11:00 am** – Judging Forms to be handed to Registration by this time for the tabulation of the winners in each Marque grouping
- **11:00 – 12 noon** – An opportunity for some creative games like gymkhana-type. Last year John Charman and Wendy VanderMeulen volunteered to coordinate a “Blindfolded Driving Contest”. Unfortunately, they are not available this year. If anyone would like to coordinate something entertaining and fun, it would be greatly appreciated. Contact ottawajagclubsecretary@gmail.com
- **12-12:30 pm** – Lunch
- **Awards** – After lunch
- Clean up after Awards presentation

Members are asked to pre-register their vehicles by filling out a fillable registration form. Contact Bonnie for the form @ ottawajagclubsecretary@gmail.com ; and e-transferring the registration fee of \$20.00 per vehicle (**which includes lunch for the registered Member and his/her registered guest(s)**) to Jim Butcher @ ottawajagclubtreasurer@gmail.com . To be able to calculate the numbers for lunch and the grouping of vehicles by Marque, we require your registration **by September 7th**. **LET’S GET OUT THERE AND HAVE FUN!!**

“It’s Jaguar Day”
September 10th—2023
The Ottawa Jaguar Club

\$20 per registered vehicle entry. Includes lunch for entrant and guest.

No charge for visitors, come and enjoy those great “Jaguars”

Spoiler—No real stunts will be attempted !!

***Come join us at the
 Cumberland Heritage Village Museum
 2940 Old Montreal Rd. Cumberland Ontario***

Photo Credit—Jaguar Landrover Media

Ottawa Jaguar Club Fall Colour Drive
Saturday September 30th 2023

This year's fall colour drive will be relatively short, an approximately 1 hour drive to the Newson cottage near Calabogie. Return at your own will and route of your choice. Return route choices will be provided.

The drive is open to all members. Jag not running? Didn't find the exact one yet? No problem, drive the vehicle that works for you. We only ask that all Jaguars go first followed by other Marques.

Depending on response we may have to limit the number of vehicles. Participation will be on a first come first served basis. Food and non-alcoholic refreshments will be provided at the destination. Feel free to bring a refreshment of your choice.

Start time, location and route is yet to be determined but will start in the Kanata area.

It should be noted that the final leg of the drive is 2 Km on a typical cottage road. The Township does consider this privately maintained road to be one of the best in the Township. (We drive our Jag on this road regularly, Bonnie & Ray)

If you plan to attend, please notify Bonnie Newson, OJC Club Secretary at: ottawajagclubsecretary@gmail.com .

Rain date : Sunday October 1st 2023



Fall Colours



Newson cottage road

Bonnie & Ray

An Invitation to OJC members:

4th Merrickville European Classic Car Show
Sunday, Sept 24, 2023 - Time: 10.00am to 4.00pm
Location: Merrickville Fairgrounds, 446 Main Street West

This is a show especially for classic cars of all European marques, and future European classics are welcomed as well. Over the previous 3 years, the Merrickville European has gained the reputation of being "the show where you will see rare cars; and cars you've heard of, or seen in a movie, but never thought you would see in real life; and some cars you've never even heard of."

For planning purposes, please register by sending me an e-mail with your name/town, phone #, e-mail, make, model and year of your car). As with the previous shows in 2018, 2019 and 2022, there is no entry fee, there are no judges, no prizes, no vendors, no food trucks - just beautiful cars that exemplify European styling and engineering. As there is no entry fee, you won't be out of pocket if your plans change for any reason, and you decide not to come.

Having officially been dubbed "Canada's Most Beautiful Village" by Communities in Bloom, and with more designated heritage buildings than any other Ontario community of like-size, Merrickville is a unique and vibrant Victorian village on the Rideau Canal. While you're here, check out the studios of some of our local artists, including the glass-blowers. Stop in at the Blockhouse National Historic Site and learn the history of the Rideau Canal and its many locks between Ottawa and Kingston - no one has yet invented a better way of getting a boat up a hill !! Souvenirs (and washrooms!) are available at The Depot.

Visit the stores where you'll find exclusive fashions, home décor, fine foods, antiques, previously loved books and records (real vinyl ones!), gifts and hand-made candies; and yes, if you're already looking for a new ornament for your Christmas tree, you'll find one here.

Hungry? There are restaurants and cafés to suit all appetites and wallets; and when it's time for a special treat, look no further than Stella Luna Gelato Café or the Downtowne Ice Cream Shoppe.

For those who may want to make a weekend of it, there are numerous B'n'Bs and Air B'n'Bs in the area, as well as accommodations at Merrickville Guest Suites and the Baldachin Inn. There is also the Lions' Campground

Looking forward to welcoming you and your classic/future classic European cars to Merrickville in September for the 4th Merrickville European Classic Car Show. Until then, enjoy the summer - drive safe.

Trish Adams: Registration and enquiries: tadams500@gmail.com -Tel: 613 258 9008

Registration info required please: (name/town, phone #, e-mail, make/model/year of car).

Merrickville Fairgrounds: <https://www.google.com/maps/place/Merrickville+Fair+Grounds/@44.9145203,-75.8405365,610m/data=!3m1!1e3!4m5!3m4!1s0x4ccd9105e86de359:0xf474af87948d925e!8m2!3d44.9151888!4d-75.844096>

Market place

For Sale:

Beautiful 2004 Jaguar XJ8 Vanden Plas,
 139,000kms,
 4.2 litre V8.
 Fully loaded, Michelin Primacy tires. 6 CD player. Rear audio entertainment system.
 Winter cover included.

The car is in pristine condition. Everything works. Summer driven only, stored in a heated garage during winter.
 Expertly maintained by Shore Automotive in Ottawa.
 Safety certified. CarFax Canada report included.

If I had not just purchased a Jaguar XK8 convertible, I would never be selling this.

Jay Hunt jay.hunt@sympatico.ca 613-521-6839

WANTED

I am a soon to be Jag-less club member (see For Sale ad above). I am in need of a 2004-2006 Jaguar XK8 convertible to keep my lovely wife happy. If you have one or know of one for sale, would you please contact me at: Jay Hunt 613-521-6839 Jay.hunt@sympatico.ca



Jaguar Jottings

Editor/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.

Deadline for contributions is the 23rd of each month. All rights reserved. Reproduction and/or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com.

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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:

ottawajaguarclubtreasurer@gmail.com

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

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>





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