

Ottawa



Jaguar Fottings

Celebrating 75 years of XK



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

F-PACE

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HUNT CLUB



Ottawa Jaguar Club members receive parts at cost plus 15% as well as 10% off labour.*

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

In This Issue

Advertising - Jaguar Hunt Club	2
Contents	3
Presidents Musings	4
Moss Motors Ad	4
Celebrating 75 Years of Jaguar XK by Barry Paulson & Al Graves	5-7
A Tale of a Sale by Jay Hunt	8-10
Market Place	11
Sustainable Fuel for the U.K. Classic Car Market	11
Images From the Past (Concours 2002)	12-13
2023 Jaguar Day	13
Ottawa Jaguar Club Events & Activities 2023	14
Jags and Java	14
OJC Discounts	15
Club Clothing and Regalia	16
Advertising - Ottawa Jaguar	17

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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.

Your OJC Executive – 2023

President

Ben Farmer

BENWFARMER90@GMAIL.COM

Vice President

Paddy Robertson

PADDYROBERTSON252@GMAIL.COM

Treasurer

Jim Butcher

OTTAWAJAGCLUBTREASURER@GMAIL.COM

Secretary

Bonnie Newson

OTTAWAJAGCLUBSECRETARY@GMAIL.COM

Membership Coordinator

Ray Newson

MEMBERSHIPOTTAWAJAGCLUB@GMAIL.COM

Interim Events Coordinator

Jim Butcher

OTTAWAJAGCLUBTREASURER@GMAIL.COM

Technical

Phil Karam

PHIL@KARAMFAMILY.CA

Inter-Club Liaison

Barry Paulson

BARRY.PAULSON@ROGERS.COM

Jottings/Newsletter:

Publisher David Seabright

OTTAWAJAGUARCLUBJOTTINGS@ROGERS.COM

Editor Position open

Webmaster

Rick Mutzke

RICK.MUTZKE@OUTLOOK.COM

Past President/Advisor

Lee Harrington

Facebook Administration

Jim Butcher

Ben Farmer



President's Musings

October 2023



Happy October everyone. Elsewhere in this issue you will find a brief report (or maybe a sneak peek) on our Jaguar Day a few weeks ago, full details to come in the November Jottings.

Held at the Cumberland Museum, a handful of volunteers earnestly set up the registration table, the tent with tables for food, and prepared to park Jaguars. Before too long we had nearly 16 cars lined up that covered many decades of production. I had great conversations with so many members - both long-time and more recent! Many others joined for lunch and many museum attendees took time to enjoy our cars. All in all, it was a great time with members and achieved what we wanted... get together, enjoy our Club friends and enjoy our storied vehicles. The OJC has perhaps 30 active members in 2023 and more than half were showing cars or helping make the day a success. I declare this a success! Thanks to all who came out.

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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by Barry Paulson and Al Graves, which took place August 17th 2023.

This is the historical account of the XK120, put together by Al Graves.



JAGUAR HUNT CLUB

Welcome To The Jaguar Hunt Club/Ottawa Jaguar Club 75th Anniversary Of The XK120 Launch Event

- Barry Paulson + Alan Graves

Jaguar XK120

2023 = 75th Anniversary Year of the London Motor Show, Oct 1948

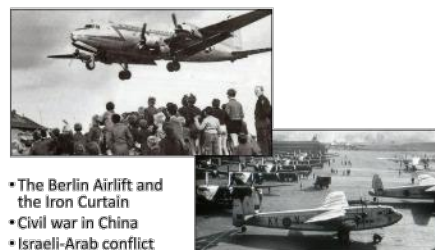


1948 – The 3rd Post-war Austerity Year



- Britain was a shattered nation trying to recover
- They were clearing the rubble and starting a decade-long rebuild

1948 – A Year Of Renewed Tension



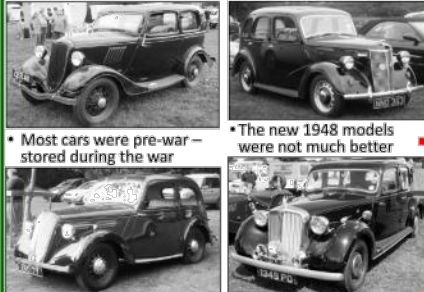
- The Berlin Airlift and the Iron Curtain
- Civil war in China
- Israeli-Arab conflict

1948 – A Year Of Renewed Hope



- The XIV Olympiad – London – Summer 1948

On The British Roads



- Most cars were pre-war – stored during the war
- The new 1948 models were not much better

1948 Motor Show – 27 Oct – 6 Nov



- Jaguar announces the XK120- and the automotive world goes wild

The speed achieved (by the Jaguar) is so far ahead of current sports car performance that it represents a major achievement by the British Motor Industry.
Harold Nockolds, *The Times*
It is typically British that Jaguars never claimed more than 120 m.p.h. for this car.
Californian Autonews
... a performance which does honour to the English Company of Jaguar ...
La Meuse (Translation)
The 'spectacular' performance of the 'Jaguar' has already placed it in the forefront of super sports cars.
The Sphere

The Mark VII



- The Mark VII, for which the XK engine was intended, made its Motor Show Debut in 1950

The XK120 - Engine



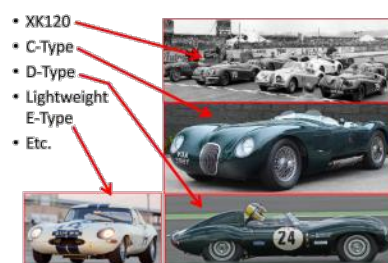
- The XK120 was introduced as a limited production test-bed for the new "XK" 6 cylinder twin overhead cam engine intended for the new Mark VII

Phenomenal Performance For The Period

XK120 High Speed Runs

- May 1949 - 132.596 mph (213.393 kph) through the flying mile on the high-speed autoroute between Jabbeke and Aalter in Belgium
- 1950 - 107.46 mph (172.94 kph) for 24 hrs (including stops for fuel and tyres) at the Autodrome de Montlhéry
- 1951 - 131.83 mi (212.16 km) in one hour at Montlhéry
- 1952 - 100.31 mph (161.43 kph) for 7 days and 7 nights at Montlhéry
- October 1953 - 172.412 mph (277.47 kph) through the flying mile, again at Jabbeke's closed-off autoroute with a modified XK120

A Dynasty Of Jaguar Competition Cars

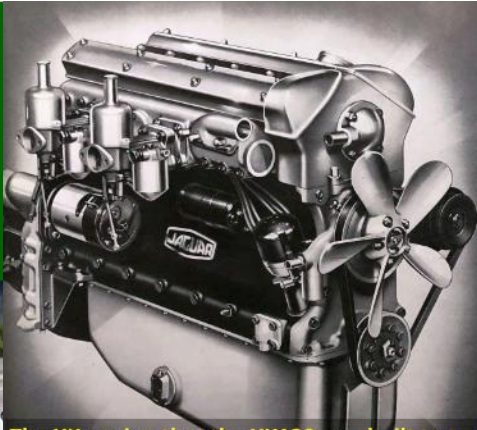


- XK120
- C-Type
- D-Type
- Lightweight
- E-Type
- Etc.

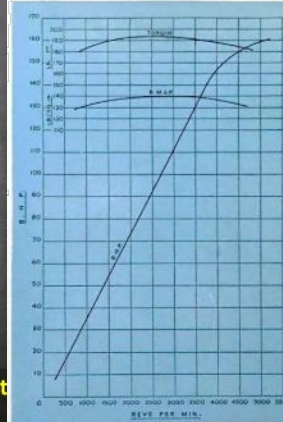
Jaguar's XK120

1948 – 1954

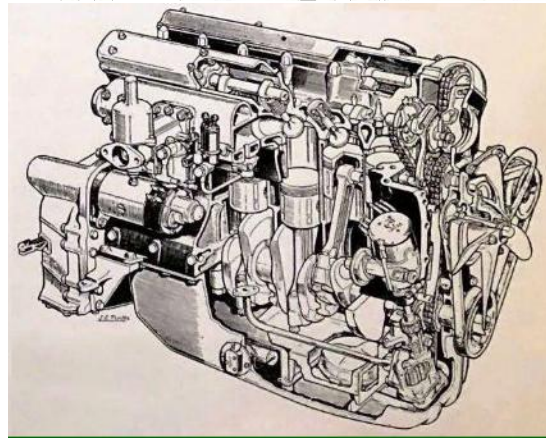
An engine test bed that became a world-beating sports car that became a successful competition platform



The XK engine that the XK120 was built to test and which powered Jaguars for decades



The graph above shows the power curve of the famous Jaguar XK engine. To the left is a general view of the engine showing the twin carburetors. Below is a partially sectioned drawing which shows the arrangement of the drive for the twin over-head camshafts.



SPECIFICATIONS

ENGINE. Six cylinder 3½ litre Jaguar engine 70° twin overhead camshafts driven by a two-stage duplex roller chain; 83 mm. bore x 106 mm. stroke; 3,442 c.c. developing 160 b.h.p. at 5,000 r.p.m.; large non-adjustable directly operated valves and austenitic cast iron seats; compression ratio 7 or 8 : 1; high grade chrome iron cylinder block, cooling by pump circulation with by-pass thermostat control; cylinder head of high tensile aluminium alloy with spherical combustion chambers; aluminium alloy pistons; steel connecting rods; forced lubrication throughout by submerged pump with full flow filter and floating gauze intake; twin S.U. horizontal carburetors with electrically controlled automatic choke, 2½ ins. diameter counter-weighted crankshaft carried in seven large steel backed precision bearings.

FRAME. Straight plane steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. Four-speed single helical synchromesh gearbox, ground gears running on needle bearings, synchromesh on 2nd, 3rd and top. Gear ratios: 1st 12:29; 2nd 7:22; 3rd 4:9; top 3:64. Optional axle ratios: 3:27, 4:0, 4:3. Hardy Spicer propeller shaft in needle roller bearings, Borg & Beck 10 ins. diameter single dry plate clutch, central gear lever with remote control.

SUSPENSION. Independent front suspension incorporating transverse wish-bones and long torsion bars with Newton telescopic type hydraulic shock absorbers. Rear suspension by long silico-manganese steel half elliptic springs controlled by Girling PV.7 hydraulic shock absorbers. Rear springs totally enclosed in gaiters fitted with grease nipples.

BRAKES. Lockheed full hydraulic two-leading-shoe front and 12 ins. drums, friction lining area 208 square inches. Front drums fitted with cooling ducts, central fly-off handbrake operating on the rear wheels only through a separate linkage.

STEERING. Borman re-circulating ball type steering, positive and accurate at all speeds 17 ins. Blumel adjustable wheel. Left or right-hand steering optional.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels with wide base rim and Dunlop 600x16 ins. road speed tyres.

FUEL SUPPLY. By a new large delivery S.U. electric pump from a 14 gallon rear tank with petrol level warning light, petrol filler cap concealed and fitted with lock and key.

ELECTRICAL EQUIPMENT. Lucas de luxe throughout, 12 volt 64 amp. capacity, twin batteries with constant voltage controlled ventilated dynamo, 10-hour discharge, flush fitting head lamps and wing lamps, stop light, reverse light, twin rear lights, panel light, twin blended-note horns, twin-blade screen wiper, cigar lighter, starter motor, vacuum and centrifugal automatic ignition advance.

INSTRUMENTS. 5 ins. diameter 140 m.p.h. speedometer, 5 ins. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light, electric clock.

CAR HEATER. A built-in car heater is fitted as standard to all cars upwards of chassis serial numbers 671493 for Left-Hand Drive and 660911 for Right-Hand Drive.

BODY. Aerodynamic two-seater body upholstered in finest quality leather hide, floor is thickly carpeted over felt underlay.

SEATING. Divided seat and squab, folding forward for access to hood and batteries, seats adjustable for reach. A tonneau cover is provided.

HOOD. Finest quality mohair material concealed behind seats when folded, fitted with unbreakable rear light and removable for competition work. Detachable sidescreens stored in a tray in the hood compartment.

INTERIOR APPOINTMENTS. Instrument panel and cockpit surround finished in first quality leather, capacious pockets in the doors.

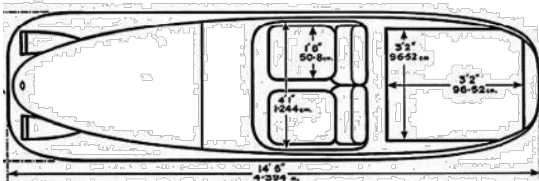
SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools and jack are carried in a special container fitted to the side of the luggage compartment, and the wheel brace is housed in the spare wheel compartment.

LUGGAGE ACCOMMODATION. Ample accommodation is provided in a capacious rear locker, provided with an automatic light.

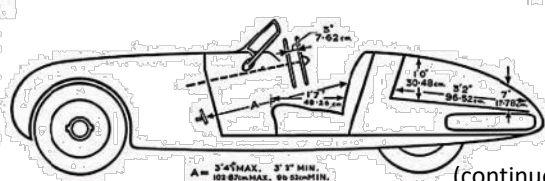
EASY JACKING. A central jack on each side of the car raises both wheels simultaneously with the minimum of effort by means of a special easy-lift jack.

PRINCIPAL DIMENSIONS. Wheel base, 8 ft. 6 ins.; track front, 4 ft. 3 ins.; track rear, 4 ft. 2 ins.; overall length (over bumpers), 14 ft. 5 ins. approximately; overall width, 5 ft. 1½ ins.; overall height (over hood), 4 ft. 4½ ins.; (over windscreen), 4 ft. 1½ ins.; ground clearance, 7½ ins.; unladen turning circle, 31 ft. 0 ins.; dry weight, 24 cwt.

ALTERNATIVE EQUIPMENT. The following alternative equipment is available at extra cost, and prices will be quoted on application: high lift camshafts, 9:1 compression pistons, lightened flywheel, special crankshaft damper, special clutch assembly, stiffened torsion bars, stiffened rear springs, brake shoes with ½ in. linings, racing windscreen and cowlings, dual exhaust system, bucket seats, wire wheels. An alternative 24 gallon fuel tank and two spare wheels can also be supplied at extra cost, but the fitting of these items will result in considerable reduction in luggage accommodation.



Page 56



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XK120 Launch At The 1948 Motor Show, London

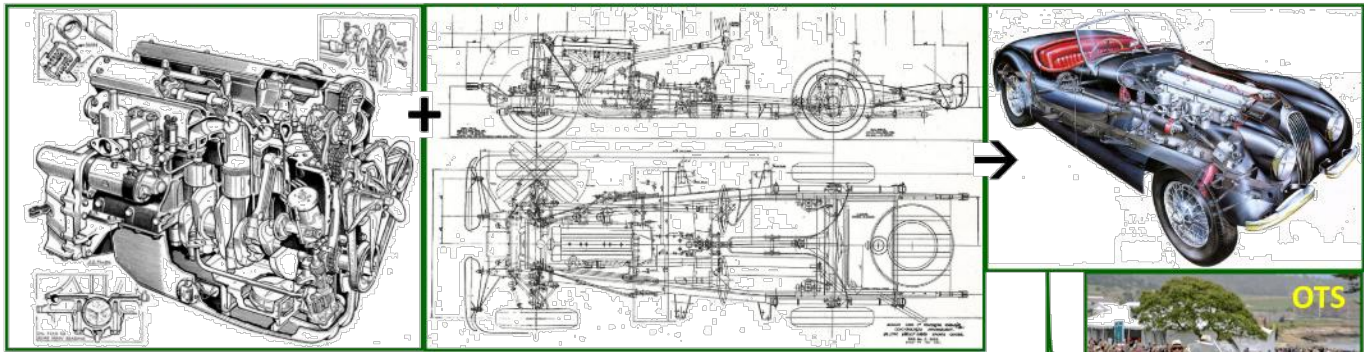


XK120 – movie star car (Clark Gable)



XK120 – the car for motor sport

(apologies for the small print)

XK120 – A New Engine, A New Chassis And 3 New Bodies**A car with world leading performance that made it truly competitive****132.6 M.P.H. ON PUMP PETROL**

On May 10th, 1949, an entirely standard Jaguar 3.4 litre XK 120 Sports Two-Seater, running on pump fuel, attained a speed of 132.6 m.p.h. over a flying mile on the Jabbeke-Aelre Road in Belgium. This speed was officially timed by the Royal Automobile Club of Belgium and is the fastest ever recorded by a standard production unsupercharged car.



Page from the 1949 XK120 marketing brochure

XK120s were active in racing and rallying**1949**

First race victory at Silverstone Circuit, England, August 1949

1950

First victory in America: In January 1950 at Palm Beach Shores, Florida

Pebble Beach Cup: In May, XK120s finished 1st and 2nd at the inaugural Pebble Beach Road Races in 1950.

Le Mans, finished 12th 15th.

Mille Miglia: fifth place

Silverstone Production Car Race: 1st

Tourist Trophy: 1–2–3 victory at Dundrod in heavy rain, and Jaguar took the team prize.

Alpine Rally, road-registered XK120 won the Alpine Rally

1951

Alpine Rally: Same road-registered XK120 won the Alpine Rally

Tulip Rally: first, second place in the Tulip Rally

1952

Alpine Rally: XK120 wins the first-ever Coupe d'Or (Gold Cup).

1954

Mount Druitt 24 Hours Road Race: On 1 Feb 1954, an XK120 won Australia's first 24-hour motor race

NASCAR: An XK120 was the first imported car to achieve victory in NASCAR, winning the 1st Grand National road race, at Linden Airport, NJ, on 13 June 1954.

**OTS****DHC****FHC****Jaguar Production Sports Car Genealogy**

SS100
Body style – DHC, FHC (1)
Produced – 1936 to 1940
Number built – 198 2½ liter and 116 3½ liter
Engine type – DOHC straight 6
Power – 100 – 125 BHP
Transmission – 4 sp. manual
Top speed – 95 – 101 mph
0-60 mph/0-100 kph time 13.5 – 10.4 sec
Price £ 395 - 445



**A fresh start
→ 1948**



XK120
Body style – FHC, DHC, OTS
Produced – 1948 to 1954
Number built – 242 Aluminum, 11,803 steel body
Engine type – DOHC straight 6 3.4 liter
Power – 160 – 220 BHP



Transmission – 4 sp. manual
Top speed – 124.8 mph (Motor – 1949)
0-60 mph/0-100 kph time 10.0 sec (Motor 1949)
Price £ 1,263 (1949)



XK140
Body style – FHC, DHC
Produced – 1954 to 1957
Number built – 8,937
Engine type – DOHC straight 6 3.4 liter
Power – 190 – 210 BHP
Transmission – 4 sp. manual
Top speed – 121-124 mph
0-60 mph/0-100 kph time 8.4 – 9.1 sec
Price £1,598



XK150
Coupe, Convertible
Produced – 1957 to October 1960
Number built – 9,382
Engine type – DOHC straight 6 3.4 or 3.8 liter
Power – 190 – 265 BHP
Transmission – 4 sp. manual or 3 sp. automatic
Top speed – 132 mph (Motor, 1959)
0-60 mph/0-100 kph time 7.8 sec (Motor, 1959)
Price £ 2,110



E-Type Series 1
Body style – Coupe, 2+2 Coupe, Convertible
Produced – 1961 to 1968
Number built – 38,419
Engine type – DOHC straight 6 3.8 or 4.2 liter
Power – 245 – 265 BHP
Transmission – 4 sp. manual
Top speed – 148 – 153 mph
0-60 mph/0-100 kph time 7.0-7.6 sec
Price £2,097 (1961)



E-Type Series 2
Body style – Coupe, 2+2 Coupe, Convertible
Produced – 1968 – 1971
Number built – 15,287
Engine type – DOHC straight 6 4.2 liter
Power – 245 – 265 BHP
Transmission – 4 sp. manual or 3 sp. automatic
Top speed – 139-149 mph
0-60 mph/0-100 kph time 7.4 sec
Price £N/A



E-Type Series 3
Body style – 2+2 Coupe, Convertible
Produced – 1971 to 1974
Number built – 15,287
Engine type – V12 5.3 liter
Power – 272 BHP
Transmission – 4 sp. manual or 3 sp. automatic
Top speed – 142-146 mph
0-60 mph/0-100 kph time <7 sec
Price £3,139 – 3,387 (1971)



XJ-S
Body style – Coupe, Cabriolet, Convertible
Produced – 1975-1981 (Pre-HE), 1981-1991 (HE)
Number built – 73,207
Engine type – V12 5.3 liter, DOHC str. 6 3.6 liter
Power – 263 – 295 BHP
Transmission – 3/4 sp. Auto or 4 sp. Man (3.6 L only)
Top speed – 141 – 153 mph
0-60 mph/0-100 kph time 5.7 – 7.7 sec
Price £8,900 (1975)



XJS
Body style – Coupe, Convertible
Produced – 1991 to 1996
Number built – 27,406
Engine type – DOHC str. 6 4 liter, V12 5.3/6 liter
Power – 304 BHP (V12 6L)
Transmission – 5 sp. manual or 4 sp. automatic
Top speed – 147 mph (6 cyl), 161 mph (v12)
0-60 mph/0-100 kph time 6.9-8.0 sec
Price £35,400 (4L coupe, 1993)



XK8/XKR
Body style – Coupe, Convertible
Produced – 1996 to 2006
Number built – 90,065
Engine type – V8 4.0/4.2 liter (XKR – with 5/c)
Power – 295 – 370 BHP
Transmission – 5/6 sp. automatic
Top speed – 155 mph (limited)
0-60 mph/0-100 kph time xxxx sec
Price £47,950 (XK8 coupe, 1996)



XK/XKR/XKR-S
Body style – Coupe, Convertible
Produced – 2006 – 2014
Number built – 55,410
Engine type – V8 4.2/5 liter (S/c in R-models)
Transmission – 4 sp. manual or 8 sp. automatic
Power – 295 – 502 BHP
Top speed – 158/174 mph (limited)
0-60 mph/0-100 kph time 4.4 sec (XKR-S)
Price £59,718 – 76,995 (2005)



F-Type
Body style – Coupe, Convertible
Produced – 2013 – present
Number built – 15,090 (2013-16)
Engine type – 2L 4cyl t/c, 3L 6 cyl s/c, 5L 8 cyl s/c
Transmission – 6 sp. manual or 8 sp. automatic
Power – 300 – 575 BHP
Top speed – Up to 186 mph (V8), 161 mph (V6)
0-60 mph/0-100 kph time 3.5 – 5.3 sec
Price – From £62,380 to £108,270 (2023)



XJ220
Body style – Coupe
Produced – 1992 to 1994
Number built – 282
Engine type – Turbo V6 3.5 liter
Power – 542 BHP
Transmission – 5 sp. manual
Top speed – 212 mph
0-60 mph/0-100 kph time 3.6 – 4.8 sec
Price £470,000

A Tale of a Sale

By Jay Hunt



For five years I have owned a 2004 Jaguar Vanden Plas, a longer wheel base, upscale version of the Jaguar XJ8 saloon. The XJ8 is the culmination of the classic Jaguar look that began with the Jaguar XJ6 when it was introduced in 1968. I have enjoyed every minute of driving this luxurious cat.

The only time I ever considered selling it was when I saw a beautiful Jaguar convertible such as the club members' cars that were on display recently at the Hunt Club Jaguar Land

Rover dealership. Over the years, I have often dreamed of owning a GT style sports car, like a Jaguar E-type or Volvo P1800 but practicality always ruled against it and the idea of owning such a car remained a remote dream. Until a week ago that is.

My wife Karen has loved convertibles ever since we rented one to drive through the desert outside Las Vegas a few years ago. Last Saturday she came home from a shopping trip to say she had seen a beautiful tan coloured jaguar convertible drive past, not realizing what an untamed cat she was about to unleash. I suddenly began thinking seriously about the possibility. It occurred to me that, at my age, with a Cadillac daily driver and mini-van beater in the laneway, practicality didn't matter anymore, driving fun



did! I began to consider trading my Vanden Plas for a Jaguar convertible, just to keep my wife happy of course 😊.

The next trigger came at Monday evening's Jags and Java gathering. New club member Jeff and his wife Cheryl showed up in an immaculate turquoise 1996 Jaguar XJS. I asked him if it was for sale but he said that he had just recently found it on Auto Trader and purchased it. Hmmm! Maybe I should start looking around. I began scanning Auto Trader, Cargurus, Kijiji, and

other sites for a Jag convertible. Most were too new, too old, or too expensive for me so I continued to search. I posted a "convertible wanted" and a "Jag for sale" ads on the club Facebook page and our web site and sent them to our Jottings editor..



One Kijiji ad for a car in North Bay caught my attention but it had a little higher mileage than my XJ so I passed it by. However, it kept niggling at the back of my mind until I eventually decided to give it a closer look. It was a dark silver gray 2005 Jaguar XK8 convertible. It was the seller's wife's car and she needed a larger vehicle to carry her two grandchildren.

I thought maybe we could just trade cars. She would get her bigger car and I would get my convertible, a win-win situation all around. A phone call with the seller convinced me that the car was in excellent condition, came with a full ownership and maintenance history, and ticked off most of my desirable boxes. The asking price was similar to mine so I suggested the trade. He said 'no' because his wife was set on an SUV. I sent him photos of my car

continued next page

A Tale of a Sale

By Jay Hunt

anyway, just in case she changed her mind.



The Jaguar XK8 is a two-door 2+2 grand touring automobile built from 1997–2014 as a replacement for the popular XJS. As can be seen here, the XK8 looks quite similar to the much more expensive Aston Martin DB7 as they share the same platform. Both cars originate from an earlier Jaguar design known as XJ41. The XK8's smooth flowing lines are also reminiscent of the classic E-type Jaguar. Beginning in 2002, it was powered by the reliable, Ford built 4.2 litre V8 engine coupled with a ZF six-speed automatic transmission.

I considered all the implications of buying the car outright and selling my car separately and wondered if it was still worth it. After a couple of days, I decided to buy the car sight unseen. I tried to contact the seller but my calls and emails went unanswered. I began to think that I had waited too long and that he had already sold the car. I resigned myself to the fact

that it could take months to find another such car and resumed my search.

The next Monday I got a message from the seller indicating that the car was still for sale. I immediately called him and made an offer. He seemed quite busy and couldn't spend the time on the phone to discuss a deal. He said he would check with his wife and get back to me that evening. The evening came and went with me hearing nothing. I sent another message "I'm still interested in buying your car. Would you please call me?" Two more days passed and I still had not heard from him. The stress and frustration of not knowing whether I would get the car or not was beginning to wear on me.

Finally, on Wednesday morning I phoned and left a message saying "I really need to know if we can make a deal or not. Please call or email me." I went ahead and had my Vanden Plas safety certified, got a Used Vehicle Information Package from the Service Ontario store, and placed For Sale signs in my car. The seller still had not replied.

Thursday morning I called him once more. This time he answered and again seemed quite busy. I asked him if he would accept my offer and could we do a deal. He hesitated, said a problem had just occurred with the passenger side window that he needed to get fixed first. He said that he didn't think he was quite ready to do the sale. I said that I was prepared to buy the car immediately. I told him that I would prepare all the paperwork, bring a certified cheque with me, take a bus North Bay on Sunday, and bring the car back home Monday. I told him that if I couldn't do a deal this weekend I would have to walk away from it.

That got his attention. He paused, thought for a moment, and finally said OK but, because of the new window problem, and the fact that he couldn't get the safety check done within that time, he would lower the price by \$1,000. I quickly confirmed that we had a deal. We both thanked one another and

A Tale of a Sale

By Jay Hunt

agreed to work out the details on the phone in the evening. I promptly sent him a message confirming the deal.

I told Karen what had happened but she was not pleased. Originally I had told her I thought, from the pictures, that the car was dark blue and she was not happy to learn that it was gray. Car colour was always the most important thing to her about a car but of the least importance to me. I said I was going ahead with it anyway. After all, "this will be my toy and I still think you will enjoy it once we have it".

I booked the bus ride and a hotel in North Bay for Sunday evening. I waited for his evening call to get the VIN number and other information I needed for the bill of sale and for my insurance company. Once again, there was no phone call. I was beginning to worry that his wife had convinced him not to sell the car. Finally on Friday morning, I received an email from him with all the required information. I ordered a Carfax report, went to Service Canada to get the Used Vehicle Information Package and then to the bank for the certified cheque. I emailed the seller confirming all the details. At noon he called me and this time seemed quite relaxed and able to talk. We had a pleasant conversation and confirmed everything. I suggested he and his wife join me for dinner Sunday evening when I would get to see my purchase at long last.

Arriving at the bus depot in North Bay after a 5 ½ hour journey, I was about to start the short walk to the nearby Quality Inn hotel when I was surprised to see the Jaguar in the parking lot. Shawn and his wife Debbie had come there to meet me. They are a wonderful, friendly couple and we immediately liked one another.



The car was breathtaking and everything that I had hoped for. It is all original and in near perfect condition, with the exception of the growler emblem on the steering wheel, which was taken from an E-type.

After taking me to the hotel and waiting for me to check in, they invited me to come back to their home. We spent a pleasant afternoon on their deck overlooking a beautiful lake. Then drove to a lovely restaurant on Trout Lake where we dined on fresh pickerel. They left the Jag with me at the hotel overnight, where I spent the evening studying the owner's manual. Next day they returned bright and early and accompanied me to the license bureau to change the registration. Bidding the farewell with an invitation to visit us in Ottawa, I headed off down Highway 17, top down. The weather was perfect for the drive home, mostly sunny and in the low 20s. The car performed beautifully, a pleasure to drive in every way. Four hours door to door and I was home. I hadn't even unfastened my seat belt when Karen was there saying "let's go for a drive". I guess, after all the stress and uncertainty, it was the right decision. After all 'happy wife, happy life'.

Market Place

For Sale

2004 Jaguar XJ8 Vanden Plas

Price reduced ~~\$15,000~~ **\$10,995**



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**



Sustainable Gas

article obtained by Rob Dunlop from an E-type club magazine

First sustainable fuel for classic vehicles, launches for public purchase in the U.K. The UK's first publicly available sustainable fuel is now available, designed specifically for classic vehicles. The SUSTAIN Classic range will allow motorists in the UK to fuel their vintage vehicles with plant-based fuel, without any modifications to their engines, with three types of fuel initially available. Developed by fuel specialist Coryton, the fuel with the highest sustainable content promises a reduction of at least 65% in greenhouse gas emissions when compared to fossil fuels. The pioneering products use advanced second generation bio-fuel, manufactured from agricultural waste such as straw, by-products, or waste from crops which *wouldn't be used for consumption by humans or animals. By doing so, the fuel utilizes the carbon that already exists in our atmosphere, which the plants absorb as they grow, recycling it, rather than releasing additional CO² that is currently locked underground in fossil fuel.* With an octane number of >98 and bio ethanol content of <1%, SUSTAIN Classic has been technically tailored for classic vehicles, although it can be used on any vehicle which runs on standard forecourt fuel. It is also formulated with a premium additive package included, which stabilizes and extends the life of the fuel and helps clean and protect the engine. The fuel costs around \$6.18 (Cdn.) per litre.

"A possible (if expensive) way to keep our ICE Jags on the road?" Rob Dunlop



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

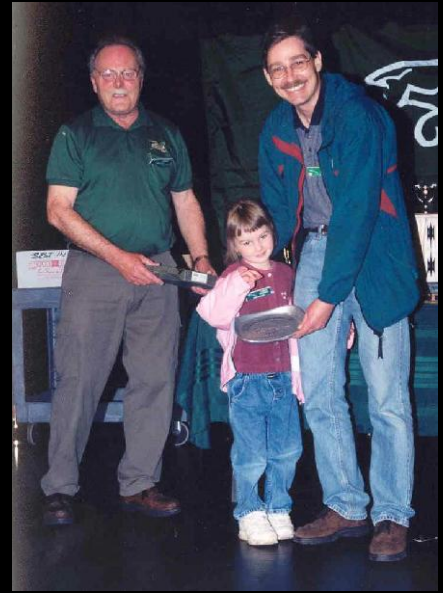
2002 Concours



BHC and Guy Goodman



Bob Highland and flashlight



Frank Basten, Sarah and Mark Roberts



Grant and Tanya Edwards' 1966 etype



Hagopian from JCNA



Helen Brownell Lorraine Huska

Continued next page

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2002 Concours



Paul Davis, Dave Kenny & Hugh Siddons



Phillip's Mk10 outside



Robertson's xj6c parking in the gloom



Bob Highland and flashlight

2023 Jaguar Day

Some photos taken by Mike O'Brien & Ben Farmer, at the Cumberland Heritage Village Museum, September 10th.



E-types - grey one belongs to Bob Hiland, green one belongs to Dave Kenny



Check the November issue of the Jottings for a full account of this event, with some excellent pictures from Mike Milton, plus stats on who won what, sponsor acknowledgement, etc.



Chuck & Pam Robinson & others.



Back of Steve Fox (middle) and Ray Newson (right).

Ottawa Jaguar Club Events & Activities 2023

OJC has completed a great summer of activities, including drives, social events, and a technical session. Hopefully you had an opportunity to participate in one or more of these activities and enjoyed discussing our cars and interests with other club members. The year however is not over, even though many members are preparing to put their cars away for the winter months. Some members have mentioned that over the summer they made a list of improvements that they want to complete over the winter months. Whereas others say good-bye to their cars, lock the door and their cats hibernate until spring, the last group have the joy of driving their cars 12 months of the year.

From now to the end of the calendar year we will be holding our Club's Annual General Meeting to be held in November and also a Christmas dinner. More details will be coming in our next Jottings as well as via email directly to you regarding these activities.

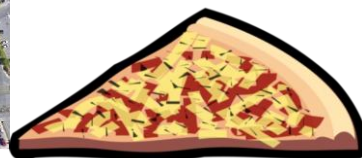
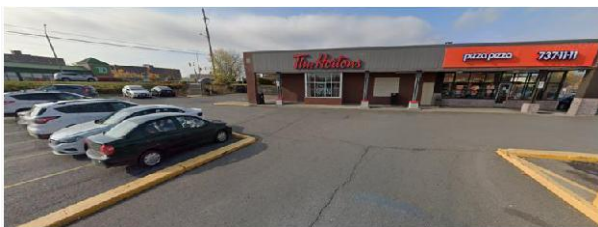
If you have comments about the activities that have been held to date, or have an idea for an event from now to the end of year, or for the club to consider for next year's list of activities please contact Jim Butcher at ottawajagclubtreasurer@gmail.com.

Hope to see you at the upcoming two activities.

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. The last event of the year begins at 10:am October 14th, the 2nd Saturday of the month. We invite you to join us:

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.

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.

Advertising

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

This page is currently being updated. Stay tuned for a brand new look in the November issue of Jaguar Jottings.

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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