

Ottawa



Jaguar Jottings



The Ottawa Jaguar Club

*Members Across Eastern Ontario & Western Quebec
March 2024 - ottawajaguarclub.com*



Jim Butcher goes to the Auctions!

PASSIONATELY INDIVIDUAL.

JAGUAR F-TYPE

JAGUAR
HUNT CLUB



Jaguar Hunt Club 295 West Hunt Club Rd. 613-727-5577 jaguarhuntclub.ca

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

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

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<https://www.facebook.com/groups/OttawaJaguarclub>

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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Ben Farmer

Welcome to March and a certain early driving season for those of us with classics that are garaged for winter. I had one of my cars out early this evening to keep things from seizing and exercise the mechanicals. It is so notable how it feels to go from a modern vehicle to something built several decades ago, and with engineering from a very different era. Many of

us experience and enjoy the feeling of sensing the mechanical systems so vividly compared to the smooth systems today. I will soon focus on getting my 69' XJ6 safety checked to join our planned rides!! I invite you to add events to your calendar (consult the list elsewhere in Jottings). Hope you have a good end of winter!!

Market Place

2009 Jaguar XKR convertible for sale metallic dark blue, blue top, tan interior, car mint only 53,000 klm. Located Ottawa now in storage in heated garage, but can be seen price TBD. REASON SELLING bought another Jag. Contact Kester Hamilton @ KHamiltonASMI@rogers.com



The folks from OJC that are focusing on selling Lee Harington's books and his 1969 Jaguar 2+2 Lee needs all the help he can get so don't be shy. The books include:

- The Definitive Jaguar XJS Parts Catalogue by S.N.G. Barratt Group
- Jaguar E Type 1961-72 Autobook by Kenneth Ball
- Jaguar E Type (auto history) by Denis Jenkinson
- Original Jaguar E-Type by Philip Porter
- Jaguar E-Type Six Cylinder Originality Guide by Dr. Thomas F. Haddock & Dr. Michael C. Meuller
- Jaguar E-Type 6 & 12 Cylinder Restoration Guide by Dr. Thomas F. Haddock
- Great Marques Jaguar by Chris Harvey, forward by Stirling Moss
- The Illustrated Motorcar Legends Jaguar by Roy Bacon
- Jaguar in America by John Dugdale
- Jaguar XJ the Complete Companion by Nigel Thorley
- Jaguar the Enduring Legend by Nicky Wright
- Jaguar MK1, 2 Owners Workshop Manual Autobook 795 by Kenneth Ball
- Jaguar XJ-S, XK8, XKR Portfolio 1975-2003 by Road & Track
- Jaguar S-Type and 420 the Complete Story by James Taylor
- Jaguar Saloon Cars by Paul Skilleter (2)

This is the link to view the items on Facebook

<https://www.facebook.com/photo/?fbid=10212073977922525&set=pcb.7062405110463041>

2024 Events List

An “evolving” 2024 OJC Events List is presented below. We have scheduled these events taking into consideration the input from our recent Member Survey. We thank everyone who responded. We appreciate your input. We have planned a drive per month from May through September with a possible drive in October given Member interest. Saying that, we are still in need of Members to step up to organize a drive for May, June, July and possibly October. Remember, ALL Members are welcome on drives, Jaguar Day, or any OJC planned event... Jaguar or no Jaguar. This list, as mentioned, is an evolving one. Events may be added as we become aware from other Local Clubs that may be of interest to our Members, and other events may be cancelled due to lack of participation. Please contact Louise Collins, Events & Activities Coordinator ottawajagclubevents@hotmail.com if you have any questions or wish to volunteer for an event.

NOTE: Please be reminded that there is a breakfast get together every Wednesday 7:30 am, at **Stacked Smoked Meat and Grill, 2679 Bank Street**. Every member is welcome to attend.

OTTAWA JAGUAR CLUB Calendar of Events 2024				
MONTH	DATE	TIME	EVENT	DETAILS
MARCH	Tuesday, March 26	TBA	All Member General Meeting	College Square Loblaws (Baseline& Woodroffe)
APRIL	Sunday April 21	TBD	Spring Dinner	TBD
MAY	Monday May 13	7:00pm	Jags & Java	Tim Hortons Bank & Hunt Club
	May 4/5 or 25/26 (TBD)		Possible Spring Drive (TBD) (Weather Dependent)	Looking for an organizer
	TBA	TBA	Possible Technical Session (TBD)	
JUNE	June 8 or 9 (TBD)		June Drive	Looking for an organizer
	Monday June 10	7:00pm	Jags & Java	
	Saturday June 15	11am-2pm	Hazeldean Gardens Senior Residence Car Show & BBQ	Wit Lewandowski
	Thursday, June 20	6:00pm	All Member Meeting	Restaurant?? TBD
JULY	July 6 or 7 (TBD)		July Drive	Looking for an organizer
	Monday July 8	7:00pm	Jags & Java	Tim Hortons Bank & Hunt Club
	Saturday, July 13	10am-4pm	ABCD Clarke Fields (details to follow)	Local British Car Clubs
	Sunday, July 28	10am-4pm	OJC Jaguar Day Cumberland Heritage Museum	Details to follow
AUGUST	August 9-12	TBA	Weekend Drive to OJOA Concours	Details to follow
	Saturday August 10	10:00am	Jags & Java	Tim Hortons Bank & Hunt Club
	TBD	TBD	Possible Tech Session	
	Saturday August 17	TBD	Drive to Upper Canada Village (Mike O'Brien)	Details to follow
	Saturday August 24	11am- 2pm	Lanark Lifestyle Senior Residence Car Show & BBQ	240 Gore Street, Perth Wit Lewandowski
SEPTEMBER	Saturday, Sept 14	10:00am	Jags & Java	Tim Hortons Bank & Hunt Club
	Sunday Sept 22	TBD	Fall Colour Drive Poker Rally (Jay Hunt)	Details to follow
OCTOBER	Thursday October 9	7:00pm	All Member Meeting TBA	Loblaws Gloucester Ctr
NOVEMBER	November 10	11am-3pm	OJC Annual General Meeting (AGM)	Location TBD
DECEMBER	Sunday December 8	TBD	Christmas Dinner	Details to follow

Experiencing the OJOA Concours at the Hamilton Airport Aviation Museum (PART 2)

continued from the February issue

by David Kenny

On Saturday we judges were at the airport early for the pre-briefing by the concours organisers, which was quite extensive. The hangar, with a mix of antique planes and cars, was impressive and nostalgic. There was a delightful and eye-catching array of Jags including 1950's XK models and 1960/70's E Types as well as Mk 1's and 2's. There were several newer versions plus older 1950's saloons. A number of judging entries from the USA were included. The total entries came to near 50 (our last OJC Concours in 2019 had 47 total entries including from far away lands like northwestern Ontario, Montreal and the northern US states). By mid morning we were well ensconced in the judging with a goal of completion by luncheon, which was deliciously provided on site. My team was led by the now unemployed/JCNA sanctioned OJC former Chief Judge, Rob Dunlop, and included a new understudy member from west of Ottawa, who is also an OJOA member. We provided him on the job training. It was good to experience the art of using our sharp eyes and extensive knowledge of antique Jags on well prepped cars of excellent restoration. We did manage to complete the judging somewhat after lunch was served. Afterwards we spent a good part of the afternoon examining the aviation exhibits. The restoration was well done and interesting especially as a number of us had extensive backgrounds in aviation.

This display at Hamilton airport reminded me of the more extensive display at the RCAF museum at Trenton not far from PE county, which we toured in July as part of a joint OJOA/OJC drive jointly organized with Al Graves. We drove in convoy from Ottawa under Al's direction to PE county on a scenic byway route to meet the OJOA contingent at the rustic inn, Waring House, at PE county. After a night's slumber we all drove to Trenton for a detailed tour of the Trenton historic display dating back to the early days of aviation in Canada. That trip included a thorough tour of unusual historic, etc. sites on the island of PE county as well.

After returning to the motel, we engaged in conversation with other OJOA members and admired their cars. For dinner we accompanied some OJOA members and invited a participating American couple to join us. They were delightful conversationalists from NY state regaling us with their

adventures with antique car meets, and had trailered their entry, a striking 1950's XK model. We had a very vibrant and engaging meal.

The trip back to PE County on Sunday was good with sunny weather and excellent driving conditions. My trusty E Type again performed flawlessly, and we made excellent time. I find the passenger seating in the 2+2 very comfortable, where I can stretch out. The 2+2 is just roomy enough to make it really comfortable including space for luggage for two and an electric picnic cooler powered by the Delco alternator through the cigar lighter port; all of which makes it a Gran Turismo vehicle. The additional 2 in. of headroom is perfect for tall drivers over 6 ft. height. The only thing found wanting on these highway trips is a cruise control.

As a footnote I usually carry in the car a special aftermarket tool for loosening the wire wheel spinner retainer, which saves the effort of using a leather mallet, also carried. For jacking I use a modern worm drive hand cranked unit as the original (safely stored) is difficult to replace and is harder to use. As well, I carry a spare electric fuel pump and connection gaskets, rubber accessory drive belt, Crane Cams electronic ignition unit, spark plugs, a full tool kit, spare fuses, engine oil with zinc additive, distilled (from my rec room dehumidifier) water for the cooling system and a fire extinguisher. Also, I carry for gas stops lead (necessary for cooling the valves) additive and octane booster as these engines were originally designed for 9:1 compression ratio (mine is closer to 10 due to shaving of the aluminum head) and octane 100 fuel - now only available for aircraft engines.

In closing we found the trip to be highly enjoyable and memorable and look forward to similar ventures in the future.



2024 Ottawa Jaguar Club Member Survey Q & A

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by Ray Newson

The 2024 Ottawa Jaguar Club Member Survey was very well received with 57% of members responding. Along with the survey responses, the responding members had many questions and suggestions that required answers and clarification. The following is an attempt to address all of those concerns, questions and suggestions.

- Many members noted that they did not participate as their Jaguar(s) were either not running or not reliable enough.
All members are welcome to participate in "all" OJC Events, this includes drives, come in your daily driver or preferred vehicle. All that we ask is that all Jaguars go first with non-Jaguar Marques to follow.
- There were many suggestions as to destinations for drives for example; Wakefield, Mt. Tremblant and several Ontario locations. Also, that more drives start in the east and south of the city.
The start location and the destination for all drives are determined by the member who has volunteered to lead a drive. When planning drives, planners tend to start close to home and plan drives in their familiar territories. It is not reasonable to expect a member in the west end of the city to plan a drive starting in the south end. Obviously, if drives and events are to be planned starting in the south, east and west of the city into Quebec, we need members in those areas to step up to this task.
- Several suggestions were to have a scavenger hunt or rally and others to include interesting destinations, restaurants or picnics.
A poker run and a rally are in the planning stages. Most drives, if not all, generally have a destination which usually includes a restaurant or picnic.

Regarding Facebook:

- Members could be pre-approved for postings; it should reduce the workload for the moderators. More member contribution... even brag would help.
This information has been provided to the moderators.

Regarding Communication in General:

- Overall considered well done, one suggestion re monthly dinner meetings.
More regular dinner meetings being considered.

Regarding Social Activities:

- Jags and Java, a great idea but would like to see it in the west end. Cars & Coffee (breakfast). Breakfast meetings should move to be available to more members.
All of these are good ideas; the Jags and Java organizer would be happy to see some of the meets in the west end but needs a member from the west to organize a west end meet. Cars & Coffee breakfast, we do have a regular 8am Wednesday breakfast meeting at Stacked Smoked Meat on Banks St., all members are welcome. Again, to rotate this breakfast meeting with alternate locations requires an organizer for those alternate locations.
- What about bowling or a baseball game?
Again, needs and organizer.
- More relaxed lunches, dinners etc.
These would include Spring Dinner, Christmas Dinner and General Meetings. All are currently being planned.

Regarding Technical Sessions:

- Requests for information and direction on balancing two carbs, self-diagnostics, repair to cosmetic issues etc. Understanding ethanol fuel use.
All have been identified to our Technical Director for his consideration. Many have been addressed in past Jottings issues and may be rerun for the benefit of newer members.
- Repeat of the visit to Jaguar Hunt Club and possible session on self-diagnostics for modern Jaguars.
A revisit is being considered and to possibly include suggestions on self-diagnostics by a Jaguar mechanic.

Regarding the Website:

- Many items that members said that they would like to see on the Website included upcoming events, Jottings back copies, historical photos and membership contacts. There were also some concerns re access.
Most of what was requested is already available, some in the Members Only Section. It should be noted that updating the Website is on the Clubs to-do list. As always, time, manpower and expense are always a challenge. If anybody has Website experience your help would be appreciated.

(continued on next page)

Regarding the Jottings:

- Generally considered a very good newsletter. Comments included; reformat back to magazine column style, include an annual index in the December issue, would like to see info on other club's events including US clubs.

This information has been provided to the Editor/Publisher for his consideration.

- Would like to see more articles on members cars, articles copied from JCNA and other auto magazines. Articles on Jaguars from the 50's & 60's, Le Mans wins etc.

Articles on members cars is always great, if you haven't provided an article about your car yet, now is the time to send it to the Editor. As far as articles copied from other magazines, there are copyright issues, with our newsletter published on line and available for the world to see there is a significant risk to the Editor/Publisher re copyright infringement. Original articles, stitched together from various sources on historical cars and events are great, just need somebody to produce them.

- Maybe the Jottings should be published quarterly vs monthly.

Our advertisers have signed on and pay to be included in 12 Jottings issues per year. OJC's advertising revenue accounts for more than 20% of our total annual income from all sources including membership dues.

- Would like to receive a hard copy of the Jottings as it once was.

It has been about 20 years since we printed and mailed the Jottings. At that time, it cost about \$2 per copy to print and mail, to say nothing of the time for the Secretary to print, collate, stuff envelopes and mail. Today's cost would be around \$6-\$7 per copy or about \$500 per issue. If needed you may wish to print a copy.

Regarding OJC Jaguar Day:

- Prefer Judging to be optional, and to be similar to JCNA Concours that include driven, display and simple attendance.

- Friendship, lunch and awards.

- Jaguar day with other clubs at ABCD makes more sense.

- JCNA Concours

- Seeing the car, meeting with other members.

A wide range of comments, all being considered going forward. For those that did not attend, the reasons varied from; Jag not running, other commitment, health, too far, no longer a JCNA event, too narrow on Jags alone. In regards to interest in continuing a Jaguar Day, of the respondents, 70% were interested in continuing with OJC's Jaguar Day. Approximately the same percentage said yes to attending a Jaguar Day.

Regarding Member Participation:

A good number of members did indicate that they would assist with various events and or activities. 12 members provided comments on this item, 10 of 12 comments were reasons why not.

Regarding General Final Comments:

- Reviewing the general comments, several comments involved leaving JCNA. Should not have left, should rejoin, Jaguar Day should be a proper JCNA sanctioned event.

Unfortunately, that ship has sailed, the vote to leave JCNA was held as per JCNA regulations and the majority of OJC members voted to leave.

- Bobbing up and down on fees from \$60 to \$30 to \$50 given a large bank account is difficult to understand.

The initial \$60 to \$30 drop was a result of leaving JCNA and the saving of those fees. A major concern on leaving JCNA was insurance coverage, the club joined BCCI with the understanding that BCCI insurance was sufficient for our needs. As it turns out, the BCCI insurance covers some 28 clubs across Canada and it also primarily covers Directors but not events. As we understand, it is an aggregate policy, meaning that all clubs share in a common insurance pot. If other clubs have insurance claims their claims reduce the funds left in the pot for any given year. There is the possibility that in the event of an OJC claim, funds, if previously used by other clubs, would not be available. It is very important that all of our Membership is adequately insured in today's world of litigation. Our new policy costs about \$2K per year, and covers directors' liability as well as events and members.

The bank balance is a result of the COVID years. The challenge is to work it down while being fair to all Members and covering all anticipated expenses, such as an upcoming update to the website for example, which may be expensive.

- Wear nametags and promote club clothing.

Name tags are provided to all new members, and club clothing is promoted monthly in the Jaguar Jottings. Members are constantly reminded to wear their nametags at all events.

- Again, monthly meetings needed.

Currently being planned by the executive.

Hopefully this answers most suggestions and questions raised from the recent survey. If you have any others feel free to send them along.

Arizona Auction Tour part 2

by Jim Butcher

Scottsdale Car Auctions (Attending Barrett Jackson Auction)

In the February 2024 issue of the Jottings, my article introduced our trip to Arizona to attend a couple car auctions and I said that there would be two articles to cover the auctions, however I am going to break the high-lights of the auctions into two articles verses one (this month and the April issue), this article will cover the Barrett-Jackson auction and next month will cover RM-Sotheby's and Bonhams auctions.

The Barrett Jackson auction is held at WestWorld of Scottsdale which is 386 acres and located in the north east corner of Scottsdale. We decided to attend the auction starting at 5 pm, entrance fee is less expensive during the evening and having attended a previous auction we knew that we could see everything we wanted to in 4 to 5 hours. We parked in the one of the free lots which was almost 1 km from the entrance gates, however they offer complimentary rides to the entrance in luxury motorcoaches.

As mentioned in the previous Jottings article, the auction ran 8 full days (and nights), it sold over 1900 cars (plus automotive memorabilia ranging from antique oil cans to full size neon gas station and car dealership signs), it has about 1 million square feet under roof, and hundreds of acres of attractions outside. The week started with a formal night gala, including a concert by the rock group Foreigner.

Under the roof there are several areas, obviously the auction arena is the main attraction, another area displays the automotive memorabilia, some of the higher end and unique cars that are to be auctioned occupy a large area and lastly an area where larger vendors hawk their wares - helicopters, boats (saw a nice pontoon boat with 3-500 HP engines, regular price \$699,000 show sale \$599,000 US\$), car lifts, children's cars, magazine subscriptions, etcetera.



Auction arena, auction block is to the right, some of the skyboxes are on the left.

(continued next page)

by Jim Butcher



Karen thought this junior car would look good in our garage... it sold for \$22,000.



This 1971 custom sold for \$66,000

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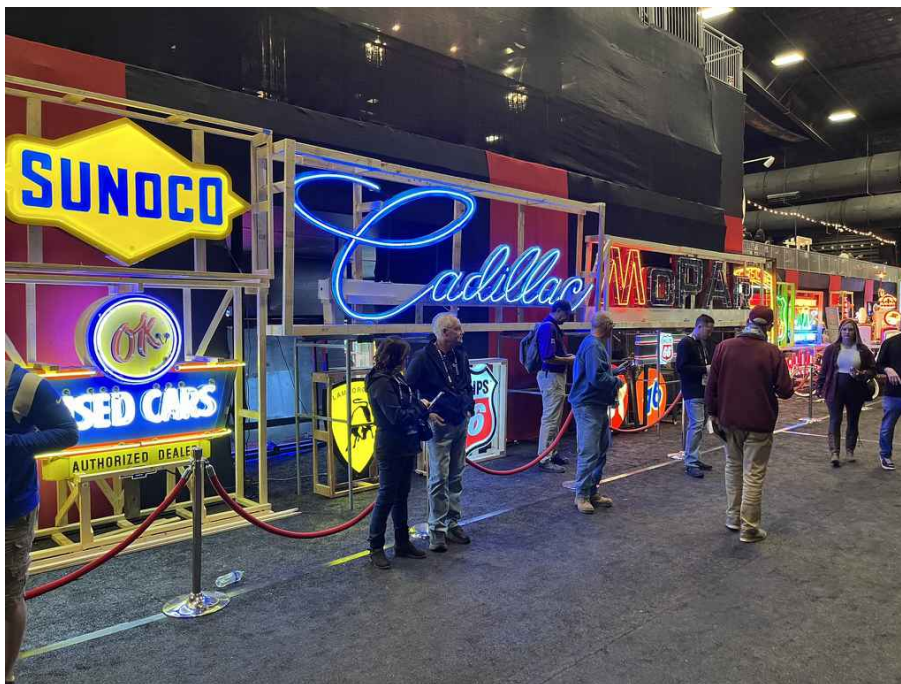
Arizona Auction Tour part 2_(continued)

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by Jim Butcher



1948 Chevrolet COE - took over 10,000 hours to create and sold for \$313,500.



Just before you enter the auction arena, the automotive memorabilia are displayed, the Cadillac neon sign sold for \$13,800 - I was going to buy it but could not fit it on my carry-on suitcase.

On the grounds they have a huge area where the sold

cars are stored before they are removed from the grounds, where cars to be auctioned are parked, then a staging and detailing area before they enter the arena. There are also food vendors, carnival rides and automotive vendors.

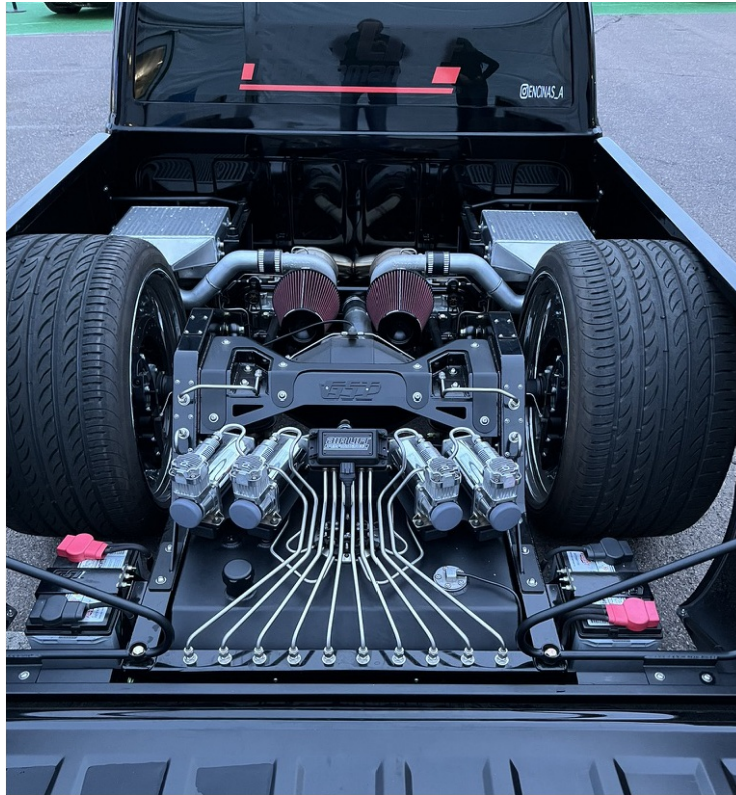
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Arizona Auction Tour part 2 (continued)

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by Jim Butcher

Below is an example of one of the customizing companies, in case you want to add an air ride and drop your Jaguar to the ground, check out the work of this company (after seeing this detail, I realized that I need to do some work to clean up my engine compartment!)



If you want to sell your car at Barrett Jackson the vast majority sell with no reserve and they decide where your car will be in the auction (earlier in the week sales prices are less and they build to Friday night and Saturday when the big sales occur). As a seller you pay an entry fee to have your car on the block and the cost varies depending on the day and lot number, plus you pay an 8%

sellers fee (on hammer price) and the buyer pays a 10% fee (on the hammer price) ... that adds up to a lot of money for Barrett Jackson!

Overall, Barrett Jackson offers something for everyone, they sell every type of automobile, they have hundreds of diverse vendors and it is an amazing show, that sells itself as an auction!

Stay tuned next month when Jim will cover RM-Sotheby's and Bonhams auctions.



Why I Got a Jag - Peter Alexander's Story

by Peter Alexander

When I was a kid, my dad thought of buying one. I remember the luxurious brochures about the Jaguar line. The pictures were made à la David Hamilton, for those who remember that photographer. Very beautiful indeed.

But then he decided to go for something else (an Oldsmobile Cutlass, Saloon) that can't be compared with a cat. He didn't want the village to think he just won the lottery or that he wanted to brag, so of all cars, he got a "bland" and "unnoticeable" Cutlass Saloon, 4-doors. I can tell you that that we never went unnoticed in that car, but still, I would have preferred the Jag. Any Jag, but certainly a Jag.

From then on, I knew I would have one in due time.

Years later, I had that friend who drove a 1988 XJ40 VDP. I loved that car (cream seats and metallic red). She always let me drive it when we went somewhere. That was the first (and only) Jag I drove until I got my own. The lines, the combination of leather and wood, the general comfort convinced me I had to have one, one day... Life being what it is, it took me another 35 years or so to finally shop for one. When I realized that Miss Chloé (that's her name!) was from the same year, the same version, the same engine (but a different interior and body colour), I thought that is the one. I was totally convinced when I saw her and did a test drive. To be quite honest, I think I had already acquired her in my mind!

The rest is history: I drove her back home. During the 900 km trip, I enjoyed every piece of comfort and luxury she gave me. At one point, on the 407, I noticed that everybody was driving much slower. I was wondering why until... I checked my speedometer only to realize that I was speeding at 160 km/h. That comfort makes you forget how fast you drive! I slowed down and hoped that I didn't pass by any radar because then, I didn't have a license plate at that moment. So, no tickets and, of course ... no toll!

I put over 6k km on it, between October and December, last year.

In November I got my garage delivered. Just in time for the winter. Miss Chloé rests. From time to time, I go into the garage to check if everything's OK, and that's when I realize I'm nuts about her.

I'm definitely looking forward to getting her out again as of March 15 or when there's no more salt on the roads. At the same time, I will start to fix things and realize how much she's going to be high maintenance.



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A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, smiling, and the man is in the passenger seat, also smiling. The car is moving on a road with green trees in the background.

***You're never too old
to have fun!***

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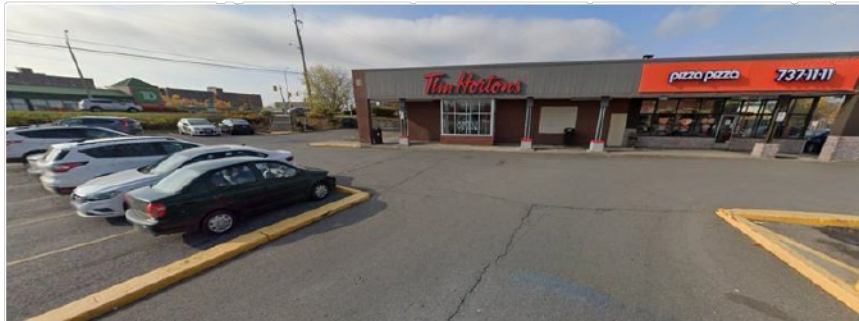
www.hazeldeangardens.ca

Many years ago, I decided to try to teach my wife to drive a standard shift. I chose a trip into New York state on the expressway for the occasion. Our son Jason was about seven at the time was riding in the back seat. Shortly after crossing the border, I pulled over to the side of the interstate highway and suggested we switch drivers. Karen was quite nervous but reluctantly agreed. When there was a large gap in the traffic, I said "OK start slowly" and guided her through starting up and changing gears. Things went well for a few miles and she was relaxing and getting used to it. Eventually Jason said he was getting hungry so I suggested going off the next time we saw a sign for a restaurant. We turned off at the exit towards a small town. As we

approached the center of town we came to a red light, at the top of a hill. Panic came back to Karen and she said "What should I do?" I told her to relax, that I would hold the emergency brake on so we wouldn't roll backwards. When the light changed all she had to do was slowly ease off on the clutch and press lightly on the gas pedal, and I would release the brake. As the light turned green I said "OK now". She dropped the clutch and hit the gas and we went screeching across the intersection. She pulled into the nearest parking space and stopped. Jason, in the back seat said "Wow Mom. I didn't know you could do that!" Since then, she has never tried to drive a stick again, and I have only bought automatic Jaguars.

JAGS and JAVA

Coming Soon, See calendar on page 5
7:00-9:00PM in the parking lot adjacent to the:
Tim Horton's 2495 Bank Street in the Southgate Shopping Centre



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One OJC Member's Experiences with Jaguar Hunt Club 16

by Al Graves

As some of you know my daily driver used to be a 2011 Hyundai Sonata, which I bought in 2012. By the summer of 2020 this valiant vehicle was old and high mileage so I started checking out a new Sonata and gave myself “sticker shock” as new Sonatas with the features I wanted weren’t cheap. While I pondered spending well over \$40k on a new Sonata I browsed Auto Trader and saw that Budd's, a high quality Jaguar dealer in Oakville had five (!!!!) ex-lease three year old Jaguar XF's with various features and low mileages for sale -most of them listed about \$10k cheaper than the Sonata model I was considering. I thought “What the heck...let's do it!!!” and went down to Budd's and test drove a couple of them, before selecting a bronze coloured XF 35t with just 18,600 km priced in the low \$30k's, about \$10k cheaper than the Sonata. I also decided to buy the Jaguar 4 year extended warranty.

The Budd's folks explained to me that the car should be dealer-maintained and since I was so far away, they suggested Jaguar Hunt Club as being the nearest dealer to me. On the drive back to Ottawa the car developed a minor fault and showed a “Check Engine” light - the only time this has happened. So I took it into Jaguar Hunt Club and began a relationship with them. They immediately honoured the Jaguar warranty and diagnosed a problem with the variable timing of the 3 liter engine. I was impressed with their facilities, their helpfulness and courtesy as well as how rapidly they turned the car around - there was quite a lot of work to correct the failed unit. For the following almost 4 years I have had the car regularly serviced there and they usually can provide a loaner vehicle, have always completed the servicing on time, and have always honoured the OJC club discounts without me even having to remind them.

So in early 2023, upon hearing that many of the usual locations that service our collector cars were overwhelmed and had backlogs, I decided to try an “unscientific” experiment. I would see how far through the season I could get, having Jaguar Hunt Club doing the routine post-storage maintenance plus any repair needs that came up on my two older Jaguars - I run a 1994 XJS 6 cylinder convertible and a 1995 XJR. In terms of OJC demographics about 40% of club cars are newer than these and 60% are older (from a 2018 study), so if Jaguar Hunt Club could successfully handle my needs of this should be of interest to a significant portion of the membership.



The “unscientific” designation arose since the actual incurred issues, problems and failures in my two old cars would determine the scope and content of the experiment. But I didn't need to worry - both cars contributed their share of things to sort out. Furthermore the initial post-storage inspections carried out by JHC flagged most of the issues that subsequently had to be addressed indicating a thorough inspection process. The major failure that wasn't spotted was the subsequent failure of an air conditioning hose line. The actual work done and the dates for that work are shown in the spreadsheet below.

JHC Service Details - May - November 2023					
Car	Date in	Date out	Work done	Notes	
95 XJR	15-May	25-May	Full service and oil change using 10W40 oil, multi-point inspection - issues reported (tires, alignment, transmission mount)	Vehicle pick up delayed by customer	
94 XJS	25-May	25-May	Service, oil change, full inspection, noting need for new front brakes	Car subsequently displayed in show-room due to low stock of new cars.	
95 XJR	08-Aug	31-Aug	Replaced balljoint, boot, checked wheel bearing play, full alignment, full check of steering and suspension components, 4 new tires fitted and balanced, air conditioning failure diagnosed (subsequently repaired - leaking lower line), removed all minor dents on doors/trunk painted bodywork		
XJS	28-Aug	01-Sep	Service front brakes, replace worn pads		
95 XJR	16-Oct	19-Oct	Replace transmission mount, install previously ordered A/c pipe and recharge A/c, perform multi-point inspection - no issues	Loaner vehicle (2023 XF)	
17 XF	23-Nov	23-Nov	Install and balance winter wheels, store summer wheels, multi-point inspection and oil change service	While I waited (2 hours)	

(continued on next page)

One OJC Member's Experiences with Jaguar Hunt Club 17

by Al Graves

As part of the post-storage comprehensive inspection a multi-point inspection report form is prepared and provided to the owner - the one for my XJS is shown to the left. I found that the repair sessions following the post-storage inspections had to be scheduled well in advance but, once scheduled, the cars went in on time and were returned on time, with all work being done to my satisfaction. JHC is a full service dealer selling new Jaguar and Land Rover vehicles and has to provide rapid service access for the owners of those newer vehicles they have sold so sometimes we will have to face a lead-time when making a booking - this seems entirely reasonable to me as long as, once a date is set, it is honoured - and that has so far always been the case.

The JHC billed labour rate is \$165 per hour (confirmed with JHC - Jan 2024) which, with the OJC discount equates to a club rate of \$148.50 which stands comparison with other locations. In addition JHC honoured our parts discount agreement, the average discount in my case being about 21.3% though this will vary from situation to situation since the form of the discount is "cost + 15%" which makes it sensitive to the normal cost-to-price mark up level.

In discussion with key JHC staff members (Ted Rose - Director Of fixed Operations and Edwin Rouppe Van Der Voort - Service Manager at that time) I learned that JHC can in fact carry out much more major work on older cars, but will only do so on a case by case basis after prior discussion - but it doesn't hurt to ask!!! Also they may request that the customer acquire some of the parts needed if those parts are not standard JLR parts. As examples of their breadth of capability they quoted two ongoing examples. One is the conversion of an automatic Jaguar to a 5-speed manual Jaguar, a project which they are pursuing with a customer and the other is an internal project to restore a 1961 E-Type OTS, which is being done for training and team building purposes. Both of these projects are far more massive than anything I've asked JHC to handle.

Should you wish to check out these folks or avail yourself of their services the contact people at JHC are Ella Cameron (Appointment coordinator) or Kyle Carkner (Service Manager) or for routine

The form is titled "LAND ROVER MULTI-POINT VEHICLE INSPECTION" and includes logos for Castrol and Land Rover. It contains a detailed checklist of vehicle components and systems, with checkboxes for "OK/Fill", "Good", "Recharge", and "Requires Attention". The form is filled out with handwritten notes and signatures, including "Edwin R. van der Voort" and "House Tech. No. 151,000 KM or Spring 2024".

service/repair matters and Edwin Rouppe Van Der Voort (Customer Care Manager) or Ted Rose for major projects - they can all be contacted via 613 727 5577. I will be calling JHC in the spring to get my two "oldies" through another post-storage service and inspection - my 2023 "unscientific" experiment was a success and I was able to get everything I needed done and done well.





OJC's Weekend Drives – A Perspective On Where We've Been And Where We Are Going.... Part 1 – Overview plus 2005 - 2010

This series of three articles looks back at the last 20 years of weekend and extended weekend drives and finishes with looking to the future of these much-enjoyed events. This article will briefly overview the last 20 years before looking in detail at the "noughties" drives (before 2010). The second article will look at the "teens" drives in the 2010's, while the last article will cover the "twenties" drives - the history of drives up to 2023 and planned and intended drives of 2024 and beyond.

The past drives have been of 2, 2.5, 3 and even 4 days duration and have attracted 3 – 6 cars – the 2023 spring drive attracted more than 25 cars but most of those were from OJOA so that doesn't count!!!! The trips have always been paced to be pleasure-drives tailored to the club member demographics with lots of interesting stopping places, rather than fast "route marches". We have ranged as far as south west Ontario, the shores of Georgian Bay, Hamilton (twice!!!), Algonquin Park, Prince Edward County, and the Eastern Townships of Quebec. From the humble beginnings of an overnight trip across Algonquin Park in 2005 these club multi-day events have evolved into fully featured mini-vacations, not only to enjoy driving your Jaguar but also using your Jaguar for you and your companion to enjoy life.....

We had major multi-day drive events in 2005, 2006 (the JONAT year), 2008, 2011, 2014, 2015, 2016, 2017, 2018, then we suffered a hiatus for a certain pandemic. We returned in 2022 with a blockbuster 4 day event featuring the OJOA Concours at the Canadian Warplane Heritage Museum, an event we repeated in 2023, plus a 3 day spring drive to Prince Edward County, in conjunction with OJOA.

The most common format for these drives is a Friday – Sunday drive, allowing Saturday to be spent at, or touring, the destination objective. For the OJOA Concours this has been extended to a four day drive since the main event is on the Sunday and is a bit far to get there on back roads and lightly travelled

(continued next page)

highways in just one day, while still arriving in time for the Concours reception on the Saturday evening – that's why we also start back on the Sunday afternoon after the Concours ends.

The 12 drives we've held over the last 20 years are tabulated in the spreadsheet below.

Weekend Drives							
Year	Dates	Duration	Event Title	Overnight Stops	Highlights	Start, End Point	Distance Driven
2005	Aug 13-14	2 days	Jaguars In The Park	Algonquin Inn at Oxtongue Lake	Algonquin Park (Logging museum, Visitor Centre, Peck Lake, Lake Opeongo, Hardwood Trail), Bancroft	Renfrew, Renfrew	540 km
2006	Jun 13-16	4 days	JONET 2006	Algonquin Inn, Craigmileth, Cobourg	Zurakowski park, Barry's Bay, Algonquin Park, Dorset, Bala, Midland, link up with Georgian Bay British Car Club, 30,000 Islands Boat Cruise, visit to Back Street Heroes, Birkshire Jaguar, Prince Edward County	Kanata, Westport	1200 km
2008	Sep 13-14	2 Days	Prince Edward County Road Trip	Picton Harbour Inn	Loyalist Parkway, Lake on a Mountain, Duke of Marysburgh pub, Black River Cheese, County Cider outlet, Huff's and The Grange wineries, Bloomfield boutiques, chocolatier, Westport	Awakenings in Merrickville,	600 km
2011	Aug 19-21	2.5 Days	OJC Trip To Prince Edward County	Waring House in Picton	Sandbanks Provincial Park, Cherry Valley, Black River Cheese, St. Marysburgh Viewpoint, visit to Martin Handforth's car collection, County Cider (lunch stop), Grange, Rosehall Run and Sandbanks wineries, Loyalist Parkway, tour of Fort Frederick (Stewart Robertson), Gananoque, Rockport.	Village Bean in Merrickville,	540 km
2014	Aug 9-10 (11)	2/3 days	Port Perry and Prince Edward County	Whitchurch-Stouffville, Trenton	Bancroft Mineral Museum, Kawartha Winery, Fenelon Falls, Brits on the Lake car show, Casa Dea wivory, other PEC sites	Arnprior, Ottawa	850 km
2015	Aug 14-16	2.5 days	Prince Edward County and the Boot n Bonnet British Car Show, Kingston	Belleville (2)	Westport, Bloomfield, Sandbanks Prov. Park, the Maritime Museum (and Morgans), County Cider outside restaurant lunch, Black River Cheese, Huffs and a jazz concert, Carrying Place, Lake on a Mountain, Glenora Ferry, Loyalist Parkway, Boot n Bonnet car show, Opinicon Road, Old Mill at Ashton (post drive dinner)	Kanata, Ashton	540 km
2016	Aug 5-7	2.5 days	Weekend Trip To Port Perry	Barry's Bay, Lindsay	Barry's Bay, Algonquin Park Visitor Centre, Peck Lake trail, lock-side lunch in Dorset, the home of Lucy Maud Montgomery in Leaskdale, Brits on the Lake car show in Port Perry, Ashton Pub post drive dinner	Carleton Place, Ashton	860 km
2017	Aug 4-6	3 days	OJC Weekend Trip	Bromont, QC (2)	Maxville Highland Games, Venise en Quebec, Lac Memphremagog, Abbaye St. Benoit Du Lac, Lac Brome, McGowan Inn at Georgetown, Magog, Ayer's Cliff, Granby, Lac Boivin Conservation area, Vignoble et Cidre Coteau Rougemont, Fort Chambly	10th Line in Orleans, Swan on the Rideau	1020 km
2018	Aug 3-5	3 days	2018 OJC Long Weekend Tour	Bracebridge	Zurakowski Park, Mad Musher in Whitney, Algonquin Park Logging Museum, Lake Rosseau drive, Gravenhurst waterfront, steamship cruise on Lake Muskoka	Arnprior, Carleton Place	920 km
2022	Aug 12-15	4 days	OJC August Adventure Featuring OJOA Concours - CWHM	Orillia, Brantford, Newmarket	Bancroft Mineral Museum, Kawartha Settlers Village, Creemore, Royal Botanical Gardens (Burlington), OJOA's pre-Concours reception/dinner, OJOA Concours, the Canadian Warplane Heritage Museum, Peterboro" Lift Lock, Blommer Chocolate Factory, Campbellford gorge	Arnprior, Carleton Place	1180 km
2023	May 26-28	2.5 Days	Spring Getaway Weekend - Prince Edward County 2023	Waring House, Picton (2)	(OJC) Westport lunch, Loyalist Parkway/Glenora Ferry, Lake on the Mountain Prov Park, Fifth Town Artisan Cheese, Nebula Organics, Cherry Valley, Casa Dea Estate lunch stop, Struisvogel Ostrich Ranch, Campbells Orchard Stand, Huffs Estate Winery, OENO Gallery, Bloomfield shopping, National Air Force Museum (conducted tour)	Smiths Falls (OJC)/ Whit--Stouffville (OJOA), N/A, N/A	700 km (OJC)
2023	Aug 11-14	4 days	OJC August Adventure To Join OJOA's Concours At The CWHM	Orillia, Brantford, Newmarket	Barry's Bay, Algonquin Park - Lake Opeongo and Visitor Centre, Dorset View tower, the McMichael Collection of Canadian Art, Legendary Motor Car Company, OJOA's pre-Concours dinner and reception, OJOA Concours, the Canadian Warplane Heritage Museum, Kawartha Winery	Arnprior, Bancroft	1270 km

Over the years the drive planning has matured and the drives are now multi-day tours with a definite theme and plenty of attractions. Initially we used simple tools and provided our participants with only basic route information – now we provide a comprehensive event handbook with turn-by-turn drive information, time-lines, details of the places of interest that form our stops and even a gas station guide.

(continued next page)

The early years – 2005 to 2010 (continued)

In this period we had three multi-day drives, being “Jaguars In The Park” in 2005, “JONAT 2006”, and a Prince Edward County weekend trip in 2008.

Jaguars In The Park – August 13th – 14th, 2005

This was a simple two day drive, starting in Renfrew, heading westbound on Hwy 60, crossing Algonquin Park (with several stops in the park on the north side of Hwy 60 along the way) to our overnight accommodation at the Algonquin Inn, Oxtongue Lake, just west of Algonquin Park. On day 2 we returned to the park with more stops, this time on the south side of Hwy 60, before heading home via Bancroft and Hwy 28/41 back to our starting point in Renfrew arriving about 5:30 p.m.



JONAT 2006 – June 13th – 16th, 2006

This was a much more substantial multi-day event organized as part of JCNA's round North America Jaguar Owners' North America Tour. The OJC leg was organized by Mike O'Brien with help from Alan Graves, Bob Higgs and Victor Krisel (OJOA). The trip ran from Cora's in Kanata, across Algonquin Park to the first overnight stop in the Algonquin Inn again. On day 2 we pressed on to Midland, via Dorset, Bracebridge and Bala. In Midland we met up with the Georgian Bay British Car Club for lunch and an afternoon 30,000



1 – Pre-drive breakfast, 2 – XK150 @ BSH, 3 – Lunch with Georgian Bay British Car Club, 4 – Taking a break at Wilno 5 & 7 Birkshire Motors, 6 & 8 Back Street Heroes, 9 Lunch in PEC, 10 – On Glenora Ferry, 11 Algonquin Park Wildlife, 12 On the 30,000 Island Cruise

Islands boat cruise. Then we headed to our hotel in Craigeleith, near Collingwood. On day 3 we drove to Arthur, Ontario to visit Back Street Heroes, an engine rebuild and car restoration shop with plenty of

specialist Jaguar knowledge, before heading east to Thornhill, north of Toronto, to visit Birkshire Motors, an independent used (mainly) Jaguar dealer, that was the source of Al Graves' XJS. Then it was on to the third overnight stop in Cobourg. On day 4 we drove along Hwy 2 to Prince Edward County, had an idyllic day touring the county before heading back to Ottawa on back roads and lightly traveled highways.

OJC Road Trip - To Prince Edward County – Sep 13th – 14th, 2008



1 – Stop on journey down, 2 – Waiting for Glenora Ferry, 3 Lunch on Saturday, 4 – Overnight motel in Picton, 5 – Picton Harbour, 6 – Touring Rosehall Run winery, 7 – Last stop – a brewery!!!

We didn't do a multi-day drive in 2007. In 2008 we were back with a drive specifically to Prince Edward County. Five cars started from the Brewed Awakenings coffee shop in Merrickville at 8:45 AM. We headed south and west using country back roads down to the Loyalist Parkway, which runs along the St. Lawrence/Seaway shoreline. At the end of the Parkway we took the Glenora ferry to Prince Edward County. Lunch was at the Duke of Marysburgh Pub in Waupoos, after stopping at the Lake on a Mountain viewpoint. After lunch we visited a cider-making facility (County Cider) before heading to the Black River Cheese Outlet to taste their mature cheeses plus stop for ice-cream. From there we took a scenic drive through Milford, Cherry Valley and Bloomfield, heading up to Huffs, The Grange and Sandbanks Wineries, the latter by request of Marc Chappell. From there we drove to our overnight motel (The Picton Harbour Inn). We took a short walk into town and found a pleasant restaurant for the evening. On Sunday we split into two groups — one group heading to a model railway exhibit while the other continued the tour — and after missing out on the Wellington chocolatier (they were closed) we found their chocolate at the Rosehall Run Winery, where we were given a tour by the proprietor. After this we headed eastwards across the County, stopping at a brewery, then on to the ferry followed by a return drive to Ottawa, again by back roads with a stop in Westport.

Next month – the “teens” tours... Alan Graves

Jaguar Jottings

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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.

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Hurricane – Men's Insulated Softshell Jacket w/detachable hood. OJC Cost: \$129.10

Men's (X-4X): L03170 <https://canada-sportswear-corp.myshopify.com/products/l03170-hurricane-mens-insulated-softshell-jacket-w-removeable-hood?variant=43677555818735>

Matching ladies cut, (XS-2X) L03171: <https://canada-sportswear-corp.myshopify.com/products/l03171-hurricane-wmns-insulated-softshell-jacket-w-removeable-hood?variant=43677555163375>

L03100 (no hood): OJC Cost: \$134.19

Men's (S-4X) <https://canada-sportswear-corp.myshopify.com/products/l03100-cyclone-mens-insulated-softshell?variant=43677557194991>

Matching ladies cut, (XS-2X) L03101: <https://canada-sportswear-corp.myshopify.com/products/l03101-cyclone-womens-insulated-softshell?variant=43677556506863>



Coal Harbour Everyday Water Repellent Soft Shell Jacket OJC Cost: (Men's & Women's XS-XL) \$87.29

Men's regular softshell, J7603: <https://www.sanmarcanada.com/j7603.html> (2X \$91.98, 3X \$98.03)

Matching ladies cut, L7603: <https://www.sanmarcanada.com/l7603.html> (2X \$91.98, 3X \$98.03)



Glacial - Puffy jacket with detachable hood, - OJC Cost: \$109.89

Men's (S-4X) L00980: <https://canada-sportswear-corp.myshopify.com/products/l00980-glacial-mens-puffy-jacket-with-detachable-hood?variant=43677582262511>

Matching ladies cut (XS-2X) , L00981: <https://canada-sportswear-corp.myshopify.com/products/l00981-glacial-ladies-puffy-jacket-with-detachable-hood?variant=43677581279471>



Parkview – Full Zip Fleece - OJC: Cost \$72.60

Men's (S-4X) L00692: <https://canada-sportswear-corp.myshopify.com/products/l00692-parkview-mens-full-zip-fleece?variant=43677621977327>

Matching ladies (XS-2X) L00693: <https://canada-sportswear-corp.myshopify.com/products/l00693-parkview-ladies-full-zip-fleece?variant=43677620469999>



Men's Melton leather jacket, OJC Cost: \$332.50

(S-4X) L00227: <https://canada-sportswear-corp.myshopify.com/products/l00227-graduate-imported-melton-deercow-bomber?variant=43677648093423>



Barren – Microfleece Full Zip Jacket OJC Cost: \$70.34

Men's (S-4X) L00695: <https://canada-sportswear-corp.myshopify.com/products/l00695-barren-mens-full-zip-pullover?variant=43677619355887>

Matching ladies (XS-2X), L00696: <https://canada-sportswear-corp.myshopify.com/products/l00696-barren-womens-full-zip-pullover?variant=43677618438383>



GILDAN® HEAVY BLEND™ CREWNECK SWEATSHIRT. 1801. OJC Cost: S-XL \$35.31, 2X \$39.55
Adult crewneck sweatshirt, style 1801: <https://www.sanmarcanada.com/1801.html>



Gilden – Heavy Blend Hooded Sweatshirt. 1850 OJC Cost: S-XL \$43.22, 2X \$49.16
Adult pullover hoodie, style 1850: <https://www.sanmarcanada.com/1850.html>



Gildan Heavy Blend Full Zip Hooded Sweatshirt OJC Cost: S-XL \$55.37, 2X \$64.13
Adult full zip hoodie, style 1860: <https://www.sanmarcanada.com/1860.html>



Cuff Toque black or navy OJC Cost: \$22.32





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