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Jaguar Jottings

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The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec
April 2025 - ottawajaguarclub.com

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

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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 – 2025

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Ben Farmer

Happy April to all OJC members!! We had an engaging All Members Meeting in late March to kick off the 2025 season. A varied set of events and drives are on tap and were discussed by the 20+ members, each month has drive opportunities. We are offering more drives to different car shows in the region which is a great way to get out in our vehicles but also enjoy other classic or exotic cars. As always, we could use time from 3 or 4 of you to lead one of the "tentative" drives on the list...contact anyone on the Board to do this!!! Enjoy getting your cars prepped and back on the road...

In this issue

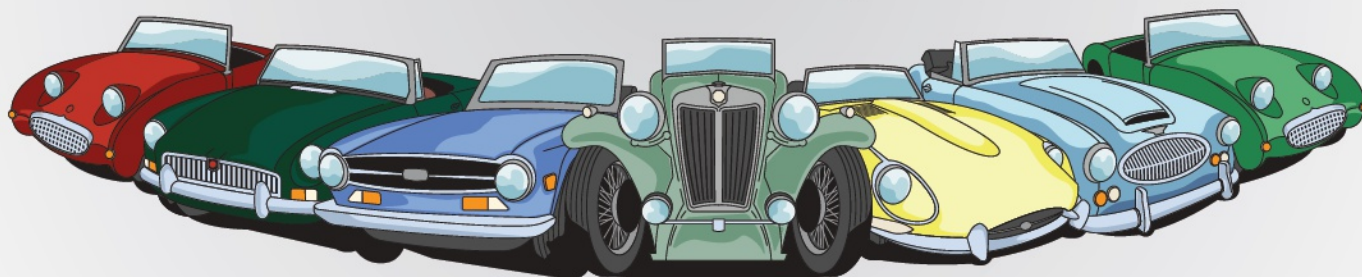


Spring is here and the cats are slowly peeking their heads out to see if warm weather is upon us. A warm spell here and there tempts some of them to stretch their limbs, only to see them running back when freezing rain threatens to send them scurrying back into safe havens. April is a time of transition. I include a story of transitioning from my first car to finally getting a Jaguar. Phil Karam talks about readying your cars for another season of driving. We take a tour behind the scenes at Jaguar Hunt Club to find out how our cars are methodically looked at with electronic diagnostic tools. We also step back in time, remembering when our dearly missed Lee Harrington visited his favourite garage in Mount Forest. I hope you enjoy this issue as I have enjoyed putting this one together.

David Seabright
your editor and publisher



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OJC Events - March 2025

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The following is a partial list of OJC Events for 2025. This calendar will get more flushed out in future issues. Thank you to all members who have taken on the role as coordinator for the upcoming events.

Events may be added or dates altered from time to time. Updates will be emailed to all Members as and when this may happen. Please forward new events or changes to our Events Coordinator, Louise Collins, at ottawajagclubevents@hotmail.com

MONTH	DATE	TIME	EVENT	DETAILS
April	Sunday, April 27	5pm	Spring Dinner	TBD
May	Saturday, May 10th	10am	Tech Session 1	Phil Karam philkaram3@gmail.com
	Saturday, May 17th	10am	Tech Session 1	Phil Karam philkaram3@gmail.com
	Sunday, May 25th	TBD	Hudson British Car Show	Kester Hamilton led organized drive. Details to follow.
June	Sunday, June 8th	TBD	Suggested drive to Merrickville	Looking for a volunteer
	Sunday, June 22nd	9am	Wheels on Mississippi car show, Riverside Park, Carleton Place	OJC drive together to Car Show - Drive by Kester Hamilton
July	Saturday, July 12th		ABCD (All British Car Day)	Clarke Fields Park, Barrhaven
	Sunday, July 27th	11am-4pm	OJC Jaguar Day	Cumberland Heritage Village Museum
August	Saturday, Aug. 2nd		Suggested Drive to St Albert Cheese Factory & Beau's Brewery for lunch	Possible Drive - Looking for Volunteer
	Friday, Aug. 8th to Monday, Aug. 11th		Drive to OJOA Concours	Drive led by Al Graves gravesal76@rogers.com

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My Path to a Jaguar

by David Seabright

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April 22, 2018 was the culmination of a decades old dream of mine to own a Jaguar. It all started in 1964 as I was browsing through a car magazine. I had always been fascinated with cars since I got into a rental car my dad hired when I was 4 years old. I sat in the back seat and watched my dad use the steering wheel to guide the car down the road, trying to anticipate when he would make subtle adjustments. I noticed his feet on pedals beneath him. With his foot on one of them the car sped up and on the other one the car would slow down. Again, after a while, looking out the front window I could start to anticipate the need to use one or the other pedal. There was another pedal that seemed to be associated with a stick hanging off of the steering column. Every time that pedal was pressed my dad would jiggle the stick resulting sometimes in a grinding sound or a lurch of the car. I didn't like that peddle, it made me feel sick.

After moving to Canada from the U.K., I was introduced to the big American cars. I soon learned all of their names, models and could tell which year that they were brought out. My younger sister was awestruck at my knowledge. I remember one car my dad bought that he customized with a kit of an early version of a fuel injection system. It replaced the carburetor and was supposed to be more fuel efficient. I don't think it did much in that regard. In 1963, as I was looking through a magazine I had bought at the grocery store for the ridiculous price of \$1.25, I saw a fold out of a brand-new Jaguar E-type in racing green. I fell in love immediately! To my 12-year-old self I thought this was the epitome of car design and thus was born my life-long dream of owning a Jaguar.



1964 Jaguar E-type

You might ask why did I not end up with one eventually? Well, it all came down to practicality for me. By the time I was ready for a car of my own to get me to my first permanent job, the E-type was no longer being made and I wanted something newer that I could rely on more.

(continued next page)

Want Ad

I'm looking for a 1964 to 1967 jaguar etype 4.2 with covered lights convertible if anyone is interested in selling one. I want one that's in hopefully excellent shape. Thank you. Wit Lewandowski.

wit_lewandowski@yahoo.ca



So, I ended up with a 1975 4 door Volvo in an almost fluorescent orange colour and matching orange and black striped cloth seats. Hey! It was the 70's okay! I drove the heck out of that car for a little over a year. I started to realize that car burned a lot of oil and I mean a lot. I took it to Montreal one time at an average speed of 140kph. Coming back my oil light came on and when I got home I checked the oil and the dipstick showed no sign of oil on it. It was bone dry. I drove it to the gas station and put several cans of oil in it.



1975 Volvo 244 DL

That fall, I decided to get rid of it and traded it in for a brand new never been driven before 1976 Volvo 264 GL with V6 engine. I pre-ordered it with special stereo system, leather seats and dark copper metallic colour. It cost me a year's salary, but with the value of my previous Volvo and the special low interest rate of 6.25% who could refuse. My dad thought I was nuts. It was a very good car, lasting 8 years.



1976 Volvo 264 GL

(continued next page)

by David Seabright

By the time I got married and we had bought a house with a mortgage, my days of expensive cars were over. By now the price of a Volvo became beyond our reach. The dream of owning a Jaguar seemed improbable. We compromised with buying a brand-new compact Oldsmobile. I was back to a 4-cylinder car, but it did have a lot of torque. It wasn't my first choice for a car, but we were on a strict budget. We took it to P.E.I. and back, and there were no problems. Whatever I did to the car, it wouldn't die.



1984 Oldsmobile Firenza

In 1991, we started browsing around for a new one. First we went to some new car shows to see if there was anything interesting to see. We also went to some outdoor car events. After several months we headed to a local dealer near us and started looking at their new car inventory of Pontiac Grand-Ams. We settled on a dark metallic blue one. It had the same engine as the Oldsmobile but was tuned a bit higher, giving it a more fun drive. We had that one for 10 years and got rid of it out of embarrassment when the paint peeled off of it. It seemed to be a common occurrence for that car back then.



1991 GrandAm SE

(continued next page)

by David Seabright

So, in 2001 we went back to the same dealer and pre-ordered a brand-new silver Pontiac Grand Am GT with V6. A very nice car to drive. We took it up Mount Washington that year. I still like that car, but the electrics were starting to go on it after 7 years.



2001 Pontiac GrandAM GT

In 2010 I saw a Pontiac G8 and had to buy it. The almost ultimate sports sedan! We were hesitant at first but once we started driving it we both didn't want to stop. Admittedly, I never wanted to get rid of this car. It was an import from Australia where it is badged as a Holden Commodore. At 0 to 100 in 7 seconds, for a V6 I was totally in awe. Especially considering the price. I took this car to Nova Scotia right around and back again with no problems. The only scary problem I had with it was the linkage pin on the gear shifter broke when I was 40km away from home. It was stuck in reverse. Luckily, the home owners nearby allowed us to stay in their house until the tow truck arrived. We even had our dog with us. It was a simple fix at the dealer and the cost was peanuts. I did have to put a new alternator in it at one point and a new battery. Also, I was on my second set of tires when I finally sold it.



2009 Pontiac G8

(continued next page)

by David Seabright

So, this brings me to the Jaguar era. I started looking in 2017 shortly after retiring. I went to a few dealers both new and used to test drive a few models. We went to a few car shows and I brought my tape measure with me. There weren't too many new cars that could accommodate a large crate for our dog to sit comfortably in the back seat. We thought of an SUV but they were too high for our aging 60 lb. dog and the cargo space was very limited if the back seats were to be useable. I checked out a 2-year-old Jaguar XE at a dealer and took it out for a ride. We both hopped in when I got home and we went grocery shopping in it. We both liked it but we found out the trunk space was just a bit short. I kept looking for another year. In 2018 I noticed a 2017 Jaguar XF supercharged V6 for sale. It was brand new as far as never been driven but was a bit over our budget.



2017 Jaguar XF 35t

I kept looking and test driving more Jaguars, this time choosing the XF which had the desired dimensions. From time to time, I looked at the XF I had seen in an ad online at the dealers. I noticed the price slowly starting to drop. Then one day I noticed they had a special going on with some of their inventory. The car I was eying was one of them. I called them up and arranged for a test drive. The car was a beauty with only 78km on it. I took it out with the salesman for a lengthy test drive. By the time I got back it had 175km on it. I asked him if I could take it out again later on to show my wife. So, the next week I drove it home on my own. We both took it out for a nice run. When we came back we got out of the car just in time to meet one of the neighbours from up the road who had 3 BMW's. He took a look at the car and said he loved it and couldn't stop wowing over it. We were convinced then and there and so we both got in the car to take it back to the dealer and signed the papers right then and there. A couple of weeks later after having requested some minor maintenance be done to it we were the proud owners of a previously unused Jaguar! I asked the salesman why it had been sitting on the lot for so long and he said nobody fell in love with it. We did! We have both been loving it ever since. As a side note Covid hit the country soon after so we couldn't travel very far. When it was over, our dog was too ill to travel so we never got to use the trunk for what we wanted it for. Oh well, we have a Jaaaag!



(concluded)

Publishers note: In memory of Lee Harrington, I am re-posting this article he originally posted 20 years ago this April. Enjoy!

Back Street Heroes Mount Forest, Ontario

by Lee Harrington

As most of you know, Back Street Heroes advertises faithfully in the Jottings every month, I (Lee Harrington) was in Mount Forest for a week in March. Our daughter lives there and was giving birth to her second daughter (Callia 8lbs ¾ ozs). Susan and I were babysitting our first granddaughter (Miriam 17 months). On a previous trip I had dropped by Back Street Heroes only to find it closed. I was forced to peek through windows to try and see the shop. This time I called to make an appointment. My son-in-law and I were greeted by the owner, Ian Neville, and he proceeded to give us the fifty-cent tour. There were 9-10 Jaguars in the mechanical shop (all with cloth covers). There were two V-12's and one 4.2 on engine racks almost complete. One of the cars was from Nigeria. Ian exudes confidence and a great knowledge of Jaguars. To quote an old cliché, he probably has forgotten more than I will ever know about Jaguars. There is only one way that he conducts his work – it's done properly and to specs or it's not done at all. He took us into the body shop where three E-types, an Aston Martin, a Porsche and two XJ's were parked. The E's were undergoing total body off restorations. Ian took the time to show us some of the criminal quick fixes that had been done to the cars, as well as showing us the proper restoration process. We also met his body man, Peter, who told us he works on every car as if it was his own. Ian told us that he has a pick-up and delivery service as well for major work. We spent two hours at the shop and were very impressed. I am taking my E-type up to show him and get a repair appraisal this summer.



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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.

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to have fun!***

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Considering a Staycation in Historic Quebec City in June? This car show could be a consideration...

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The XXVth edition of the "Rendez-vous British Quebec" will be held on Friday evening June the 6 th and all day Saturday June the 7 th 2025, in the Old Port area of historic Quebec City. The "Rendez-vous British Quebec" is a friendly low key gathering of British car owners wishing to share their passion with like minded individuals.

All British vehicles are welcome no matter the model or production year.

Friday evening will see British cars parked on "**rue Saint-Paul**" which will be **closed by 5:00 PM** to other motor vehicles traffic and limited to pedestrians. This is a good time to renew old friendships or make new acquaintances. Also, owners may wish to have dinner at the outside terrasse of one of the many restaurants on "rue Saint-Paul".

On Saturday, the British cars will be displayed as of **9:00 AM** on the "**Quai Renaud (Espace 400)**" adjoining the Musée maritime.

Registration will be made on arrival and the **admission is free**. British Pop Music from the '60s will provide a proper atmosphere. A prize will be given for the "people's choice" car as well as for the most authentic car.

A Food Truck will be on site and many restaurants are just a short walking distance away as well as historic sites of Quebec City. A dinner will be organized on Saturday evening. Those who wish to attend should indicate so as soon as possible by return email.

The emphasis of the event is on fun and a splendid time is guaranteed for all !

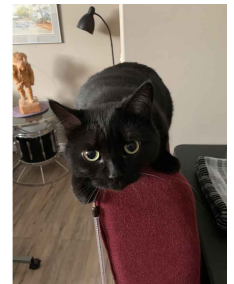
For more information, please communicate with Claude Jacques, at 418-929-6895 or info@rvbq.org.

Submitted by Bonnie Newson from an email from Claude Jaques

Home and About

We have been invited to move to Osgoode (near Kemptville) to live with Gail's daughter Christina and her husband Ratnesh. The date of the move will depend on the sale of our home, the listing for which will appear online on Thursday (March 20, 2025). Our many years here in Kemptville have been brightened and made comfortable by all of the residents of Kempton Court. We aren't going far and will be back regularly.

-Mike O'Brien



Annie is going with us

As you can see.....we aren't going far...we can't find the horses

Restoration Seminar

Several years ago, I attended a one week long seminar at the Reynolds-Alberta Automotive Museum (south of Edmonton Alberta) on "Restoration of Automobiles to museum quality"

I did this as I wanted to up my knowledge and skills pertaining to my hobby of restoring my Jaguars..

They explained the strategies, techniques and tools used in museum-quality metal finish repair.

My 1954 XK120 OTS, 1955 XK140 FHC, and my XJS X200 are the results of these teachings.

I would like to share some of the teachings to those interested.

I have divided the groups as follows:

- 1) Those that are doing a restoration, or that have done a restoration and it did not turn out as one had expected.
- 2) Those that would like to, however.....
 - have no garage space
 - have no tools
 - have no money
 - wife won't let you
 - don't like to get your hands dirty
- 3) None of the above, however, would like to look over your 15 car collection and 40 fancy pigeons, and 2 golden pheasants.

The sessions will be held on a Saturday morning.....in the month of May.

If interested, reply to 1, 2, or 3

No need to reply if you are not interested in any or you just joined the club for the dealer discount.

Technically yours

Phillip philkaram3@gmail.com

TAKING YOUR CAR OUT FROM WINTER STORAGE

- **TIRES:** Measure your tire pressure. If they went down less than 5 lbs from what you stored them with, then they are fine. More than 5 lbs, keep your eye on them for slow leaks. Return the tire pressures to the specified tire pressure or 32 lbs.
- **FLUID LEAKS:** Look for fluid leaks beneath the car, as well as brake fluid on the inside of each tire. ~ Engine oil=brown
- ~ Automatic Transmission oil = red
- ~ Manual Transmission oil = yellow
- ~ Power steering = red or yellow
- ~ Brake fluid = clear
- ~ Clutch fluid = clear
- ~ Antifreeze = green or yellow

All fluid levels should be exactly where you topped them up to in the fall.

- **ANTIFREEZE:** Measure the voltage between the fluid and ground. Less than .5 volts is good. Anything above 1.5 volts should be changed immediately in order to prevent corrosion to the aluminum head and fittings.
- **BATTERY:** Check the acid level and top up if necessary with distilled water. The voltage should be 12.5 volts. If not, charge until 12.5 volts is obtained.
- **START ENGINE:** Disconnect the coil wire and attempt to start the car. Do so for about 30 seconds or until you see good oil pressure. This is so that you do not start the car with a dry engine. Reconnect the coil wire and start the car. The plugs may be wet from the gas or wet from the fogging oil, so you may wish to give a shot of Quick Start fluid. Let the car run for 10-15 minutes. Take the car for a short run, and fill up with some 91-octane gas if you did not do so in the fall. Check the automatic transmission level while it is hot.
- **GREASE:** Grease all fittings where necessary. Check S.U. carb oil levels.
- **OIL/FILTER:** If you did not change the oil/filter in the fall, do it now.
- **BRAKE FLUID:** If you did not flush out the brake fluid reservoir in the fall, do it now.
- **LUBRICATE:** If you did not lubricate the pivot points in the fall do it now.
- **LEATHER SEATS:** When you put your car away in the fall, it was advisable to treat the leather with a preservative, like "LEATHERIQUE". Now do it again in order to keep the leather soft, and not dry out.

Phillip philkaram3@gmail.com

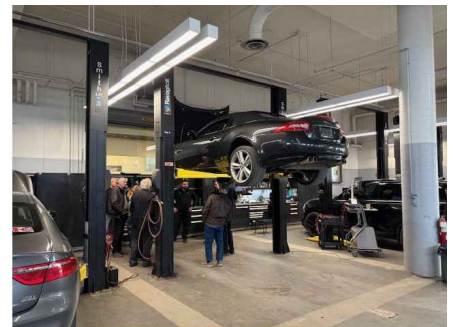
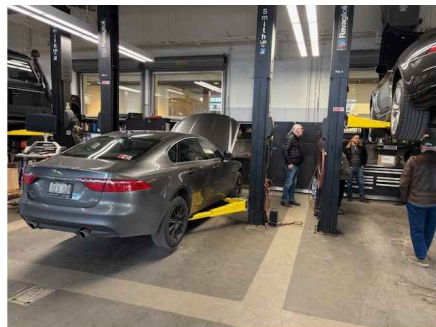
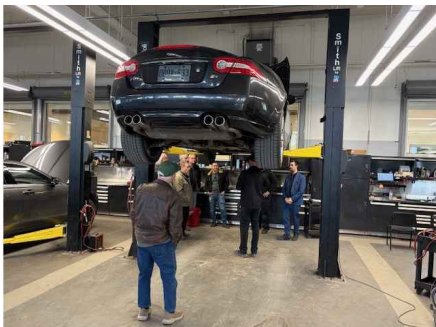
JLR Hunt Club Tech Night

by Barry Paulson

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The seven Ottawa Jaguar Club members in attendance, found last evening's tour to be very informative. It was great to meet younger technicians who are interested in the older cars. The fact that JLR Hunt Club is developing expertise, in these younger employees, gives us great hope for the future of the marque.

The two car owners who volunteered their cars were, I'm sure, pleased to find that their vehicles were in such good condition. David Seabright volunteered his 2017 XF 35t and Paul Blais volunteered his 2012 XKR. Others in attendance were myself (Barry Paulson), John Blais, Al Graves, Jim Butcher and Mark Christopher. Present on behalf of Hunt Club JLR were Ted Rose, Kyle Carkner, Matt Jones, Bijan Sanei and Sean Murray. Thanks goes to Edwin Rouppe van der Voort for suggesting this event.



Publishers Note:

JLR Hunt Club recently demonstrated how their technicians systematically collect, document, and distribute detailed service findings. During the session, they showcased the use of a specialized tablet equipped with a preset checklist that guides the technician through each inspection. This system enables them to record observations and flag any issues in real time, as well as capture photographs of specific problem areas for precise identification. Once the diagnostic phase is complete, the gathered data is automatically forwarded to the service desk, ensuring that service advisors can accurately and efficiently communicate the findings to customers.

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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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:

ottawajagclubtreasurer@gmail.com

Jim Butcher, OJC Treasurer

1020 Rick Hansen Cresc.

Greely, ON

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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.

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 (ottawajaguarclubjottings@rogers.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.***

Please contact Louise Collins for 2025 pricing – ottawajagclubevents@hotmail.com
if you would like to order any of the clothing listed below.

NOTE: All Prices include choice of Gold or Silver Logo and 13% GST.



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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