

Jaguar JOTTINGS



We went for a cheese run...
we did not end up in Switzerland.
See page 6 for the full story.

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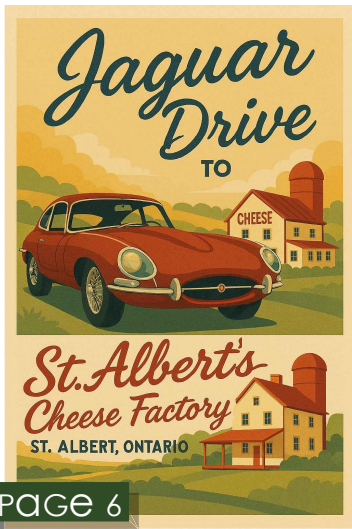
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PHOTO CREDITS

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6-10	David Seabright, Rob Dunlop & Barry Paulson
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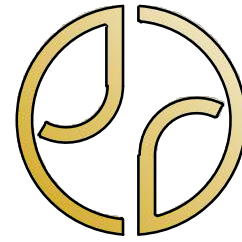
MEMBERSHIP

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.

THE OJC 2025 EXECUTIVE



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Facebook Administration

Jim Butcher
Ben Farmer

President's Musings for October 2025



Ben Farmer
President

Hello OJC members! October has arrived and it brings some of the best classic car (or any car) driving weather. I will personally begin the month in Vienna and Salzburg Austria, but with no driving (boo!) I made travel plans and then later looked into whether there was a Vienna or Salzburg Jaguar Club...and of course there is! And to my chagrin there is an event Oct 3 at the Salzburg ring 17 minutes from the city called the Classic Grand Prix! Single seat cars featured...if only I knew this first!!! I fly back Oct 3. Oh well, gives me a reason to return and look for events well in advance. Enjoy autumn everyone!

A message from your Publisher

A heartfelt thank you goes out to all the members of the Ottawa Jaguar Club who have shared their stories, insights, and knowledge in our magazine—your contributions are the lifeblood of every issue. Without your willingness to write and share, the magazine simply would not exist. To those who haven't yet contributed, we warmly encourage you to add your voice; whether it's a short anecdote, a technical tip, or a personal reflection, every submission enriches our community and keeps our shared passion for Jaguars alive on the page. Also, remember each and every article you submit enters your name into the ballot box for a prize draw worth **\$100 of OJC Merch** to be held at the Christmas dinner.

David G. Seabright

ISSUE HIGHLIGHTS

- Drive to St. Albert's Cheese Factory
- Attending the Merrickville European car show
- Book Review - Jaguar XK 150
- Tech Corner



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OTTAWA JAGUAR CLUB 2025 LIST OF EVENTS

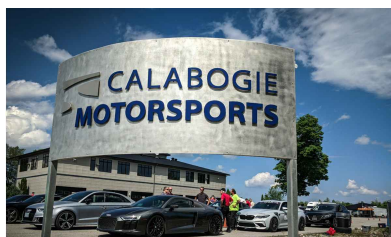
The Events List has been separated to an OJC sanctioned events and an "Other Car Club" held events.

The following list shows OJC planned events to December 2025.

DATE	EVENT	DETAILS
Oct 4 or 5	Fall Colour Drive Opportunity for a drive/picnic/lunch	If you are interest in co-ordinating a drive to appreciate the Fall Colours contact Bonnie at ottawajagclubsecretary@gmail.com
Sat, Nov 8th 11am-2pm	Breakfast and OJC General Meeting	Busters Bar & Grill, 420 Hazeldean Rd. Kanata
(Tentative) Sun, Dec 7th	OJC Christmas Dinner	Location and time to follow

Other Possible Events to Consider.

If you would like to take the lead on a drive or help coordinate any of the following drive suggestions, please contact Bonnie Newson ottawajagclubsecretary@gmail.com



- Opinicon Lodge, 1697 Chaffeys Lock Road, Elgin, ON Beautiful historic Lodge, great food, ice cream store on site. www.opinicon.com This would be fabulous for an October drive.
- Calabogie Track event for OJC cars
- Merrickville in fall for lunch, shopping and "touristing", or just plain relaxing by a lock.

Check out <https://ottawacarscene.com> to keep up to date on car events in and around the Ottawa area.

by Jim Butcher

Drive to St. Albert

On Sunday September 14th 8 Jaguars and 1 Bentley gathered at our house around 10:15 a.m. and we prepared for the drive while drinking coffee and gaining our strength by enjoying donuts and Timbits. We shared stories about what we had been doing over the summer and the interesting places where we had driven our cars. Everyone was offered a variety of small gifts before the drive and in typical OJC fashion the group got distracted, or I was just a terrible lead, and we ended up leaving the house about 30 minutes later than was planned.



Final instruction before setting off



Two Jaguars waiting for the clowder to arrive

A Drive to St. Albert (continued)



A Bentley snuck in.



The route left Greely and followed smooth winding country roads to St Albert Cheese Factory, then many followed a different route back to Greely. On the way to St Albert drivers and navigators participated in a scavenger hunt, deciphering hints and trying to find/ record the about 10 items highlighted.

Once all the cats were finally corralled, we left our house and traveled in a group and once we got to Bank Street we headed south and drove by a few of the scavenger hunt items, then headed east through the small town of Metcalfe then travelled through farming country on our way to St Albert. The scavenger hunt items included lion statutes (definitely fit well with a Jaguar drive), a wrecking yard, a tree house, an automotive garage, plus near St Albert on the horizon many wind turbines started to appear. We got pretty close to them and could see how enormous they are and fortunately there was enough wind that many were slowly revolving (on the Saturday test drive most were stopped).

(continued next page)

A Drive to St. Albert (continued)



One of dozens of wind turbines near St Albert

(continued next page)

A Drive to St. Albert (continued)

We arrived just before noon and some people sat outside on the many picnic styled tables and others inside. For us the only disappointing part of the drive was that their dairy bar was closed for the season, although it had been open the day before on the test drive but fortunately, soft serve ice-cream was still available at the restaurant counter. At the restaurant you order at a counter then wait for your meal and it gave us a chance to talk to other clients who were also out for their Sunday drives. Many dishes on their menu include cheese as an ingredient (no surprise).



Discussing the drive from Greely to St Albert

As we finished our lunch many visited the 2nd floor where they have viewing windows of the cheese factory floor, which is separated into 3 huge areas. One area includes several gigantic tanks where the milk arrives and is pasteurized, it is then pumped into a separate area where the curds where being made. They are prepared on huge tables likely 200 feet long each where there is a mechanical paddle constantly stirring them, a person with a pick fork also stirring them, then another team member with a 5-gallon pail adding salt (I think) onto the curds.

The curds then are then piped into the cooling and packaging room where the cheese blocks and curds are cooled and packaged.

A Drive to St. Albert (concluded)



St Albert Cheese Factory has dozens of places to eat outside

In the viewing area there are signs that explain the process required to make cheese, from how often the cows are milked, to the volume of milk each truck can carry and how much milk it takes to make 1 kilogram of cheese. The history of the Co-operative is also detailed; it originated in 1894 as a co-operative and then was sold to an individual in 1934. However, in 1939 the workers raised money and purchased it and returned it to a co-operative structure. In 2013 a devastating fire occurred, the building was destroyed as was over \$3 million of cheese. Immediately following the fire, cheese curds that sold for \$7 per bag before the fire, were selling on e-bay for \$55 per bag post fire! In 2015 full production resumed after a complete rebuild, between 2013 and 2015 many individuals and local companies offered their time and locations to assist the co-operative continue some operations where possible. It is quite an informative self-guided tour.

We then all gathered outside where David had tallied up the results of the scavenger hunt. There was a tie of 3 cars with perfect scores, and the prizes were handed out.

Most of the cars drove the 2nd leg of the tour back to our house, however given the location of St Albert's and proximity to their homes a couple of cars headed home from the cheese factory. This was planned, which is why the scavenger hunt was only included for the first leg of the drive (from Greely to St Alberts). On the way back we headed to Chrysler then west to Bank Street. The country roads were in perfect condition, a few trees were starting to turn colours and some farmers had started harvesting the corn fields and the beans were turning a nice golden colour but appeared not ready for harvesting yet. We headed north on Bank Street then headed west on Snake Island Road, then north on Manotick Station Road then into our subdivision.

When we arrived back at our house, we stayed outside appreciating the weather and again discussed our cars, the drive and what people had planned for the week, and a bit about our upcoming OJC Annual General Meeting which will occur on November 8th. Then everyone headed home.

All the cars ran great, and we could not have asked for better weather, not a cloud in the sky when we left Greely and almost no humidity. I found it nice to be on the smooth country roads where you could see the different crops in the fields, rivers and small towns.

Thanks to everyone who participated.

by David Kenny,
photos by Helen Hamilton

Trip to Merrickville

There was very good attendance at the 2025 Merrickville European Car Show. There were 6 cars from our club: Barry Paulson's Mk. 1, Rob Dunlop's E Type, My E Type, Kester Hamilton's XJ, Jim Butcher (not sure which car), Jeff Poston brought a limited production elite British brand.



Rob Dunlop's E Type



Dave Kenny's E Type



Kester polishing his XJ



Good turnout



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Jaguar C Type

*Jim Butcher's chapter summary of the book
"Jaguar Sports Cars" by Paul Skilleter*

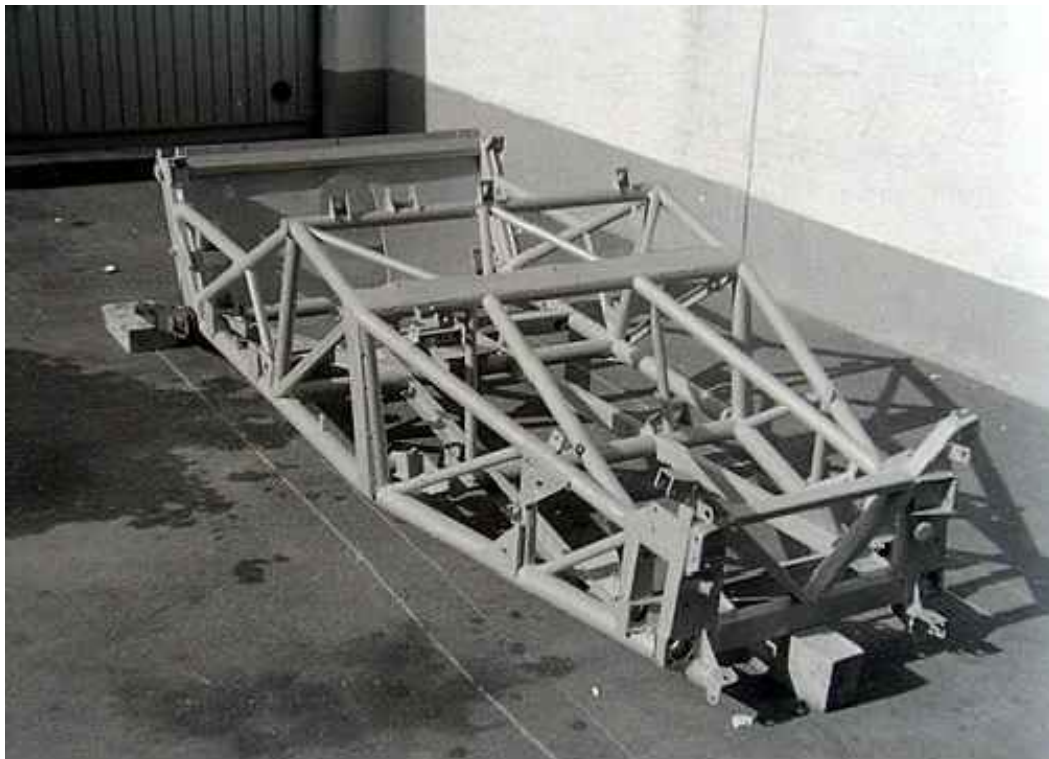
The Jaguar XK120-C or the C-Type (C meaning competition) was designed and manufactured to win Le Mans. Period.

Mr. William Lyons and Chief Engineer William Heynes watched the 1950 Le Mans race and were quite surprised and excited about how close their XK120 (entirely standard) had come to winning the race, but knew that changes to its design, brakes, suspension and chassis to were required to increase its chance to win Le Mans.

Approximately 9 months before the Le Mans race in 1951, Jaguar quietly made a decision to redesign the XK120 and began designing the new car. When this decision was made, Jaguar had no (few) extra resources to focus on this project as they were manufacturing XK120 and preparing to launch the Mark VII. However, even with this very short time period and limited resources Jaguar set the 1951 Le Mans Race as their goal.

There were 53 cars manufactured between 1951 and 1953, 10 purely for racing and 43 were sold privately, mainly into the USA market. The race cars were 450 kgs lighter than the XK120, had a larger 3.4 L engine and had a top speed of 160 mph (257 km/h).

The chassis was completely redesigned with focus on lighter weight and being more rigid than the XK120. It also used a tubular design.



Tubular C-Type Chassis

The body was designed to be very aerodynamic and was built out of aluminum to allow it to be as light as possible. The XK120 at this time was steel bodied.

(continued next page)

Jaguar XK120 (continued)



The C-type was introduced to the world in June 1951 in the Motor Magazine, just days before the race. In order to prove the durability of the cars, the 3 prepared race cars (XKC-001, XKC-002 and XKC-003) drove from Coventry to Le Mans, followed a lorry filled with spare parts. The compression ratio for the 1951 car was 9:1, this would be lessened for the 1953 car to 8:1 ratio. The complete bonnet hinged forward to open allowing easy access to all engine, cooling and steering components. The rear of the car was also 1 piece, however several bolts needed to be removed to allow the complete rear section to be removed.

During the Le Mans practise the Jaguars showed how fast and strong they would be. Peter Walker (driver) complained that the lights were not strong enough to drive the car through-out the night, after he was told to remove his tinted glasses ... the lights were deemed sufficient!

Peter Walker's and Peter Whitehead's car #20 won the race by a 9-lap lead over the Tabot-Lago and broke the distance record by covering more than 3600 kms. This was the first Le Mans win for Jaguar. Robert Lawrie's and Ivan Walker's Jaguar XK120S finished in 11th place, however the other 2 C-Types did not finish. Stirling Moss's and Jack Fairman's C-Type had an engine failure in hour 9 and Clemente Biondetti's and Lelsie Johnson's C-Type had an oil pump failure in hour 5.

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Jaguar XK120 (continued)

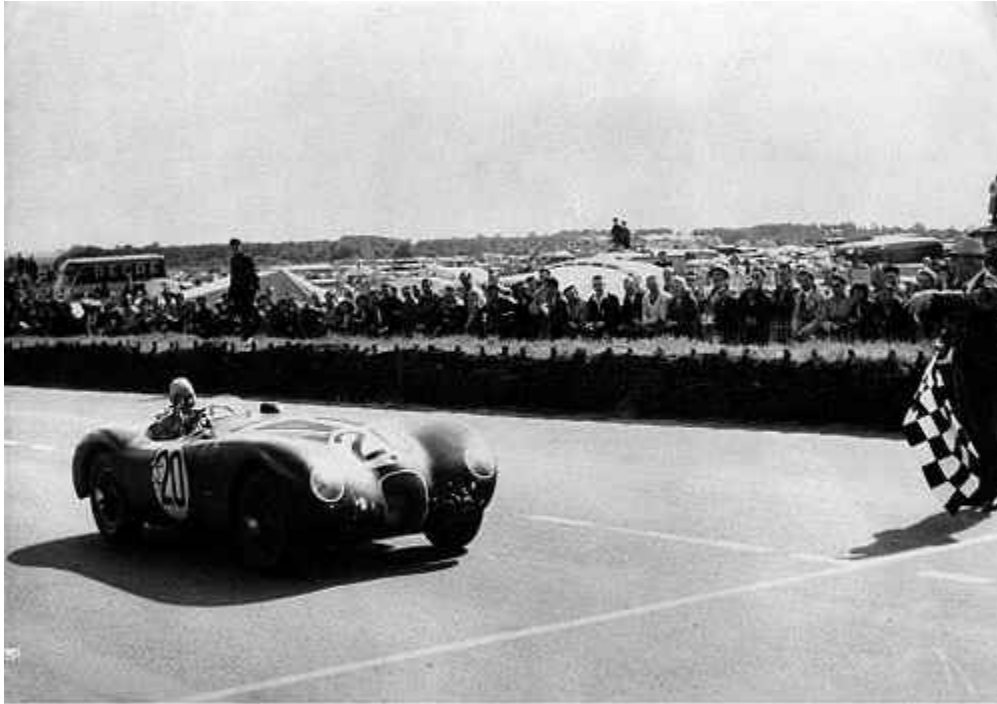


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Although the XK120 built international awareness of Jaguar, this win by the C-Type at Le Mans escalated even further Jaguar's international fame. Through-out 1951 Jaguar entered the C-Types in many competitions, including winning two races at Goodwood and running in several hill climbs.

After the 1951 race, Jaguar knew that Mercedes Benz was planning to introduce the 300 SL to Le Mans so the C-Type underwent further redesign. The compression ratio was adjusted and larger pistons were used. However, Mercedes dominated the 1952 Le Mans taking the first two positions and the three Jaguar C-types did not finish the race with all 3 having engine failures within the first 5 hours of the race.

In 1953 the horsepower was increased to 218 bhp, the body was redesigned using thinner aluminum, an increased slope of the nose and the rear section was extended. Two new carburetors were added, this time 340 mm Webbers and one of the largest changes was the addition of disc brakes. Rack and pinion steering was also incorporated into C-Types over its 3 years of manufacturing.

Jaguar again entered 3 cars and they won their 2nd Le Mans in 1953 and it was the first car to win with disc brakes. The drivers were Tony Rolt and Duncan Hamilton. Its top speed was 244.6 km/h. Stirling Moss and Peter Walker came in 2nd 4 laps back and Peter Whitehead and Ian Stewart ended up 4th 7 laps back. This was the last Le Mans race for the C-Type, in 1954 the brand-new D-Type would be entered.

(continued next page)

Jaguar XK120 (concluded)

The C-Types sold to the public for approximately \$6,000 double the price of a XK120. Ten years ago, a race car that was driven in the 1953 Lemans sold at auction in California for \$13.2 million.

Although at time of writing this article, no original C-Types were found to be for sale, there are several companies who have manufactured replica cars and these seem to vary widely in price from a few hundred thousand dollars to near one million dollars.

To celebrate the 70th anniversary of the C-Type, Jaguar designed and sold a very limited number of continuation series C-Type, priced over \$2 Million each.



Interior of a C-Type Continuation Car

Photos from:
Wikipedia &
Jaguar Heritage Trust



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A collage of three photographs showing caregivers in various settings: a caregiver assisting an elderly woman, a caregiver holding a baby, and a caregiver interacting with a child in a wheelchair.



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A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, and the man is in the passenger seat. They are both smiling and looking towards the camera. The background is a blurred green landscape, suggesting they are driving on a road.

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by Dave Kenny

A NEW TACHOMETER/CLOCK FOR MY E TYPE JAG --

AN ADVENTURE IN TECHNOLOGY

This past winter I finally bit the bullet regarding the failed speedometer and tachometer/clock in my 1967 E Type Jag. The clock is incorporated in the bottom of the tachometer face. Both units had ceased to operate. I had previously had the tachometer repaired 16 years ago, but it finally succumbed to old age being now almost 59 years old. I contacted NISSONGER in the US, who specialized in the repair of British Smiths Instruments for the N. American market. As a result of losing their stock of parts recently in an Atlantic hurricane they had discontinued the repair business, but had partnered with a British company, which held the rights to Smiths Instruments components, in reopening the production line. Through Nissonger I was able to order a replacement speedometer and tachometer/clock last fall. During the winter I used my heated garage to remove the original units and install the new units. I noted that the new clock kept perfect time on the car battery electrical system; this will become a much larger issue later.

Come spring I anxiously got my E Type back on the road to test my new instrument acquisitions. The speedometer functioned perfectly and was perfectly accurate up to the current Ontario highway speed limit checked against my portable GPS. (The original speedometer was quite accurate up to 60 mph but rapidly deteriorated to an error of 7 % up to 110 kmph).

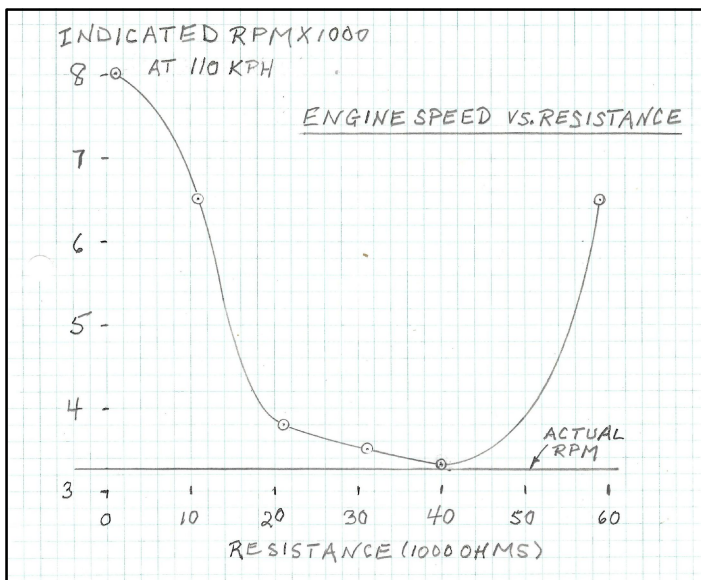
The tachometer was another story entirely. The kit recommended following the installation instructions for providing the electronic signal from an electronic ignition. As it happens, I had installed such an electronic unit (Crane Cams XR 700), when I first had the car restored in 1998, which does not have a dedicated connection for an electronic tachometer. The only thing noted in the electronic ignition unit instructions was that a tachometer requiring a signal from the negative side of the coil should include a 10,000 ohm resistor in the feed line to the tacho. To my aerospace engineer's mind this sounded like a very high resistance and I consulted the Internet to see what was recommended. Mostly I saw a resistance of 1,000 ohms. I also researched Crane Cams to see if there was any further info from their site but found that the company had closed down in 2011, which was surprising as they had been one of the largest US suppliers of performance cams for US manufactured car engines. So, I cautiously included a 1,000 ohm resistance in the line from the coil.

Up to 3,000 rpm the tacho was well behaved and accurate against the manual figures for my E Type for road speed vs. tacho reading in 4th gear. Beyond 3,000 rpm the tacho needle went haywire indicating 8,000 rpm at 110 kmph. vs. the book value of 3,245 rpm.

A NEW TACHOMETER/CLOCK FOR MY E TYPE JAG --

AN ADVENTURE IN TECHNOLOGY (continued)

Thinking about it I realised that the signal strength might be overwhelming the ability of the tacho software to distinguish the individual cycles in the signal and reconsidered the electronic ignition recommendation of 10,000 ohms. After installing a 10k ohms resistor I noted that the tacho reading reduced to 6,000 rpm at 110 kms. A mild improvement! I realised that I was on my own and this was going to be an experimental investigation. So, I purchased an “extreme” resistor with a rating of 56K ohms to see where my system was over the range. This elicited an rpm of 6,500 at 110 kmph. It would appear I was dealing with a “bucket” characteristic where I plotted the rpm recorded by the tacho at 110 kmph vs. the resistance level on the accompanying figure. Since these resistors only cost about one dollar each, I then purchased 20, 30 and 39 k ohm resistors and road tested each one. I soon found the detailed shape of the bucket displayed in the figure, which showed the 39 K to yield a tacho reading of 3320 rpm, around 2% over the book value at the bottom of the “bucket”. This all suggests there is a narrow window of resistance value over which the tach yields a stable value of engine speed.



Presumably the electric signal from the coil negative is not an ideal clean spike at each plug firing but is likely somewhat smeared and is a jagged “mountain”, which, as the engine speed increases, smears successive “mountains” into each other, requiring high sophistication in the interpretation software in the tacho circuit. This reduction in the signal strength with increasing resistance apparently helps the software interpretation. It's possible I could have found a resistance yielding an rpm slightly closer but decided this is close enough as installing the resistances is a tedious task.

In my research I had found that an electronic ignition system, which replaces the classic “breaker points” ignition of the past can either be based on breaking a magnetic field as on my 1986 Jag Van den Plas V 12 or uses a flash of light as on the crane Cams unit. The later electronic ignition units available to mount on antique engines supply a special connection to feed the electronic tacho unit, likely using the instigation of the light flash or magnetic field interruption to stimulate the tacho software, which may be a much “cleaner” signal than that from the coil negative.

As I had left the original resistance of 1 K ohms installed, the 20, 30 and 39 totalled 21, 31 and 40 k ohms. So, 40 K ohms is close to the “magic” value, and I will leave the installation at that. Now I have a new tach which behaves well up to the legal speed limit.

This description of my experience might be of value to anyone else installing a “modern” coil signal feed tacho with an early electronic ignition system.

A NEW TACHOMETER/CLOCK FOR MY E TYPE JAG --

AN ADVENTURE IN TECHNOLOGY (concluded)

The electronic clock incorporated in the tacho was another experiment. As stated initially the clock functioned perfectly accurately sitting in my garage running on the battery output. Once I started driving the clock began to run fast and by observation was steadily advancing about 16% faster than the normal clock speed of 24 hrs in a single rotation of the earth. The only difference for the electric operation of the clock, when the engine was running, was the system voltage applied by the alternator. I measured this output to be 14.7 volts vs. the 12.7 volts of the battery itself, which is an increase of about 16%. So, it would appear that the higher voltage in the system applied by the alternator is overpowering the clock and making it accelerate. To verify this, I purchased a pair of nominally 6 volt dry cell batteries and connected them in series to get 12 volts. I actually got 12.7; the same as the car battery. I found a spot in the engine compartment to install them and connected them to a switch to allow the clock to be alternately powered by the dry cells. Without the engine/alternator running this worked fine driving the clock to keep perfect time. I had incorporated a completely separate clock ground through a second switch directly to the dry cells.

The lesson here is that applying modern electronic technology components to antique cars can be challenging and involves acquiring some additional technical knowledge and performing your own research.



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.

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Jim Butcher, OJC Treasurer



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