

JAGUAR JOTTINGS



restorations

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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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PHOTO CREDITS

cover by David Seabright

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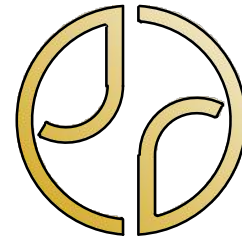
MEMBERSHIP

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



| | |
|---------------------------------|-----------------------------------|
| President: | Bonnie Newson |
| Vice President: | Ben Farmer |
| Treasurer: | Jim Butcher |
| Secretary: | Heather Amys |
| Membership Coordinator: | Ray Newson |
| Social Events Coordinator: | Wendy Vandermeulen & John Charman |
| Drive Events Coordinator: | Mark Roberts |
| Jaguar Day Judging Coordinator: | Rob Dunlop |
| Technical: | Phil Karam |
| Jottings/Newsletter: | David Seabright |
| Inter-Club Dealership Liaison: | Barry Paulson |



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[HTTPS://WWW.FACEBOOK.COM/GROUPS/OTTAWAJAGUARCLUB](https://www.facebook.com/groups/ottawajaguarclub)

Facebook Administration

Jim Butcher
Ben Farmer

President's Musings for December 2025



Bonnie Newson
President

We had a well attended and successful Annual General Meeting on November 8th. It was a pleasure to feel the upbeat energy and enthusiasm for the future of the Club going forward. Thank you to the Members who elected me as the incoming OJC President, and thank you also to the Members who volunteered for roles to enable the Club to function smoothly.

I look forward to the first Board meeting on December 10th, meeting the new Board & Support team, and getting the events and activities calendar for 2026 underway.

A new email address has been created for the President position ottawajagclubpresident@gmail.com. I look forward to hearing your ideas or concerns at any time. I also look forward to seeing you at the OJC Afternoon Christmas Social on December 6th. It will be an event you won't want to miss! Cheers, Bonnie Newson

AGM Highlights:

The Ottawa Jaguar Club marked its 40th anniversary in 2025 with a lively Annual General Meeting at Buster's Bar a& Grille that celebrated lots of activities. Outgoing president Ben Farmer concluded his second term, thanking volunteers for launching a new website and beginning a resource library and tool-sharing database, while acknowledging Kester Hamilton's resignation as Vice President.

Membership remains steady at around 80, with new members joining to balance natural attrition.

The Jaguar Jottings newsletter introduced a refreshed format and proposed an annual printed edition, which members welcomed enthusiastically.

The club also strengthened ties with local dealerships and other Jaguar clubs in Ontario, Montreal, and the U.S., while members highlighted global enthusiast networks.

Looking ahead, the Christmas Social will be hosted in Gatineau by Tom Little and Gabrielle McKenzie.

Elections brought Bonnie Newson as President, Ben Farmer as interim Vice President, Heather Amys as Secretary, and Jim Butcher continuing as Treasurer, Activities Coordinator, Drives - Mark Roberts, Activities Coordinator, Social - Wendy Vandermeulen & John Charman, Jaguar Day Coordinator - Not Filled, Jaguar Day Judging Coordinator - Rob Dunlop and Technical Coordinator, Shows/Events - Not Filled.

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 this year—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 lunch.

Happy Holidays

David G. Seabright

POTVIN
FINANCIAL SERVICES
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2026 - OJC Membership Fees Are Now Due

Our 2026 OJC dues remain at **\$50** and can be paid by Interact-transfer to:
ottawajagclubtreasurer@gmail.com

OTTAWA JAGUAR CLUB 2025 LIST OF EVENTS

The following list shows OJC planned events to December 2025.

| DATE | EVENT | DETAILS |
|---------------------------|--|---|
| Sat, Dec 6th 2pm - 5pm | OJC AFTERNOON CHRISTMAS SOCIAL BYOB, \$30.00 per person RSVP ottawajagclubsecretary@gmail.com Watch for information in the Jottings and Updates to your inbox. | e-transfer \$30 per person to ottawajagclubtreasurer@gmail.com Do Not Send Cash in the Mail |



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MARK YOUR CALENDAR....



*You are cordially invited
To the*
***Ottawa Jaguar Club Afternoon Christmas
Social***

When? – 2:00pm 'til 5:00pm on Saturday, December 6, 2025

Cost? – \$30.00 per person

*This event promises to be a Fun Filled Festivity
and also the last event on the OJC Calendar for 2025*

*Enjoy Delicious Food, Great Music, Indoor Scavenger Hunt, Prizes, Gift Raffle, and Plenty of
socializing with friends and OJC Members.*

*Note: BYOB (Bring Your Own Bottle) if you wish. Soft drinks, tea, coffee, and water will be
provided.*

You don't want to miss this afternoon event!

RSVP to ottawajagclubsecretary@gmail.com

NOTE: The cost of \$30.00 per person is payable to the OJC Treasurer via e-transfer to
ottawajagclubtreasurer@gmail.com

JAGUAR'S FORGOTTEN VICTORY

by Rob Dunlop

Post WWII Britain's rebuild with its gradual return to normal peacetime life, included the reemergence and demand for the auto industry. Jaguar Cars appeared out of the pre-war SS Car Company with a new six-cylinder twin overhead cam engine to power its advanced design luxurious sporting saloons and sports cars. A key element to ensure the success of the small company was the publicity created through competing in auto races, rallies and speed events. This approach proved highly successful in bringing the fledgling auto manufacturer worldwide attention in the early '50s, with an unprecedented string of five wins in the Le Mans 24 Hour Race ('51, '53, '55, '56 and '57).

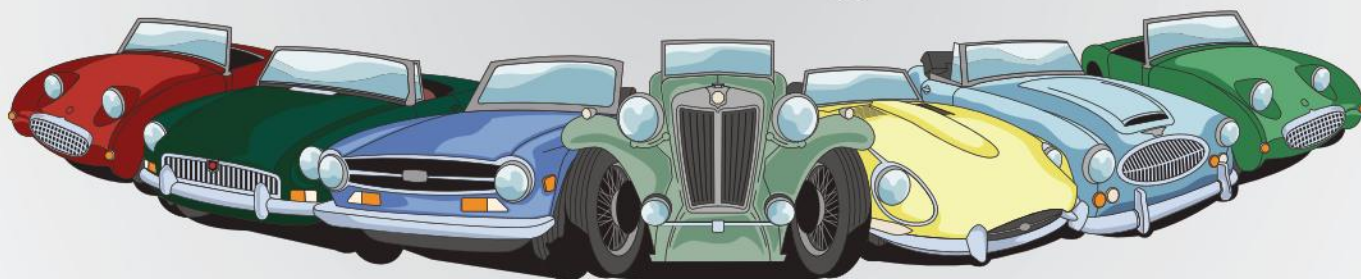
Another win in June 1954 however went virtually unnoticed, particularly curious as it occurred in the largest market for Jaguar (and other foreign makes) ...the United States. Sports car racing had become popular in the US and numerous private Jag owners competed with XK, C and D-Types but it was in America's homegrown NASCAR stockcar series that the unlikely event took place.

By 1954, NASCAR's founder Bill France was looking to add new territories to the already-expansive Grand National Series by extending the reach to include a road race for the first time. Over 50 laps, the "International 100 Mile Race" would be run over a makeshift track at the Linden, New Jersey airport.

(continued next page)



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JAGUAR'S FORGOTTEN VICTORY

by Rob Dunlop



Al Keller (l) gave Jaguar its only NASCAR premier series victory. Photo courtesy of NASCAR archives.



On the day, 21 of the 43 car field were non-American cars (13 Jaguars, 5 MGs, one Austin Healey, one Morgan and one Porsche). This was not in fact the first time foreign cars had participated in a NASCAR race (June 1953 won in a Hudson). For the race, an Oldsmobile and a Hudson qualified ahead of the first Jaguar in third. Al Keller, a journeyman NASCAR driver qualified seventh in a Jaguar owned by renowned big band leader Paul Whiteman. The first two cars led for the first half of the race before Keller took the lead in his Jaguar for the final 28 laps and the victory, a half mile ahead of the second place Hudson. Jaguars also finished in fourth, fifth and sixth positions.

NASCAR decided that road courses with “foreign” cars were not in their best interests, although road courses were later added to their schedule. There was another NASCAR race with non-US cars in 1958 at Riverside California, with a mixed bag including two Citroens (18th and 19th), a Renault and a Goliath (...look it up...) (27th). No other “foreign” cars appeared again in NASCAR races until 2007 when Toyota joined to race in the series. Jaguar shares the distinction of being a one time NASCAR winner with Nash.

The Jaguar NASCAR victory in 1954 doesn't commonly show up in Jaguar racing records but it was the last victory by a foreign make for more than 50 years until the arrival of Toyota.

References:

You Tube “How Jaguar Won a NASCAR Race”

[Youtube.com/watch?v=Eu9LHFpNOVE](https://www.youtube.com/watch?v=Eu9LHFpNOVE)

NASCAR Museum

Steve McElvie article / Word Press.Com

(note: individual deceased 2019, unable to get approval)

Photos:

NASCAR Museum

(concluded)



*The Ottawa area's premier
retirement residence located nearby
in the heart of Stittsville*

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 lawn, suggesting the car is in motion.

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

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FOR MORE INFORMATION OR TO SCHEDULE A TOUR

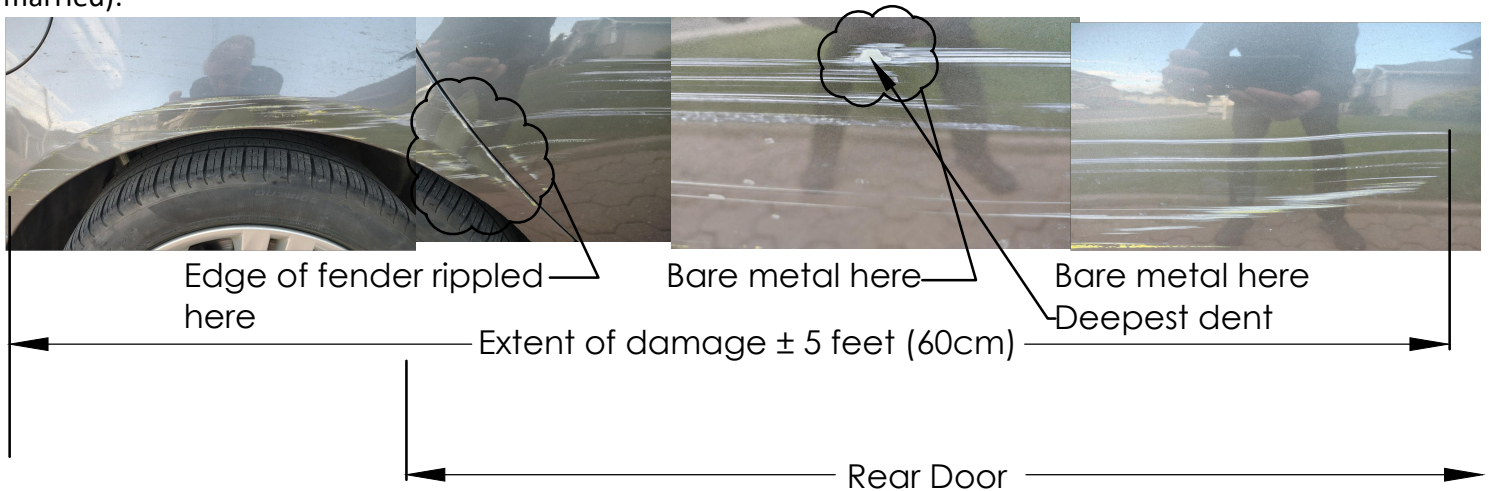
6130 Hazeldean Road, Stittsville K2S 2M2

www.hazeldeangardens.ca

by David Seabright

My XF Gets It's Good Looks Back

The ultimate car in my life-time of car buying had a bit of an incident in the early spring of 2025. The weekly humdrum trip (just a note here, I don't do the groceries) to the grocery store was interrupted by my car's sudden desire to rub up against a concrete light bollard. Maybe it had an itch it wanted scratching or, maybe it liked the bright yellow paint that was on it and wanted a sample, I don't know but whatever the reason, it happened and my poor flawless Jaguar proudly sported a new yellow racing stripe as shown here (just a note here, I am still happily married):



After looking around for several months trying to get a reasonable price to fix it, I was about to give up on getting it done this year. I was getting quotes on average of \$4000. It seems a lot of shops are afraid to work with aluminum. Some of them wouldn't even touch it.

Jump to August. I was talking to my neighbour up the road through my car window. He noticed my new addition to the side of the car and asked me what happened there. I told him the story and he said he might know a guy who could fix it. I said I needed it to look like nothing had happened to it and he said no problem. The next day I picked him up and he showed me where his guy worked. He very much enjoyed the ride I gave him to the shop. It turns out that my neighbour owns the building and his guy rents it out. Having got there in record time, we had a hard time finding the guy or anyone for that matter. We eventually found them out back struggling to find a way to get a large transport trailer from the back of the shop to the front. My neighbour jumped in and said, "don't worry about it, I will move it" (possibly laying the groundwork for a great deal). Anyway we showed him the damage and took a cursory look at it and said he could do it for \$900. Too myself I said "wow is this for real!". I told him I wanted all the dents straightened out. I mentioned to him that the metalwork was aluminum. I said I wanted a near perfect match to the paint. He said no problem and that he could start next Wednesday. He said he could have it ready for me by Friday.

Next Wednesday arrives and I phone my neighbour for a ride to the shop. He answered and said "Where were you man you didn't show up last Wednesday". I soon learned that next Wednesday means the very next Wednesday even if it was said on Tuesday.

My XF Gets It's Good Looks Back (concluded)

by David Seabright

I find out that my window of opportunity is now closed and he has gotten very busy. He said he would take it on as soon as possible. I was really hoping it would be that Wednesday so that by next week I would be less embarrassed to take part in the upcoming drives. That didn't happen so I got embarrassed and laughed it off with those who dared to ask what had happened to my beautiful car. As the summer wore on I got tired of waiting and phoned my neighbour to see how things were progressing. He said the guy was in Lebanon helping relatives over there. I was starting to wonder if they weren't pulling my leg.

A month later i got a call telling me that he could do it next Wednesday. As it was already Thursday I assumed it would actually be next Wednesday.

Wednesday finally arrived and my neighbour stopped in front of my place in a Volvo of similar age to my Jaguar I followed him to the shop very slowly compared to when I took him before. I left it in the parking lot amongst some really banged up cars and bid it a fond adieu.

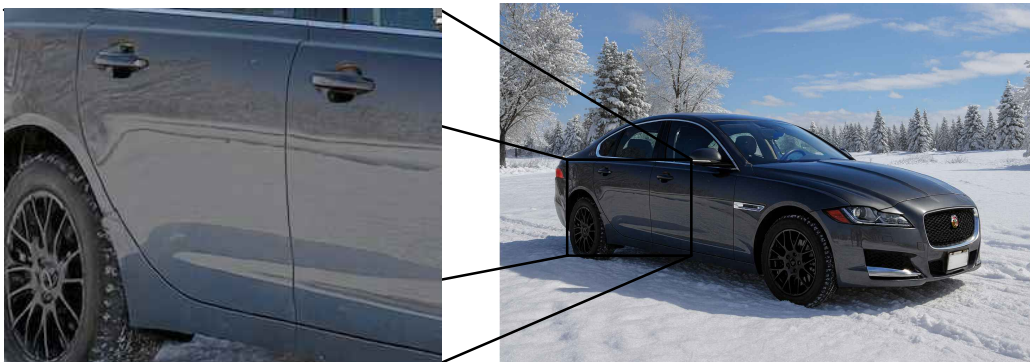
Friday rolls around and i get a call saying it's not quite ready yet because as soon as i left he got a few emergency calls from a dealer who rolled a couple of vehicles off the delivery truck. I wish I knew the owner of THAT dealer! (they weren't Jaguars or Range Rovers).

I get a call on Monday saying it is ready to pick up. My neighbour picked me up and we arrived in not so short a time later. We went over the car and I was impressed. He had used hand mixed custom colours to blend it into the existing paintwork almost flawlessly. All the ripples and dents were totally gone. He did say the aluminum was harder to work with than he thought but he used no fillers. He pointed out to me that it was ever so slightly darker than the original paint, but I hardly noticed until he pointed it out. I had to remind him of the price he mentioned in the spring. I could have said anything, but my neighbour piped in and said "\$900 right?" before I could say \$700. I was bout to give him a cheque when he said he would have to charge tax on that since I was paying by cheque. So I gave him \$1,017 for a job well done. I rushed home in decent time to tell my anxious wife. When I told her the price she was relieved. Moral of the story is Don't let your cat snuggle up to concrete bollards it could cost you a bit of money.

In case you are interested in getting your cat a new coat or touch-up take a ride out to,

Jordan Repairs and Cleaning 4856 Bank Street (613) 863-3797 Jordan Adara

They do exceptional work. They also do detailing.



sorry about the reflections, it's the paint work.

Publishers Note:

Recently Dave Kenny wrote a note thanking Ted Rose of Jaguar Hunt Club for the excellent service his team performed on his '67 Jaguar e type in restoring his exhaust system. Here is that note in its entirety as well as a few photos.

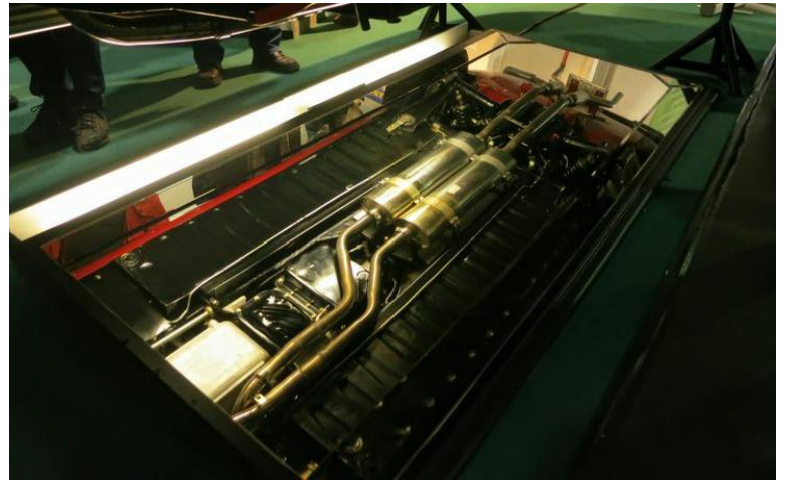
by Dave Kenny

Restored: The Amazing Sound of My E Type

"Hi Ted,

just a short note to express my high pleasure regarding my 1967 E Type exhaust system replacement. Your staff did an excellent and timely job completing the installation in 4 hours. The service was impeccable being exceedingly friendly and responsive. Please express my compliments to the staff under Kyle's customer friendly leadership. I shall certainly bring my car to your business for any future work. It is very gratifying to know that a successful JLR dealer is willing to supply this kind of responsive service for antique Jaguars. For general interest I was able to obtain this stainless steel based assembly from an American aftermarket source (BELL) through SNG Barratt in Londonderry, NH, USA within 2 1/2 weeks for less than 1/2 the price of an original British assembly in mild steel.

Dave"



(Jaguar E Type as seen from below, not Dave's)



Leather Restoration Technics

by Phil Karam

After the tour and a cup of coffee and a donut Phil commenced to regale us with the process that he has developed to restore older Jaguar leather. He used a seat cover from an old S Type provided by Rob Laughton the local representative for leatherique products.



This photo shows Phil discussing the need to remove the dye from the upper surface of the leather to allow re-oiling of the leather to return the suppleness.



In this photo Phil explains the need to clear away the old dye using, in his process, gunwash or a varsol/lacquer thinner solution that is then lightly sanded. This is preceded by a careful removal of any loose dirt on the seat with compressed air.



Once the seat has been cleaned and the dye removed then a number of liberal coatings of leatherique rejuvenating oil is applied to soften the leather. 5 Coats a few days apart is optimum. Leatherique recommends that when using their product the use of Pristine Clean precede the use of the rejuvenating oil to remove embedded dirt and previous layers of dye. These leatherique products are water based.



This photo shows the S type seat where at the top of the photo the leather is hard and original. The next horizontal layer shows the dye removed by Phil's process (medium brown). The next layer toward the bottom shows what the seat looks like with the rejuvenating oil applied (darker brown). The bottom three strips (near Phil's gloved hand) shows the leather with all the treatments above that has been dyed using a small brush (2 coats of water based dye).

The following list is Phil's guidelines for restoration:

- Air Blow the cracks and seams
- Remove the old dye with lacquer thinner/gun wash
- Sand with #400 grit paper if necessary
- Apply rejuvenator oil-let sit 48 hours (if extra dry you may need more applications)
- Remove the surface oil with Pristine Clean
- Apply filler in all the cracks (available from leatherique)
- Sand with #600 sandpaper and damp clean with Leatherique cleaning agent
- Apply the first coat of dye with a rag or a brush
- Apply the second coat of dye with a brush
- Buff (by hand)
- Where the seat will come in contact with another such as the rear part of the seat cushion where it goes under the back seat rest apply pledge furniture polish to prevent sticking

Equipment Needed:

Safety Glasses; Rags; Very course and Medium Course scouring pads; hand sander; water bottle, a pan for the thinner solution; thinner/gunwash; rejuvenator oil; large paint brush; fingernail scrub brush; air hose; rubber gloves; pristine clean; prepping agent, acrylic brush for dye (artists brush); dye (if you need to match the colour exactly cut a small piece about 1 inch square from under the seat where it has not faded and send it to the dye provider); small cups

Sources :

- Parasol Inc www.parasolinc.com
- Color Plus www.colorplus.com read about leather 10 pages
- Leatherique www.leatheriquecanada.com pristine clean-rejuvenate-prepping -dye
- www.leatherique.com download the booklet
- www.leatherique.org
- video: www.karamfamily.ca/leather-restoration.html



Before



Before



Old dye removed



Old dye removed



old dye removed and crack filler



old dye removed and crack filler



crack filler sanded



sanded plus preping agent added



1st coat of leatherique dye added



1st coat of dye added



2nd Coat



3rd coat of dye

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2009 Jaguar XK convertible

Asking **\$33,000**

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Never winter-driven: a Florida car until 4 years ago, and since moving to Canada has been winter-stored.

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Geoff Leckey

613-286-4455 geoffleckey@outlook.com



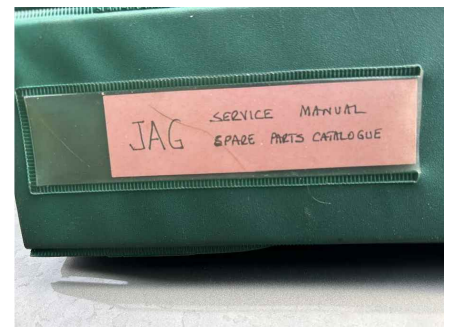
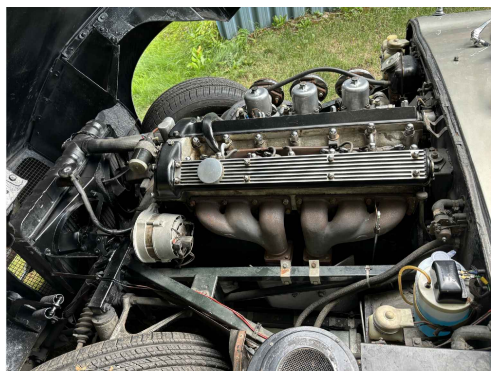
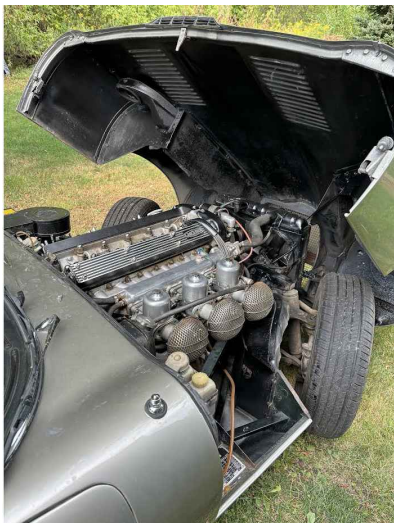
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More photos available contact Mike O'Brien canjagman@gmail.com



JAGUAR JOTTINGS

Editor/Publisher: David Seabright

Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Twelve issues are produced January to December for the information of its members. We welcome your participation.

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

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Full Page \$25/month, or \$250/year (12 issues)

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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



OJC Discounts

As a benefit of being a member of the Ottawa Jaguar Club you are entitled to discounts at supporting businesses in our area. Your Membership will be verified by your Membership card at time of purchase.

Jaguar 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 advertottawajaguarclubjottings@rogers.com

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

JAGUAR

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