Jaguar Jottings

Ottawa 1985 Jaguar Club

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members across eastern Ontario & western Quebec

January 2026 - ottawajaguarclub.com

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IN THIS ISSUE

see page 8

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cover	by David Seabright
8-10	David Seabright, Bonnie Newson

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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 2026 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**

Ottawa 1985 Jaguar Club

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Facebook Administration
Jim Butcher
Ben Farmer

President's Musings for January 2026

Bonnie Newson
President

Well, here we are, another New Year has begun. I give thanks to all who contributed to making 2025 a great success for OJC. As the final event in 2025, a good time was had by all who attended the OJC Christmas Afternoon Social on December 6. Thank you to Tom Little and Gabrielle MacKenzie for opening your home to host this enjoyable event. For those who missed it, you can learn more starting on page 7.

The Board is currently working to create a Calendar of Events to keep us engaged throughout the year and keep our Cats purring all the way through the upcoming driving season.

I welcome and thank Heather Amys who volunteered to join our OJC Board Team as Secretary to allow me to become President.

An additional thank you to the following Members who stepped up to fill valuable positions that were vacant… Wendy Vandermeulen & John Charman, Events Coordinators; Mark Roberts, Drive Coordinator; Rob Dunlop, Ottawa Jaguar Day Chief Judge; and Ian Moss, for resurrecting our Library of resources and tool lending inventory.

Last, but certainly not least, thank you to those who continued in their roles - Jim Butcher, Treasurer; Ben Farmer, Interim VP; Ray Newson, Membership; David Seabright, Jottings; Phil Karam, Technical; Barry Paulson, Dealership & Interclub Liaison; and Paul Blais who continues to build our OJC website. Without these volunteers, our Club would cease to exist.

On behalf of the Ottawa Jaguar Club Board of Directors, Officers, and Support group, I wish everyone a very Happy and Healthy 2026 and look forward to seeing you at many events throughout the year.

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 past 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**. at the end of the year. The winner for 2025 was Jay Hunt.
David G. Seabright

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 2026 LIST OF EVENTS

The following list shows a preview of OJC events and activities for 2026. Details will be added as they are confirmed. Events we receive from other car clubs will be presented in a separate list as received.

We are always appreciative of Members who volunteer to lead/coordinate a drive or activity. Please contact Wendy Vandermeulen wendygvandermeulen@gmail.com if you would like to coordinate an event or have an idea for an event; or Mark Roberts if you would be so kind as to coordinate a drive c.roberts@sympatico.ca

DATE	EVENT	DETAILS
March/April	Spring Dinner	Details to come
July	OJC/OJOA drive to the Quebec Eastern Townships	
July	Ottawa Jaguar Day July 25th or 26th Cumberland Heritage Museum	
August	Lanark Lifestyles BBQ & car show, Perth Aug. 22 11:00am-2pm	Arrive before noon to be included in the "Resident's Choice" Trophy. This is an annual fun day event. Bring your family & friends. Contact wit_lewandowski@yahoo.ca for more details.
Sat, Nov 14th 11am-2pm	OJC General Meeting	More details to follow closer to the date.
December	OJC Christmas Dinner	Location and time to follow

Bent Piston Award

Reprinted here from the January 2013 issue of Jaguar Jottings

New and possibly some older members may not be aware of one of OJC's long standing traditions: the presentation of the Bent Piston Trophy. Here's a brief overview....

The Bent Piston is intended to recognize the individual who has demonstrated outstanding perseverance, mechanical skill, and bull-headed determination in repairing and/or restoring a Jaguar while maintaining a reasonable level of good humour and/or sanity. That said, anyone who has taken a wrench to a Jag may note that **any** work on these cars requires these traits...accordingly it is presented on an irregular basis only when a particularly heart-wrenching (no pun intended) story comes to light. First presented in 1991, eight individuals have lived through the hell to receive the recognition. Any OJC member is eligible to nominate candidates as well as receive the award.

Past winners include;

Trevor Clotz	**1991**
Ernie Bayliss	**1992**
Craig Turner	**1993**
Patrick Bourgon	**1994**
Dave Kenny	**2006**
Dave Clyne	**2008**
Vikram Ambrose	**2010**

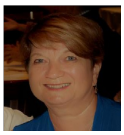
1966 3.8 S Type

Receiving the award in **2012** is none other than our very own webmaster, Mike O'Brien. Mike's efforts have indeed been exceptional as not only did he complete the full restoration of his 1966 S-Type, he and his team took on the rebuild of Bob Higg's accident damaged 1992 VDP. Which involved the removal and reinstallation of the V12 engine. In both instances, he faced and conquered numerous challenges, maintaining an almost cheery disposition throughout and still has all his fingers and thumbs. When not busy(!!) he maintains the club's website, organizes and runs the successful concours day and helps members out including picking up and delivering parts. With Lee Harrington, he has been instrumental in setting up the currently-ongoing Mark 2 restoration project. Mike is a cornerstone of OJC and fully deserving of this recognition.

Rob Dunlop

Ottawa Jaguar Club Board of Directors, Officers, and Support Coordinators

President: Bonnie Newson

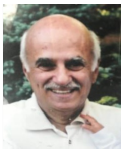


Bonnie has been a spousal Member of the Club since 2001. An active participant within the Club over the years including Membership Coordinator, Jaguar Day Coordinator and Secretary.

Vice President: Ben Farmer

Ben joined OJC in 2022 when he recently purchased a 1969 Series 1 XJ6 - bought from a club member! Ben is pleased that the Board is working hard to offer a range of fun activities and events and looks forward to meeting you at some point during the driving season!

Technical: Phil Karam

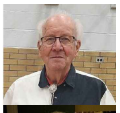


Phil Karam has been a member of the Ottawa Jaguar Club since 1988. Over his many years with the club Phil has been know most notably as our Technical Advisor. Phil's significant collection of cars, mostly Jaguars, along with his hands-on restoration of many of his vehicles, positions him very well for his Technical Advisor role that he has held for a long time.

Treasurer: Jim Butcher

Jim joined us in 2018. As Treasurer Jim is responsible for OJC's funds, including collecting dues and other monies for deposit and paying OJC's bills. The Treasurer also prepares and provides financial reports and updates to the Board and OJC members and files annually with Canada Revenue Agency.

Social Events Coordinators: John Charmen & Wendy VanderMeulen



John and Wendy have been OJC members since 1991. Over the years, John and Wendy have both served as President of the Club, and they worked together as Activities Directors for several years. After a long hiatus from active Club involvement, we are happy to have them back as "Activities Directors (Social)".

Secretary: Heather Amys

Heather Amys and her husband Marc Kempf joined the club in 2025 after Marc discovered his new girlfriend in Halifax, a 1993 XJ6 VDP. He spends a lot of time with her now, so Heather took on the Secretary position to learn about the world of Jags and stay relevant. They look forward to connecting with other Jaguar families and being active club members

Inter Club Liaison: Barry Paulson

Barry has been an OJC member since 2015. In that short time he succeeded in becoming Interim President in 2022. He received a prestigious OJC award for this role. As well as being Inter-Club Liaison for 2023 he is also Dealership liaison and the Drives planning "Aide-de-camp" on OJC/OJOA joint drives. He currently drives a 1968 Jaguar E-Type FHC 4.2L

Membership Coordinator: Ray Newson

Ray has been a member of the Ottawa Jaguar Club since 2001. Ray has been an active participant within the club over the years, regularly working as judge and Chief Judge at our Concours events. along with editor & publisher of the Jottings for 8 years.

Webmaster: Paul Blais

Paul has been a Member since 2024. OJC is grateful to him for volunteering to create our new OJC website. Paul drives a JCNA and OJC award winning 2012 XKR. His dad John and his mom Beverly have been members since 2012.

Editor / Publisher: David Seabright

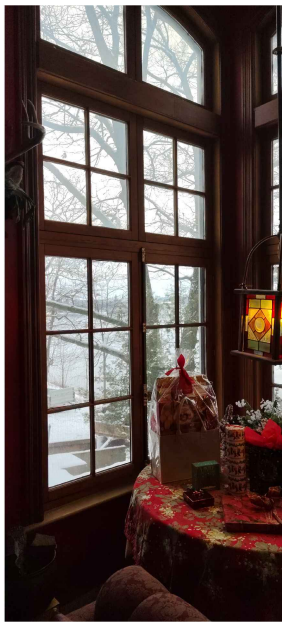
David Seabright joined the club in December of 2022. He has garnering knowledge from over 45 years in the architectural design field as well as his knowledge in computer aided design. After the first year he also took over as editor.

SOCIAL EVENT

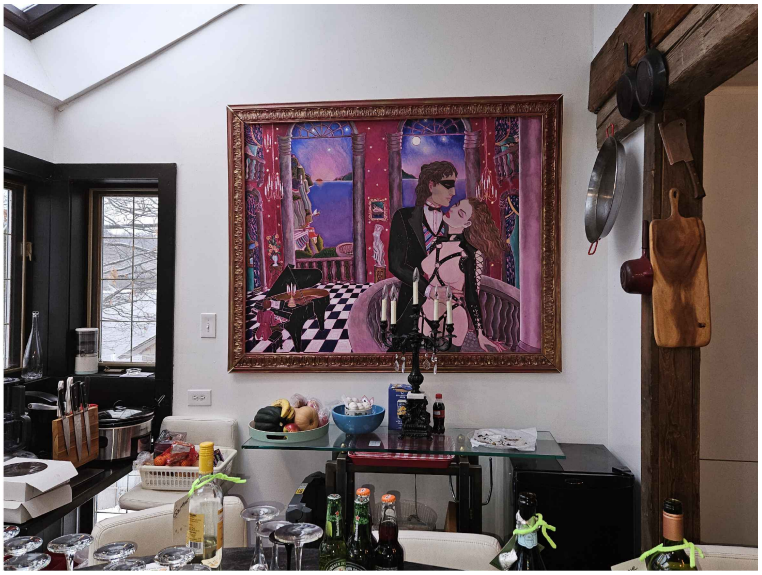
OJC Afternoon Christmas Social - December 6, 2025

by Bonnie Newson

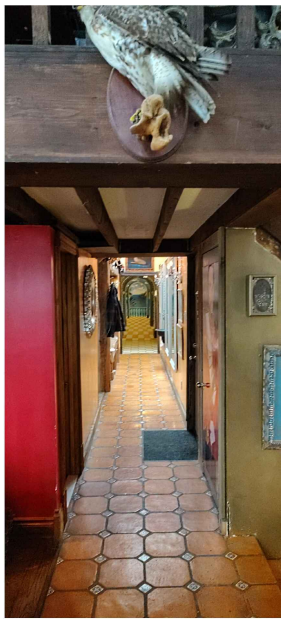
Tom getting prepared



Magnificent view!



The kitchen



Hall of hats

Wonderful buffet spread

Was it an afternoon social affair?... Or was it an adventure into a jungle, but not sure which one? A museum of sorts? A castle… or an art gallery? Hmm……. it was all of them rolled into one.

The eclectic home of Tom Little and Gabrielle MacKenzie proved to be an ideal location on December 6 for an afternoon of fun, enjoyment, and laughter for our Ottawa Jaguar Club Christmas get together. A total of twenty-six members and partners attended the event and were wowed by Tom and Gabrielle's home on the Gatineau River overflowing with artifacts from around the world along with Gabrielle's own artwork.

Our members were kept busy, along with the comradery, exploring and munching on the available appetizers. They were also challenged with an indoor scavenger hunt. When is a frying pan not a frying pan? If a fireplace has two sides, is it one or two fireplaces? Is it a pheasant or a hat? A challenging and fun to explore event with, at times, some questionable and debated answers, but lots of fun for all.

(continued)

OJC Afternoon Christmas Social (continued)

The Dunlops

Carol, Sandra, Marc

Beverly, Steve Fox, David, Carol

Dan & Christella Gauthier

Debbie & Jim Crawford

Heather, Louise, Paddy

Of course, there were prizes to win and draws for gifts. Beware, the gifts were not always what they appeared to be by their wrapping, but still well worth winning. Those lucky enough to head home with a gift included.

Heather Amys

Debbie Crawford

Carol Letourneau

Beverly Blais

Christella Gauthier

David Seabright

Our hosts, Gabrielle & Tom

A great time was had by all. Thank you to Tom and Gabrielle for hosting our 2025 Christmas event.

Spoiler Alert!! *If you missed this party stay tuned, Tom and Gabrielle have hinted at hosting an OJC get-together this coming summer when we can sit out and enjoy the river at their back door.*

Bonnie Newson

(concluded)

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Tech Talk

THE AUTOMOTIVE GAS TURBINE

by David Kenny

This story starts in the 1950's when pure jet (turbofans were envisioned in Whittle's original patent but were not initially viable) and turboprop engines were first appearing on the scene for civil aircraft propulsion. Military jet aircraft first appeared in service in the closing days of WWII, while early developments first flew in 1939 in Germany using hydrogen as fuel (Heinkel and von Ohain were not successful with kerosene) and 1943 in England with kerosene. Gas turbine shaft engines were being developed in the 1930's for stationary power generation. The earliest demonstration of a gas turbine was carried out by a Norwegian, Aegidus Elling, in the early 1900's. Both Chrysler and GM in America and Rover in England began demonstrating gas turbine automotive power in the mid 1950's. However, Chrysler started its work on gas turbines in the late 1930's before WWII.

To explain the background of these automotive developments we need to review the relative performance graph. Here I used the two key parameters of heat engines; specific fuel consumption on fig 1 as pounds of fuel burned for a given power output, which is a well established standard for the relative economy of heat engines and thermal efficiency on fig. 2, which is a measure of the proportion of the fuel burn heat release that becomes mechanical power driving a shaft. The two measures are in inverse proportion i.e. low fuel burn goes with high thermal efficiency. The charts display two versions of a gas turbine; a simple cycle comprising a single centrifugal compressor driven by a single axial turbine on a single gas generator(gas gen) shaft followed by a single axial power turbine on the separate power shaft driving a reduction gearbox and a recuperated version with the addition of a heat exchanger to transfer exhaust heat to the flow between the compressor exit and the combustor. In both cases I had to formulate the thermodynamics using current aerodynamic efficiencies. I also examined the worsening of performance with efficiencies available in the 1950's, which yielded fuel consumption about 10 % higher or thermal efficiencies 10 % lower. These modern values are contrasted with the performance of a modern gasoline fuelled piston engine. Immediately obvious is the fact that the piston engine has a fairly flat pair of characteristics with slight bowl and dome shapes for fuel consumption and thermal efficiency, respectively. In contrast the gas turbine characteristics optimise at the high power end with a rapid rise in fuel consumption and decline in efficiency as power drops with deceasing gas generator speed. This is very typical of gas turbines. For aircraft it is ideal as their engines operate most of the time at the max design point for takeoff and cruise flight. Their part power operation is confined to landing and taxiing primarily. For automotive use the part power operation is a large part of their application particularly for urban driving.

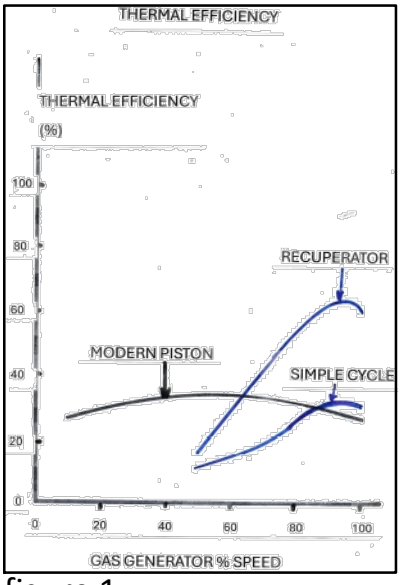


figure 1

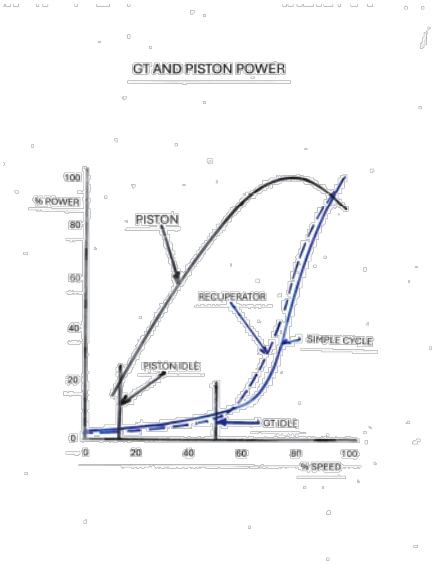


figure 2

(continued next page)

THE AUTOMOTIVE GAS TURBINE

by David Kenny

Even the highway cruise is still a moderate power level as the max power is used primarily for acceleration, which sets the max power capability. It only requires 25 to 30 hp to propel a medium sized car at a steady 100 kms/hr. Yet mid size cars have engines capable of up to 200 hp. What is immediately obvious on fig. 1 is that the gas turbine's worst fuel consumption occurs in the urban driving range, while, because of its relatively flat characteristic, the piston engine has only slightly, higher consumption in this range.

The other obvious point is that the recuperative gas turbine has about half the fuel consumption of a simple cycle. In a simple cycle layout as described earlier there is a large amount of waste heat dumped out the exhaust pipe at a temperature of 800 deg F vs about 100+ deg. F for a recuperative; enough to fry the paint off a following vehicle for the simple cycle. The primary driver of thermodynamic performance in a heat engine with internal combustion is the cycle pressure ratio i.e. high pressure ratio means that the output power is a high proportion of the input heat of combustion. Compression ratio is the equivalent for a piston engine i.e. increasing this ratio increases the cylinder pressure at combustion. For a piston engine the compression is a fixed geometric parameter remaining constant over the operating speed range, while in a gas turbine pressure ratio is directly proportional to rotor speed i.e. high speed equals high pressure ratio and the best performance. Hence, the continuous rise in fuel consumption with decreasing rotor speed. Basically, a simple cycle gas turbine is a design point device, while a piston engine has a wide range of performance vs. power level.

As stated, the obvious way to improve the consumption of a gas turbine is to recover the exhaust waste heat and reinject it into the airflow before combustion. This is done with a recuperator, which is basically a radiator or heat exchanger composed of thin wall passages running adjacent to each other. Also used are regenerators which are heat exchangers with slow rotation passages running through each others' fluid streams. This is evident in the cross- sectional picture of the GM 309 unit (you can find good quality X-sections online). As shown in the performance chart application a recuperator can halve the fuel consumption and set it into a range more competitive with a piston engine. However, the characteristic shape remains with a steep rise in fuel consumption as power drops. This is one of the key reasons for the failure of the automotive gas turbine. The other element is the high cost of turbine engine components. This is controlled by the rotors because of the complex aerodynamic shapes required for aerodynamic efficiency. The machining of piston engine components like the pistons and cylinder bores is a relatively simple and a low cost operation.

The advantages of a gas turbine are simplicity and low parts count, about 1/3rd that of a piston engine and transmission, low weight, smoothness of operation, reliability, easy winter starting even in well sub-zero temperatures and low maintenance. Also, the free power turbine acts like a torque converter obviating the need for a varying ratio gearbox although the manufacturers did usually couple the power turbine shaft with a conventional automotive automatic gearbox to accomplish the reduction of the very high power turbine shaft speed; usually about 15 times a typical piston engine. Acceleration from a standing start is very high by applying the brakes, while accelerating the engine and can impose starting torque akin to an electric motor.

(continued next page)

THE AUTOMOTIVE GAS TURBINE

by David Kenny

You will, note that on the Power Comparison chart, fig. 3, the power of a gas turbine comes on at about 75% speed, which is only 25% above the very high idle speed of 50%,while for a piston there is a steady almost linear rise in power with speed from an idle which is 15% speed and 85% below the max power speed. This gives the gas turbine another large advantage over the piston in terms of standing stop acceleration. This accentuates the use of raising the gas generator rotational speed of the gas turbine before releasing the brakes for rapid acceleration. Otherwise, releasing the brakes from idle will result in a low initial rate of acceleration building gradually until the gas generator speed reaches 75%; but again, the GT only has to raise its speed 50%, while the piston must raise it 85%.

I also estimated the shaft speeds of the gas turbine variants with these results:

SIMPLE CYCLE: GAS GEN = 118,700 RPM, POWER TURBINE = 92,500 RPM

RECUPERATOR: GAS GEN = 68,750 RPM, POWER TURBINE = 107,200 RPM

PISTON ENGINE = 6,000 TO 8,000 RPM

The reason for the reversal in the gas generator to power turbine speed ratio is that in the simple cycle case the compressor pressure ratio is 10:1 (in the 1950's the max pressure ratio for centrifugal compressors was 6:1, while 10:1 was only viably demonstrated by the late 1970's at Pratt and Whitney Canada, the pioneer of high PR centrifugal compressor) vs 4:1 for the recuperator and significantly more wheel speed is required for the 10:1 compressor. 4:1 pressure ratio is the optimum for the recuperator case, while for the simple cycle the high pressure ratio significantly improvers the thermal efficiency of the cycle.

The overall casing diameter of the turbomachinery would likely be of the order of 1 foot.

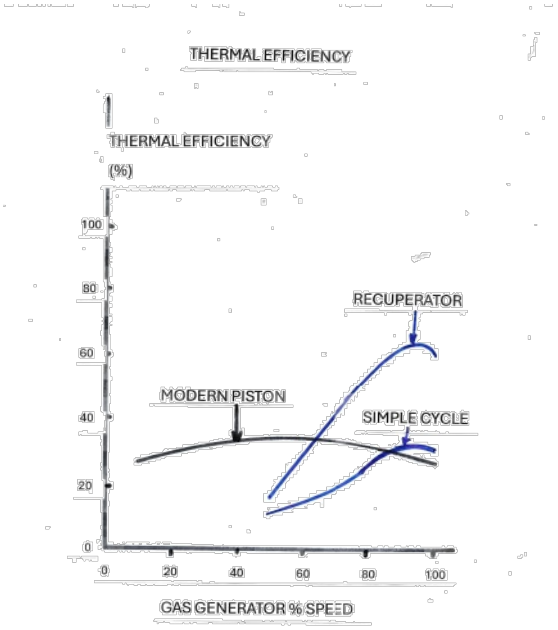


figure 3

Beginning in 1954 Chrysler went through a long evolution (7 engine series) of their unit with a max power of 140 hp applying the 3rd generation to a Dodge Coronet. The epitome of these developments was the Chrysler Turbine Car, where 50 units were produced and loaned to selected drivers for evaluation. In the end 40 of the cars were destroyed and the remaining 10 found museum homes including Jay Leno's car. Cost and average performance dogged their efforts and the near bankruptcy in 1978 killed this ambitious program. GM concentrated on a higher power truck/bus unit, GT 309, which was successfully operated in highway service in a bus for a significant period. Their best publicity was their Gas Turbine Car pictured here with aircraft futuristic styling. The same cost and performance issues dogged GM as well.

Rover in England was involved in the early jet engine developments of Whittle in 1939. The company started in 1945 with a unit that was rapidly developed to power a Lemans entry, which successfully endured the demonstration finishing in 10th place in 1965. Their first significant achievement was in a P4 Rover 75 in 1952 at Jabbeke in Belgium, where the 230 hp engine demonstrated 152 mph.

(continued next page)

THE AUTOMOTIVE GAS TURBINE (concluded)

by David Kenny

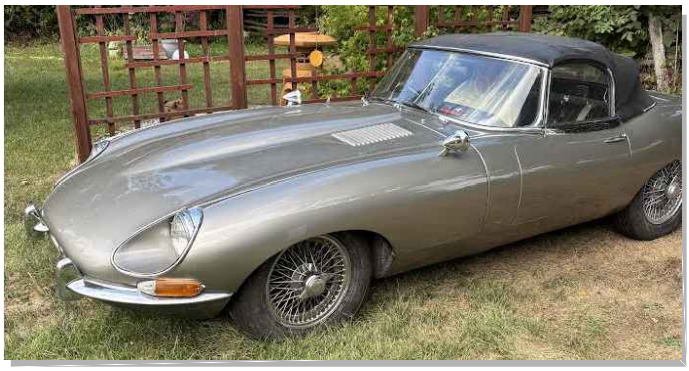
Rover persisted with a plan to equip the mid- 1960's 2 litre P6 2000 sedan with a gas turbine unit. After serious market studies Rover shelved the whole project due to economics. There have been suggestions that a Jaguar E Type would have been an excellent candidate for the Rover engine. Rover did go on to sell many small industrial gas turbines including a small simple cycle unit for university engineering student testing. In my final year of engineering at McGill in 1961 we had to complete a test evaluation of one of these Rover units, which sparked my lifelong career in aviation gas turbines.

Another example of a gas turbine application to cars is an adaptation of the Pratt and Whitney PT 6 small turboprop in shaft drive form installed in a Chevrolet Corvette. In this case the particular engine model (A-27) is limited to 500 hp although capable of 750 hp. There are several Corvettes driving around in the US with this installation. This is a case of a simple thermodynamic cycle (compressor Pressure Ratio = 7.5) without recuperation.

In 1967 the American STP corporation chose to run a purpose designed car in the Indy 500 race using a shaft version of the Pratt & Whitney Canada PT6 like the abovementioned Chevrolet Corvette unit. In this first race application the full 500 hp output of the ST 6 was used but the failure of a $6 gearcase bearing terminated the car in the race. The race organizers were so shocked at the success of this gas turbine entry, even though it did not finish the race, that they hired consultants to find a way to cripple the gas turbine application. The result was an arbitrary limit on the inlet area of the compressor air flow. STP's owner Andy Granatelli approached PWC to find a way to get around this limit. At PWC we simply removed the first 2 stages of axial compressor and with the remaining axial stage plus the rear centrifugal we were still able to produce enough power to have a competitive entry. Unfortunately, this entry was unable to finish the race as the quill shaft driving the fuel pump failed prematurely. After that there were further limitations on gas turbine entries and Granatelli totally withdrew.

At PWC during the races we were permitted to bring radios into the office and the engineering staff avidly followed the race in real time at their desks.

On reviewing the draft version of this article Roy Fjarle had an interesting thought. He suggested that, if the recuperator GT could be maintained at its max power and minimum fuel consumption point using a battery and electric motor, it would be competitive. This is basically a Prius hybrid with the gas turbine replacing the conventional piston engine with a controlling computer.

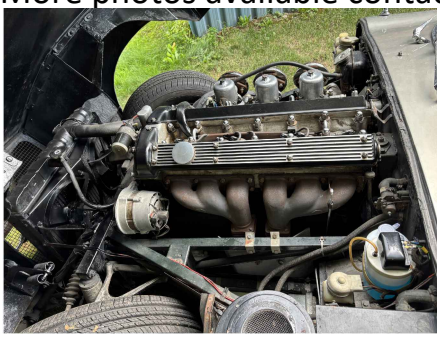


FOR SALE

1968 Series 1.5 E Type Jaguar Convertible

Located in the Ottawa area. Matching numbers. Ontario safety certificate. No accidents or marks or scars. 32,279 miles from new. Right hand drive standard shift. Originally BRG. The current owner had it re-sprayed the colour in the photos. The photos attached have been taken recently. All the tires are new.

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.

Visit us at www.ottawajaguarclub.com.

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Jim Butcher, OJC Treasurer

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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'

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