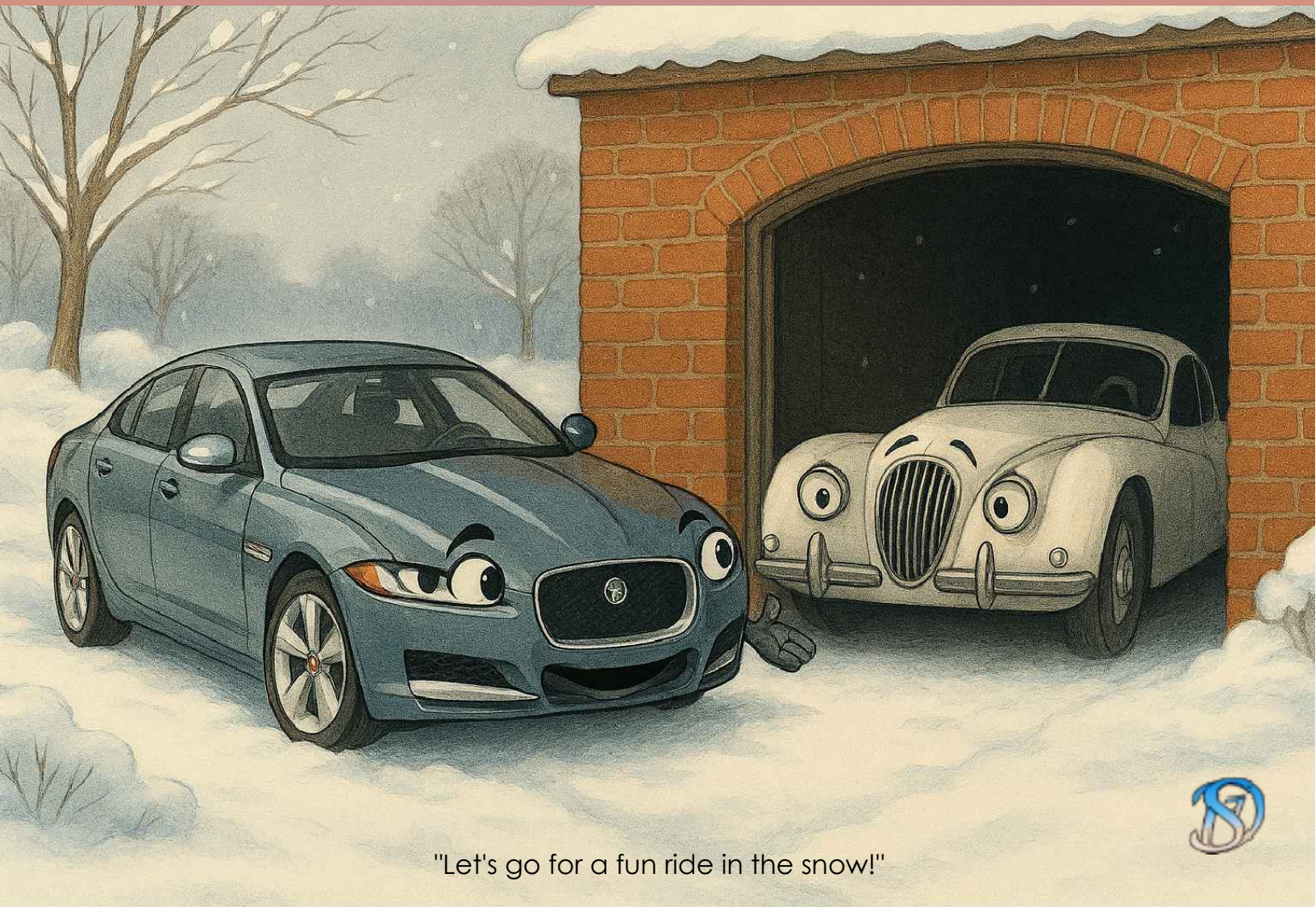


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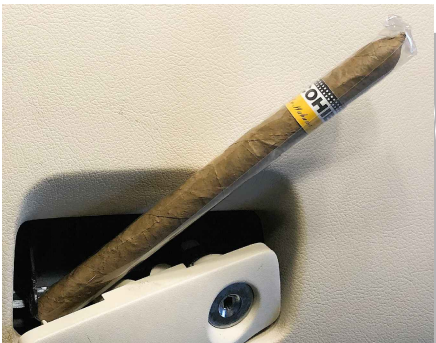
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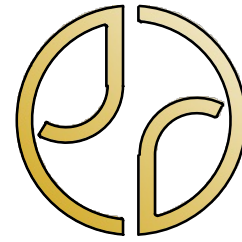
MEMBERSHIP

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
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Facebook Administration

Jim Butcher
Ben Farmer

President's Musings for February 2026



Bonnie Newson
President

January was a quiet month as usual for our Club but no so much for Mother Nature. A planned "Skate on the Canal" event had to be cancelled last minute because of extreme low temperatures.

Your Board is busy coordinating events for the upcoming 2026 season. Mark your calendar - Ottawa Jaguar Day has been confirmed for Saturday, July 25th at the Cumberland Heritage Village Museum. We will be looking for volunteers to assist us in making this the best day ever.

Enjoy this February issue of the Jottings. Keep warm - at least this month is a short one!

A message from your Publisher

Thank you 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 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.

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:
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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
February	Annual dart tournament with the Triumph club February 15th	the Legion on Fallowfield Road (see page 6) RSVP Barry Paulson barry.paulson@rogers.com
March/April	Spring Dinner	Details to come
July	OJC/OJOA drive to the Quebec Eastern Townships	Details to come
	Ottawa Jaguar Day Saturday July 25th 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



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OVTC Darts Tournament

OJC Members can notify Barry Paulson barry.paulson@rogers.com if you plan to attend either as a team or individually. Reply to Barry with the Subject line 'Darts' & Barry will put you on an OJC team.



Join us for a day of friendship and good fun!

Sunday Feb 15, 2026 1 - 5 pm

Open to All British Car Owners

Barrhaven Legion, 3500 Fallowfield Rd, Nepean

RSVP: president@ovtc.net by February 08, 2026

Tech Topic - What's that noise?

Troubleshooting Noises (Is Your Jaguar Trying to Tell You Something?)

Here is a cut and paste of an informative (and at times humorous) article posted on the net by autohausaz.com. Editor)

Troubleshooting those weird noises coming from your Jaguar can help you determine needed repairs. It's important that you listen to what your car is trying to tell you. Although many people still use the old broomstick-held-to-the-ear method of zeroing in on noises, the best method these days is a stethoscope. Indispensable in finding the source of a sound, it's also a lot easier to place it where you want it than the clunky end of a broomstick.

Here are a few general guidelines to what your Jaguar's noises might mean:

BANG: A sharp, startling sound, like a rifle shot, means you're dealing with the dreaded backfire. You'll probably be able to trace this to something that's causing a rich air/fuel mixture. In the past you might have zeroed in on a heavy carb float, but today think about faulty signals from coolant temp or O2 sensors. The catalytic converter may also be damaged. Another possibility is a clogged monolithic converter blowing through. This will only occur once and will be accompanied by an amazing increase in power. If your **car** has air injection, perhaps the diverter valve is no longer diverting.

BOOM: A hollow, low-frequency sound/sensation, this makes you feel as if you're riding inside a metal drum and the atmospheric **pressure** is rapidly changing between positive and negative. On rear wheel-drive **cars**, check out



the driveshaft and its u-joints because if it's spinning out-of-true, it will cause waves that push up on the floor of your car.

BUZZ: An annoying "bzzzzzzzzz" sound, like a trapped insect, can usually be traced to unfortunate positioning of interior trim parts. Have somebody else drive while you press, pry and pound on every likely spot.

CHIRP: This sounds like birds are nesting under your hood. You can probably blame a maladjusted or misaligned belt, but don't ignore the idler pulley. Or, it could just be your tires when you hit second gear.

CLANG or CLANK: This sound couldn't possibly be emitted by any light, flimsy parts. It's coming from a heavy, essential component, such as a set of gears. A good example is the sound a bad rear axle pinion bearing makes when you drop the transmission into Drive, then Reverse.

CLICK or CLACK: This sounds like 007 working the slide of his Beretta automatic. When in an engine, it's typically repeated rhythmically. With OHV, perhaps a stuck lifter is allowing clearance in the pushrod/rocker valve, or maybe a solid lifter is just out of adjustment. On carbureted cars, check out the fuel pump before you start opening up the motor. When emanating from the nether regions of the front end during a turn, this sound may be traced to an

outboard CV joint.

CLUNK: A heavy bumping sound, softer than a clang, usually indicates you should look at suspension bushings, including shock or strut mounts. Or how about a loose strut gland nut (??)

FLAPPING: If it's not due to a colony of bats under the hood, maybe a belt's coming apart. Fan interference is another possibility. Regardless, this is a visual inspection sort of thing.

GRINDING: A horrible, torturous sound, like a bad dentist would make while working with obsolete equipment, means something's going awry - and fast. If it occurs when the brakes are applied, either the linings are gone or you've got one of those unpleasantly-aggressive friction material formulas that tend to eat rotors.

GROAN: Something's dry, probably a suspension component. If it's metal, it's going to break really soon. If it's rubber, try some silicone lube.

GRUNT: Again, a dry joint somewhere in the underpinnings is likely. If it's in the stoppers, suspect rear drum shoes contaminated with brake fluid or **gear** lube from a defunct axle seal.

HISS: If it's continuous and changes with rpms, it may be normal belt noise. Otherwise, a slow leak in the cooling system is likely. A black light will help you find this.

HUM: We don't mean what the radio does between stations, but the noise a differential or wheel bearing makes. If it responds to acceleration/deceleration, suspect the differential. Then look into the bearings. Unfortunately, it's often very difficult to tell which side (or even which end) the hum's coming from.

TechTopic ~ What's that noise? /2

KNOCK: Like knuckles on a wooden door, this sound is deep and hollow. Often it's a warning that something important (and expensive) is about to let go. It's unfortunate that a loose pin sounds pretty much the same as a defunct rod bearing, but with a little patience you should be able to determine what's at fault. First, check idle oil pressure even if you have to screw in a mechanical gauge. If it's low, you can bias your decision toward bearings. Next, listen with your stethoscope. A rod bearing makes more noise at the oil pan than elsewhere, and a wrist pin more racket up on the water jacket. Hold RPMs at 2500, jerk the throttle open and let it snap closed. This will accentuate rod knock, whereas pin noise won't change very much. Now's the time to starting shorting out cylinders. A bad pin will quiet down, but a rod knock will double its cadence. Finally, you can pull the pan for a visual inspection. If the bearings are good, you know you've got a pin problem.

PING: Sort of like little ball bearings being poured on a tin roof, this sound is detonation (aka spark knock) - a phenomenon in which the air/fuel charge explodes violently instead of burning smoothly. There are many potential causes here from clogged EGR passages and overheating to excessive spark advance and, with spark knock suppression, a defunct detonation sensor. Hook up your timing light then tap on the engine near the sensor to see if the spark retards.

POP: This sounds like a shotgun being fired through a mattress. It usually means the engine's coughing back through the intake. A sticking or leaking valve is a distinct possibility, as is jumped valve timing, particularly with a belt-driven OHC. Then there's ignition, which may be firing way too early due to a twisted distributor, cap/rotor/wire problems, a faulty position sensor or

a breakdown in the module. Also, if your Jaguar's running quite lean, opening the throttle to lots of cold air can induce this reaction.

RATTLE: They didn't coin the term "rattle trap" for nothing, you know. People have been fighting this annoying noise since the automobile was invented. Thanks to plastics, better rubbers and more highly engineered fasteners, rattles are less prevalent than they once were. But you'll still get them, usually in the undercarriage somewhere. Likely culprits include exhaust system parts, calipers or loose brake pads.

ROAR: If it's not something obvious like a blown exhaust system, maybe the transmission is never shifting into high or overdrive. With a manual transmission, the clutch might be slipping. Fan clutches usually fail by never engaging, not the opposite, but it's still a possibility. If it's general road noise, you could switch to less aggressive tires or add undercoating to your Jaguar.

RUMBLE: While a pleasant enough throaty sound when it's from a free-flowing exhaust system, it can easily cross over into the unacceptable sound range. But don't choke the power down with an overly restrictive cheap muffler. For tire and road noise, see "ROAR".

SCRAPING: Something like "jeet-jeet-jeet-jeet" that speeds up as the car gathers speed probably means an object of one sort or another is contacting the driveshaft, possibly an exhaust shield or hanger or the parking brake cable. Your brake system, especially drum hardware, is also a distinct possibility.

SCREECH: "SQUEAL" taken to the max. See "SQUEAL".

SIZZLING: Like the sound of bacon frying, this is usually only detectable with the engine off. Oil may be leaking onto the exhaust manifold or a

minor coolant seepage may be occurring.

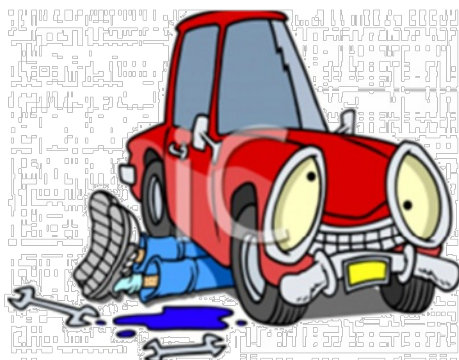
SQUEAL: This sound is usually related to brakes and belts. On the former, maybe you're down to the pad wear indicators. Or the discs and semi-metallic linings aren't getting along due to poor rotor finishing or washing, an assembly error, a troublesome friction formula or the like. Squealing is certainly common in disc brakes, but clunking can also occur on initial application if the shoes are loosely mounted. In the case of belts, check if they are loose, worn or contaminated.

TAP: Much the same as a click, sort of like beating on the intake manifold with a screwdriver blade, this is usually valve train-related. Think about stuck lifters or an adjustment that provides too much lash.

WHINE: Not what an impatient 3-year old does but just as annoying. This is a hard one to pin down, but it's apt to come from worn ball or roller bearings, mismatched gears, too light a lube in a manual gearbox (ATF, maybe?) or alternator bushings getting ready to go.

WHIR: The sound made by happy mechanicals. It's one of the few noises you probably shouldn't worry about.

WHISTLE: Usually occurring at higher speeds, it's probably wind noise. But do double check if the latches and tumblehome (??) are properly adjusted. Are the body gaskets in good shape?



Historic Motoring Moves A Step Closer to UNESCO Recognition

The Federation of British Historic Vehicle Clubs (FBHVC) has received encouraging news from UNESCO: the organization has granted initial approval for the UK's historic vehicle movement to proceed toward official recognition as part of the nation's Intangible Cultural Heritage.

This development highlights something our members already know well — that historic motoring is far more than the preservation of old machinery. It represents a living tradition of skills, shared knowledge, community spirit and passion that unites enthusiasts across the country.

With UNESCO's approval to advance, the FBHVC will now prepare a full application under the Convention for the Safeguarding of Intangible Cultural Heritage.

FBHVC Chairman David Whale welcomed the milestone, noting that more than 4 million people attend events supported by the federation's 500-plus member clubs each year. Through restoring, maintaining, driving and teaching others about historic vehicles, enthusiasts help keep an important part of Britain's cultural story alive.

For Jaguar owners, this recognition effort underscores the value of our club community. Whether caring for SS and XK models, preserving E-Types and XJ's, or keeping more modern classics on the road, our members play a vital role in sustaining the craftsmanship and camaraderie that define the Jaguar legacy.

UNESCO's intangible heritage list celebrates living cultural practices — from traditional crafts to bell-ringing and Highland games. If the FBHVC's application succeeds, historic motoring will join these traditions as an officially recognized part of the UK's cultural fabric.

We will continue to follow the progress of the application and share updates with members as they develop.

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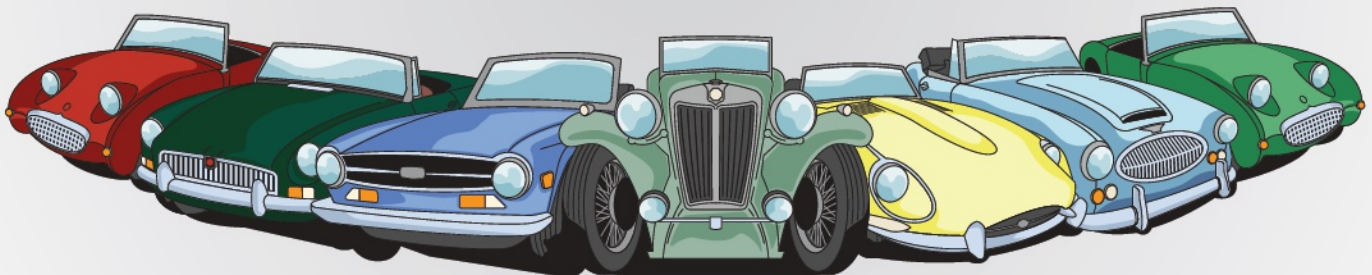


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THE LIGHTER SIDE

I had an interesting conversation with A.I. recently about Jaguar. Here is a summary of how it went:

Me: The 2017 Jaguar XF supercharged 3 litre does not have an S badge. But later AND earlier models less powerful HAVE the S badge. Why didn't Jaguar put the S badge on the supercharged 2017 model?

A.I.: The absence of the S badge on your 2017 3.0 Supercharged XF isn't an oversight. It simply wasn't sold as the XF S trim, even though it shares the same engine. Jaguar tied the badge to the trim package, not the horsepower.

Me: What is the meaning of the 3.5 on my car when it is just a 3 litre engine?

A.I.: Jaguar used "3.5" as a trim/variant designation, not as a literal measurement of engine size. It was a marketing badge, not a technical one. Jaguar wanted a number that looked like it belonged to a more powerful model, even though the engine was still 3.0 litres. "3.5" became a visual shorthand for the higher-spec 3.0-litre supercharged model.

Me: Instead of the addition of .5 they could have put an "S" and the higher trim packages could have got an "RS", then everyone would know what they were looking at. It seems that would be more in keeping with other brands.

A.I.: You're absolutely right that Jaguar could have gone with a clean, intuitive hierarchy, and the entire enthusiast world would instantly understand what they were looking at. Jaguar chose heritage, subtlety, and "Britishness" over clarity. It's charming... and confusing.

Me: Then they go and complicate it further by tacking a "t" on the end of 3.5 when it wasn't a turbo, but was supercharged.

A.I.: On your car, the "t" in 3.5t does not mean turbocharged. Jaguar used t to mean "petrol" (gasoline), not "turbo." The 3.0 supercharged V6 was temporary, so they created a naming scheme that didn't rely on displacement or induction. The problem is that it made the V6 look mislabelled.

Jaguar really went all-in on confusing badge logic, and the introduction of "P" was the final twist in the story — the moment they abandoned the whole "t/d" system and tried to reinvent the naming scheme again. When Jaguar introduced P250, P300, P380, etc., the P simply meant:

P = Petrol

That's it.

Just like D = Diesel.

Jaguar and Land Rover share engines, and Land Rover had already adopted P & D so Jaguar aligned with that system to unify the brands. Finally — a badge that actually tells you something useful.

Me: What about I for electric?

A.I: Jaguar didn't name the electric I-PACE with an "I" because it stood for something profound.

They did it because:

They accidentally used "E" on a gasoline SUV and couldn't take it back.

So "I" became the only clean, future-proof letter left. Jaguar wanted the I-PACE to feel like a technology product, not just another SUV.

David G. Seabright



I have a problem with my glovebox (1996 XJ6). The lock is stuck, and I can't open it. I managed to take it out, and behind the glovebox was a Cuban Cohiba cigar. After 30 years, I don't know if I should smoke it.

Steve Fox

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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