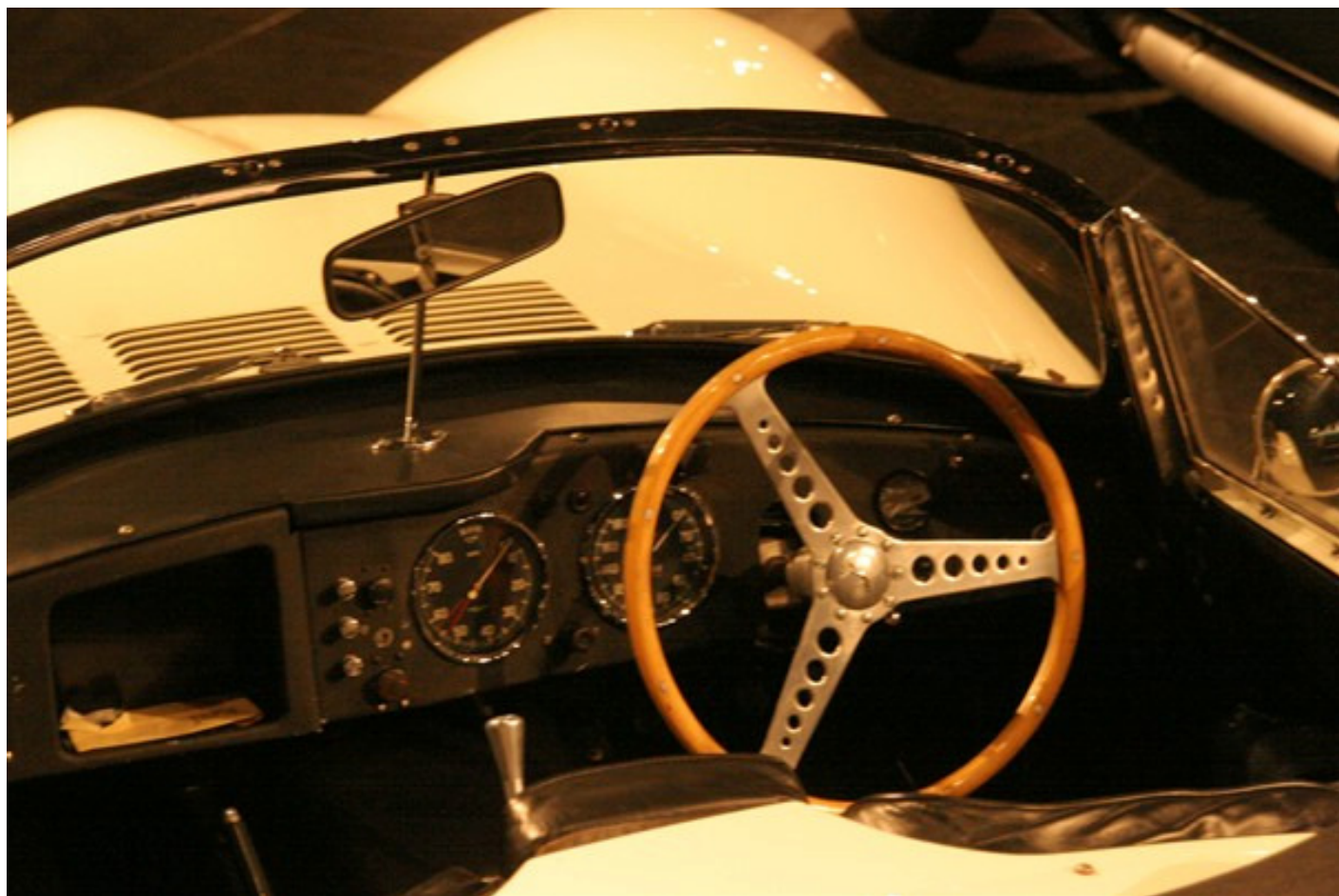




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Photos: Paul Davis, p. 7; Wayne Ellwood, p. 1, 3, 5; Lee Harrington, p. 9, 10; Ray Newson, p. 7; Stewart Robertson, p. 7, 8.

***The Interior of the 1957 Jaguar
XK-SS on Display at the
Blackhawk Museum.***

See Page 3.

February Jag Night

***Monday, February 11, 6 pm,
Museum of Science and Technology***

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th 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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(613) 225-3449, email pdavis002@sympatico.ca



Club Events

February Jag Night - Monday, February 11th, 6 pm

LOCATION: Museum of Science and Technology off St. Laurent Blvd.

March Dinner - Saturday, March 15th, 6:30 pm for 7 pm

LOCATION: Restaurant International at Algonquin College

See box below for details.

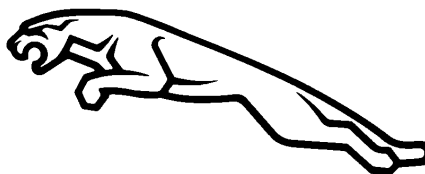
Membership Dues

Dues are \$50 before the year's end and \$60 thereafter. Our excellent benefits plan includes membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Lee Harrington, 1327 Old Carriage Lane, Box 2016 R.R. 1, Winchester, ON, K0C 2K0.

March Dinner

Algonquin College's Restaurant International has been booked for approximately 40 people for Saturday, March 15, 2008. Be there at 6:30 pm for the 7 pm dinner. The menu consists of a set appetizer, salad and dessert with a choice of two items (TBA) for the main course. They can also accommodate special requests, such as vegetarian. The price is **\$34 per person**, including taxes and gratuity; drinks extra; separate checks to be paid by members. Wine on the tables will be courtesy of the OJC. **The deadline for numbers and main course choices is Tuesday, March 5, 2008.** Paddy Robertson will take reservations. Please contact Paddy at (613) 729-8859 or probertson@crgroup.com.



Blackhawk Museum: Part I

The following is an article written by Wayne Ellwood, a member of the Ottawa Corvette Club. In Part I, we will look at the Jaguars on display at the Blackhawk Museum. Part II (to appear in a future issue of Jaguar Jottings) will look at other automobiles on display at the Museum.

On every visit to a new town, it's a good idea to drop-in to the local car museum. So when visiting San Francisco (CA), I figured it would be a good idea to drop-by the Blackhawk Museum. The Blackhawk Museum is a re-badged version of the (1988) Behring Automobile Museum. It was re-named in 1998 when it moved to the Blackhawk Plaza in Danville (CA), near Oakland.



Photo 1: Exterior of the Museum.

Cars in the facility are not all attributed to the original Behring Collection. Some are placed in the museum for long-term display by their owners. In all cases, the cars comprise the best-of-the-best. Many are Pebble Beach winners and most are valued in the multi-million dollar range.

The museum is arranged on two floors, with the upper floor being dedicated to "pre-war" classics and the main floor being "post-war" sportscars.

The Jaguar C-Type was the purpose-built racing version of the streamlined and fast Jaguar XK-120 which had been introduced



Photo 2: 1951 Jaguar C-Type (#14 of 53 Built).

after the war. It utilized the same running gear as the XK-120-C (C for Competition). The twin-cam, straight-6 engine was tuned to 205 HP (160 bhp for the road car) and the tubular chassis and aluminum body panels lightened the car by 1000 pounds. Later C-Types used SU carburetors with high-lift cams. Dunlop four-wheel disc brakes provided the stopping power. On its first attempt in 1951, the C-Type won the grueling Le Mans 24 Hours. A C-Type won Le Mans again in 1953 and the reputation of Sir William Lyons' factory racers was established. This car is XKC-014...the 14th of 53 C-Types built. It remains one of the most original examples in that it retains its factory chassis, body, and engine and most other important parts. It was originally sold by Max Hoffman, the New York City importer, to Commander John Rutherford who was a great sporting car enthusiast and who was clocked on the Measured Mile on Daytona Beach (FL) in 1953 at 134.07 mph.



Photo 3: 1957 Jaguar XK-SS (#7 of 16 Built).

The Jaguar XK-SS was created to be the road-going version of the famous Jaguar D-Type race car that had won the 24 Hours of Le Mans (France) for three years running in 1955, 1956 and 1957. Jaguar had built 68 D-Type racing cars. Following the company's withdrawal from international racing, 25 completed D-Types remained unsold. With a strong reputation for reliability and some clever modifications, Jaguar converted them to the XK-SS. This car is XK-SS 719 ... the 7th car built... and began as a production D-Type # XKD 572. It was delivered to Jaguar Midwest Distributors Inc., Indianapolis (IN) during July 1957. Only 16 XK-SS roadsters were completed before the devastating fire at the Brown's Lane factory.



Photo 4: 1962 Jaguar/Cunningham E-Type Factory Lightweight Racer.

Jaguar's aerodynamic finned D-Type racing cars won the grueling 24 Hours of Le Mans (France) for three years running in 1955, 1956 and 1957. After losing some podium finishes to Aston Martin in 1958 and 1961, Jaguar decided that it was time to roll out the sensational E-Type. The factory built a dozen alloy-bodied racers and this roadster with detachable hardtop was campaigned by American sportsman/millionaire, Briggs Cunningham, from Costa Mesa (CA). The number 14 car was one of three sequentially numbered lightweights Cunningham's team took it to Le Mans in June 1963. In 1962, Cunningham

(Continued on Page 5)



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Blackhawk Museum: Part I (continued)

and Roy Salvadori had finished fourth overall at Le Mans in an E-Type "fixed-head" fastback coupé. Drivers Walt Hansgen and Augie Pabst were paired to co-drive the number 14 car, which left the race early due to problems with the German ZF five-speed transmission, which the team had installed with the hope that one additional gear would reduce engine revs down Le Mans' nearly 3.5 mile Mulsanne Straight.



Photo 5: 1961 Jaguar E-Type
Factory Semi-lightweight Racer.

Jaguar's Brown's Lane factory built a dozen alloy-bodied racers, some like this fixed-head coupé and some with a detachable hardtop like the white Cunningham lightweight racer. Only eight lightweights raced at Le Mans in the 1960s. And only three raced in the 1962 24 Hours of Le Mans endurance event. This semi-lightweight fixed-head coupé was driven by privateers Maurice Charles and John Coundley as car # 8. The car was fitted with every racing component but it experienced low oil pressure and did not finish the race. This car was sold late in 1962 and disappeared until it was found in a field in the Channel Islands in the mid-1990s. Renowned Jaguar expert Nigel Dawes completed the extensive restoration in 1999.

Article Courtesy of Wayne Ellwood

President's Musings

It is a new year for the Club and the Executive is working hard to make the coming year interesting for everyone. We had a workshop for those members who attended our AGM in November and had some interesting guidance as a result. The two major recommendations were to have more activities that actually involve cars. Our meetings for the winter and spring will therefore contain no administration and will, wherever possible, offer a car-related event with a social period before or after, normally offering supper.

The next event is our meeting in February that will begin at 6:00 pm at the Museum of Science and Technology, where we will visit the automobile warehouse for 60 to 90 minutes. After that, those who wish can gather at Liam McGuire's at St. Laurent and Innes for supper and a cold one.

If you have a look at the events list on the website you will see that we have a full year planned. It is going to need your help if it is going to work; so, whether you have been a member for two weeks or thirty years, we will be asking you to get involved. I would like to close these ramblings by thanking those who volunteered to keep the Club moving upward and onward for the next year. Enthusiastic volunteers make all the difference.

Mike O'Brien

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Marketplace

Jaguar Jottings accepts advertisements in good faith, but it is in your best interest to make every effort to check offers personally.

1989 Jaguar XJ12 Vanden Plas. Alpine Green, mint condition - never winter driven. First place at Stowe in 2002 and second place at Stowe in 2006. \$10,900. Contact Bill Taylor at (514) 737-4913. [JAS]

1995 Jaguar XJR. British racing green with cream interior. Fully loaded and in mint condition. Asking **\$12,300.** Call: 613-834-5552. [SON]



1969 Jaguar E-Type roadster. Excellent original car that has never been modified or restored in any way. Imported to the Ottawa area from California a few years ago, it remains a completely original RUST-FREE driver. Has to be seen to be appreciated. Reasonably priced. Contact Trevor Boicey at 613-276-7626 or tboicey@brit.ca. [ASO]

1987 Jaguar V12 VandenPlas. Top of the line luxury saloon with only 71,000 original kilometres. In beautiful condition with many extras including dealer installed rear TV screen. Asking \$20,000 negotiable. Contact Hugh Kwok at 514-992-8928. [ASO]

1968-1970 E-Type. Looking for a clutch pedal or complete pedal set from a 1968-1970 E-Type. Also, I need a stick shift mounted electric overdrive switch and wiring off a 1968-1970 XJ6. Contact Lee Harrington at leeh@robertconstruction.ca. [FMA]

Advertising in Market Place is free to OJC members, \$10 to others. If you wish to sell parts or vehicles, contact the Editor. Ads run for 3 months. Please let us know if your ad should be cancelled or extended.

Purrfect Thoughts

He has all the virtues I dislike and none of the vices I admire.

- Winston Churchill

I think there is a world market for maybe five computers.

- Thomas Watson, chairman of IBM, 1943

Most rock journalism is people who can't write, interviewing people who can't talk, for people who can't read.

- Frank Zappa

I had to stop driving my car for a while... the tires got dizzy.

- Steven Wright

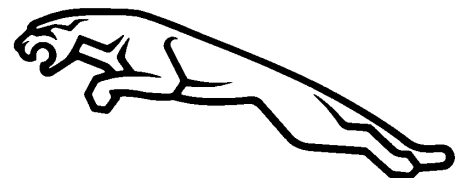
Christmas Party

Christmas is a very special time for everyone. My real introduction to the Ottawa Jaguar Club was a Christmas party. I didn't know a soul but felt welcomed and cheery in the warmth of a member's home. Since then, we have held the party in two commercial establishments. Both were fun and were considered to be a success.

This year **Paddy Robertson** arranged for us to have our festive evening at Friday's Roast Beef House on Elgin Street on December 5th. We had 46 people signed up and when the night came we were threatened by a significant snowstorm. Nevertheless, 40 of the 46 arrived. We were all seated in two large rooms tastefully decorated and laid out so that we could all see each other. The menu offered two choices and, for the most part, everyone thought the food and ambience to be excellent. Gift exchange occurred after dinner and I was pleased to find no gifts short or surplus at the end of the giving.

Regrettable no images were recorded of attendees. Hopefully, we will solve that for this year's party. We will also try to find a venue that allows us a pre-dinner drink/socialization area. Until then...think Spring!

Mike O'Brien



JCNA 50th Anniversary - OJC Input

2008 is the 50th anniversary of Jaguar Clubs of North America (JCNA). To celebrate this event, Jaguar Journal will be publishing a special anniversary edition to be introduced at the JCNA Annual General Meeting, to be held at the end of March.

This anniversary edition will include some information and pictures from each of the JCNA affiliated Clubs over the years. To assist in this endeavour, the following is what has been provided to JCNA on behalf of our Ottawa Jaguar Club.

To: Steve Kennedy, Jaguar Clubs of North America

Steve,

Attached is the requested information for the Ottawa Jaguar Club for the JCNA anniversary issue. Hopefully the following are satisfactory. If you have any questions or require anything else, please let me know.

High resolution copy of the Club's logo:



What year was the Club established?

The first meeting of the Ottawa Jaguar Club (OJC) was held on August 4th 1985, a picture of those original members follows.



How many members then?

15 members were in attendance at the inaugural meeting, the chair of that meeting, Merv Clarke, is still an active member of the Ottawa Jaguar Club. (But unfortunately is missing from the above photograph as he took it.)

How many members now?

The Club currently has 73 members as of December 2007.

A photo of the current executive follows; there are a couple of officers missing.

L – R Phil Karam - Technical Coordinator, Chuck Robinson – Vice President, Lee Harrington – Secretary & Membership, Mike O'Brien - President, Alan Graves – Events Coordinator, Paul Davis – Jottings Co-Editor/Layout, Ray Newson – Jottings Editor.

Missing: Roger Gough – Treasurer, Mark Roberts – Concours Chief Judge, Merv Clarke - Librarian



Where were the first few meetings held?

In the early days, meetings were generally held at the member's homes.

Where are they held now?

Nowadays the Club meets at a local community hall during the off season. During the more active summer months, BBQ/meetings are still hosted at the homes and summer

cottages of Club members, and/or combined with drives and events.

What is the Club's web site?

www.ottawajaguarclub.com

Whatever else you can think of that is interesting about the Club.

Most Club meetings usually have a guest speaker or involve some sort of presentation. These meetings are not however a substitute for monthly activities that include: an annual Christmas Party, March dinner, annual JCNA Sanctioned Concours, Spring/Summer/Fall drives, other various car shows near and far, BBQs and special events.

Being located in Canada's Capital City, we have an abundance of excellent locations available for our annual JCNA Sanctioned Concours. Following are Concours pictures from a number of those locations:

1996 Concours at Andrew Hayden Park, one of the many public parks available to us.



1997 ByWard Market show, an historic area in downtown Ottawa. This was not a Concours event but one of the many events that our club is routinely invited to.



(Continued on Page 8)

JCNA 50th Anniversary - OJC Input (continued)

1998 Concours, Sir Anthony Goodenough, the British High Commissioner to Canada, making a presentation at our 1998 Concours at Canada's National Aviation Museum.



1999 Concours inside the Aberdeen Pavilion at Ottawa's Landsdown Park. Another historic location in Ottawa.



2003 Meet & Greet. We always hold a Meet & Greet event on the evening prior to our Concours, here a group of participants socialize



2004 Concours on the grounds of Ottawa's Museum of Science and Technology. This location is a favourite of many as it includes a behind the scenes look at the

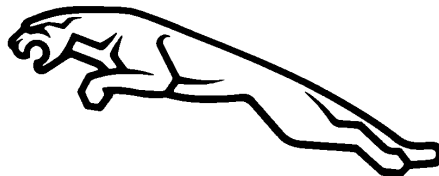
Museum's extensive inventory of cars waiting to be restored.



2007 Concours held at the Ottawa Flying Club. This picture was taken from the air by one of the members.



Regards, Ray Newson



Book Review

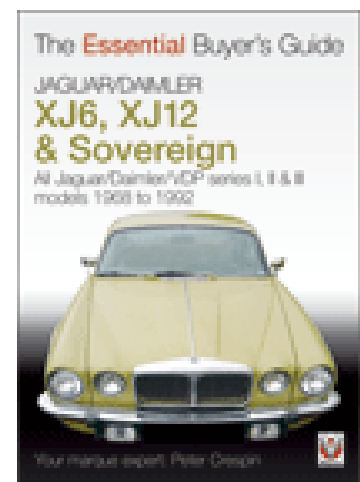
The Essential Buyer's Guide: Jaguar/Daimler XJ6, XJ12 & Sovereign by Peter Crespin

This book is not only a "must have" for the person contemplating the purchase of any of these great vehicles but also for the current owner of a Jaguar. It contains extensive technical data that will enable a prospective buyer to make an educated decision "To buy or Not to buy" plus what to keep an eye on whilst owning it.

The contributors to the book have extensive knowledge of these cars and several are very well known via jag-lovers.org web site.

Frank Basten

(Series III 1986 XJ12 VDP, 1989 XJ-S & 1994 XJ40)



January Meeting

Fifteen members met at Star Motors to visit the first water-borne paint booth in Ottawa. We were greeted by **Brad Young**, the Manager and **Colin McKenzie**, the Estimator.

Colin began the tour explaining the reasons for going with water-based paints and the technology behind it. He explained that all body and paint shops have to comply with new health and environmental regulations that will come into effect in next two years. The entire booth is self-contained: one drive-in booth with access at each end, a paint mixing room and a sandblasting room in the middle. The air extraction, heaters and make-up air are situated on top of the booth with ductwork penetrating the roof. Colin explained that water-based colours must be dried by moving air – not by heat. Colin then led everyone into the booth to show them the air drying nozzle system.



Brad brought out a pint of coloured water-based paint

and explained the price of \$254. Both Brad and Colin then answered the group's questions on bodywork and painting techniques.

We also had the pleasure of seeing Colin and Brad's race cars – a Honda from



Dow Honda and a Mercedes Benz from Star Motors. Brad and Colin then spent about a half-hour chatting about their cars and racing experiences.

At the end of the visit, **Lee Harrington** provided Brad and Colin with Ottawa Jaguar Club ball caps and thanked them for taking the time out of their busy schedules to show us their shop and vehicles.

Why Nitrogen?

With all of the recent hype about tire inflation using nitrogen, it is worth reviewing the following primary reasons for the use of nitrogen for tire inflation (courtesy of Canadian Tire Stores).

Enhanced Safety – Because nitrogen maintains proper tire inflation, your car tires maintain greater control and grip – in all weather conditions. Grip and control are everything when it comes to the safe transport of you and your family.

Better Fuel Mileage – With improved tire inflation comes improved mileage. You can save as much as 5% of your gas costs. Checked the price at the pumps lately? This can make a big difference.

Longer Tire Life – With quicker heat dispersion from nitrogen, you get a cooler running tire which helps extend tread life and reduces tire failure. Nitrogen is a clean, moisture-free gas so it slows down internal tire oxidation which slows down the aging of your tires. This also results in a benefit to the environment by reducing the number of waste tires going into landfills.

There you have it, you be the judge.....

CORRECTION

Oops, we missed it!!

Credit for the excellent photograph on the cover of the December 2007 Jaguar Jottings should go to Mark Ettinger. Thanks, Mark!

The 10mph Motorist With a Fear of Driving

This article appeared in **The Daily Telegraph** on Saturday, December 22, 2007.

A woman who suffers from a clinical fear of driving was yesterday facing a ban after police caught her creeping down a motorway at 10mph.

The phobia was revealed in court after Stephanie Cole, 57, pleaded guilty to driving without reasonable consideration.

Police spotted Mrs Cole on the M32 in Bristol in her mini MPV - with a sign in the back which read "I do not drive fast, please over take" - at 1pm on Aug 30 this year.

She was straddling the hard shoulder and the inside lane on the 70mph motorway and, despite driving at a walking pace, repeatedly jammed on her brakes.

Officers pulled Mrs Cole over only to be told: "I'm scared. I've no confidence on the motorway. Last time this happened the policeman drove me there."

Mrs Cole, of Fishponds, Bristol, pleaded guilty to driving without reasonable consideration by letter yesterday at North Avon magistrates' court. The case was adjourned for her to appear in person as she is likely to be banned.

In a letter, read to the court, Mrs Cole said her GP had been treating her for a "fear of driving" for the past three and a half years. She said: "I think a driver improvement course would help."

(Continued on Page 10)

The 10mph Motorist With a Fear of Driving

(continued)

The chairman of the bench, Malcolm Richardson, said: "We have no doubt that the bench should seriously consider banning Mrs Cole from driving for this offence.

"It's unfortunate that the current requirements of the driving test would not require Mrs Cole either to drive on the motorway or at night, both of which are an issue with her medical condition.

"We shall adjourn the case till Jan 4. I hope she doesn't drive here."

What's Wrong With This Picture?

Jag Club Member Under Investigation!



Lee Harrington is being investigated for cruelty to cats for leaving his Jaguars out in the snow and cold. Susan, his wife, stated she had serious problems with the contractor not following her schedule to complete the garage during nice weather in the fall. Lee refused to answer any questions on the ground of self-incrimination.

New Events of Interest Added to the JCNA Calendar

The Jaguar Drivers Club of Long Island has added a new event to the JCNA online Calendar.

Date: 2008-09-21

Type: Concours

Name: Concours d' Elegance

Sanctioned: P

Location: The Vanderbilt Estate and Museum, 180 Little Neck Road, Centerport, NY 11721

Chair: George Stephani, 631-981-5708, geolee@optonline.net, 74 Orienta Ave, Lake Grove, NY 11755

Chief Judge: Brian O Keefe, 631-758-6254, bokeefe2002@yahoo.com

The Jaguar Club of Southern New England has added a new event to the JCNA online Calendar.

Date: 2008-06-08

Type: Concours

Name: Concours d'Elegance

Sanctioned: P

Location: TBA

Chair: Bob Aldridge, 860-482-9849, thespottedcat@optonline.net, 69 Hickory Road, Torrington, CT 06790-4217

Co-chair: Bob Lovell

Chief Judge: Harold Kritzman, H: 860-666-2828, B: 860-666-3045, coinman1@bigfoot

The Delaware Valley Jaguar Club has added a new event to the JCNA online Calendar.

Date: 2007-07-26

Type: Slalom

Name: 5th Annual DVJC Slalom

Sanctioned: P

Location: Garney Valley High School, 525 Smithbridge Road, Glen Mills PA

Chair: Gerry Kunkle, 610-861-0844, agkunkle@aol.com, 1284 Evergreen, Bethlehem, PA 08015

Chief Judge: Steve Kress, 215-953-5227, skress@framefit.com

Additional information on these events can be found in the JCNA Online Calendar: <http://www.jcna.com/calendar/events.php>

JCNA Important Notice

Final Competition Standings have been posted on JCNA.com and will be published in the next Jaguar Journal. It is important that members eligible for an award confirm the basic information that will be engraved, including name, car, etc. To do so, simply go to the competition standings on JCNA.com www.jcna.com/scores/results.php?standyear=2007 and click on your score in the final standings. Detailed scores will be displayed along with a link to the confirmation form. Review/edit the data on the form and click on the submit button. The form will be transmitted to Award Chair Kurt Rappold, who is in charge of trophy ordering and engraving. Thank you and congratulations to all award recipients!

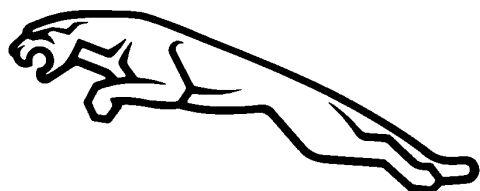
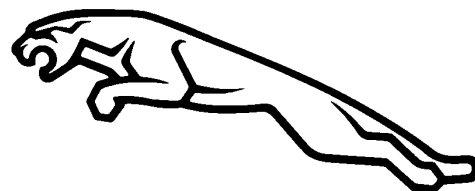
Pascal Gademer, JCNA webmaster

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Lucas sports coil	£16	€22	\$30
X300 on plug coil	£67	€92	\$126

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Engine Enamel Paint

Black	£19	€25	\$35
Gold	£11	€15	\$20
Metallic blue	£19	€25	\$35
Orange	£31	€42	\$58
Pale green	£19	€25	\$35
Red	£19	€25	\$35
Silver	£11	€15	\$20

6 Cylinder Engine Hardware

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Complete set of nuts & washers	£56	€76	\$105

Chassis Plates

MK7/8 (Brass)	£11	€15	\$21
MK8 late/MK9/MK1/MK2	£6	€8	\$11
XK120 (Brass)	£50	€69	\$94
XK120/140	£11	€15	\$21
XK150	£6	€8	\$11
Daimler V8	£8	€11	\$16
S-Type/MK10 3.8	£12	€16	\$22
420 /MK10 4.2	£16	€22	\$30
E-Type S1 3.8	£12	€16	\$22
E-Type S1/2 4.2 to 1970	£16	€22	\$30
E-Type S2/3 1971/73	£5	€7	\$10
E-Type S3 1974	£24	€33	\$45
Brass "Made in England" plate	£5	€7	\$9
"Caution - Positive Earth" plate	£6	€8	\$11

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