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Photos: Wayne Ellwood, p. 3, 5; Mark
Ettinger, p. 1, 10; Al Graves, p. 7, 8; Bob
Hiland, p. 9.

***Fadia Karam and 1966
Jaguar MK 2 in Front of
Supermarine Spitfire.***

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March Jag Night

***Monday, March 10, 7 pm,
Stebro PSD Ltd.***

Jaguar Jottings

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Club Events

March Jag Night - Monday, February 10th, 7 pm

LOCATION: Stebro PSD Ltd., 6939 McKeown Drive, Greely Industrial Park

See OJC Website (under Meetings) for details and maps.

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

LOCATION: Restaurant International at Algonquin College

See box below for details.

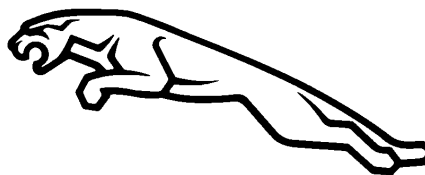
Membership Dues

Dues are \$60. 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 II

The following is an article written by Wayne Ellwood, a member of the Ottawa Corvette Club. In Part II, the non-Jaguars on display at the Blackhawk Museum are described.

As noted in Part I, the Museum is arranged on two floors, with the upper floor being dedicated to "pre-war" classics and the main floor being "post-war" sports cars.

The big story with the pre-war cars is the number of custom-built bodies. This was an era when many manufacturers relied on the coachbuilders to finish-off their chassis. And, with enough money, some of these cars could get really exotic.

Pre-war.



Photo 1: 1937, '36 and '39 Mercedes-Benz 540K Special Cabriolets and Roadster.

The Mercedes-Benz 540 K Special Roadster achieved a pinnacle of styling, design and performance. Sales literature promoted it as an automobile of "enormous speed, combined with exceptional elegance."



Photo 2: 1924 Hispano Suiza Model H6C Tulipwood Torpedo.

In 1924, André Dubonnet commissioned an Hispano Suiza Tulipwood Torpedo for his racing exploits. Strips of tulipwood of uneven thickness and length were fastened to a veneer (over a wood frame) with thousands of brass rivets. The body was then sealed, sanded and varnished. When fully equipped, the body was to have weighed approximately 160 pounds.



Photo 3: 1937 Cadillac 337-90 V16 Hartmann Cabriolet.

Cadillac released only two V-16 chassis to independent coachbuilders in 1937. This car, a series 337-90 V16 was purchased by Philippe Barraud, a wealthy young playboy who lived in Switzerland. Barraud commissioned Willy Hartmann of Lausanne to create a look similar to the Figoni et Falaschi designs.



Photo 4: 1938 Delage V8-120 Coach Aerosport.

The 1938 Delage V8-120 Coach Aerosport was built by Letourneur et Marshand. The design eliminated the conventional pillar by overlapping the front and rear side glass.

Post-war.



Photo 5: 1961 Aston Martin DB4 GT Zagato Lightweight Coupe.

This 1961 DB4 GT Zagato is one of only three lightweights created. It weighs about 200 pounds less than the standard road Zagato and the wheelbase is 5" shorter. This car was raced extensively by David Skalles until 1965. The color – Almond Green – was Aston Martin's official racing team paint color.



Photo 6: 1955 Nardi Blue Ray 1.

The Nardi Blue Ray 1 (Raggio Azzuro) was created by Enrico Nardi and was finished in September of 1955 in time for the Turin Auto Show. Blue Ray 1 was built on a Nardi-designed tubular steel chassis and was powered by the Lancia B20 engine. As Nardi was a manufacturer of aftermarket parts, the car featured updates based on his product line. Body was all alloy and built by Vignale.

(Continued on Page 5)



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Blackhawk Museum: Part II (continued)



Photo 7: 1953, '54 and '55 Berlinetta Aerodynamica Technica (BAT) Cars.

The Berlinetta Aerodynamica Technica (BAT) concept cars were all designed and created by Franco Scaglione and Nuccio Bertone to "cheat the wind". BAT 5, the fifth design exercise and the first of the series of full-scale cars, debuted in 1953 at the Turin Auto Show. BAT 7 was introduced in 1954 and was the most radical. Bat 9 debuted in 1955.



Photo 8: 1954 Dodge Firearrow II.

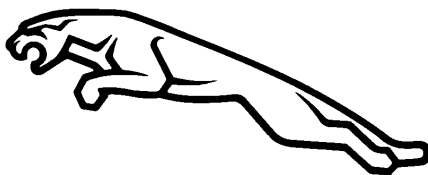
The 1954 Dodge Firearrow II (cream) concept car was designed by Virgil Exner and hand-built by Ghia. It lacked a windshield frame, wipers, side glass, exterior door handles and any kind of folding top. The second concept car (red) was updated to include a

full windshield frame, wipers, side glass and a folding top. When Chrysler decided not to proceed with the Firearrow cars, Gene Casserole purchased the production rights and created the 1955 Dual-Ghia car (black), based on this 1955 Firebomb prototype. Ghia was contracted to build the bodies and Casserole's company (Dual Motors - Detroit) used Chrysler Hemi engines and a Chrysler chassis to build a limited production run of the "Dual-Ghia". Approximately 50 cars were built between 1956 and 1958, mostly for Hollywood celebrities including Debbie Reynolds, Sammy Davis Jr, Dean Martin and Frank Sinatra.

CONTACT INFORMATION:

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www.blackhawkmuseum.org

Article Courtesy of Wayne Ellwood



President's Musings

Winter Blah! I wish I was able to compose this and send it to Ray in Ottawa while I was in the sunny South rather than the reverse.

Oh well, there is a lot going on behind the scenes in the Club and that keeps the heat on. We have the Algonquin Restaurant reserved for the annual Dinner on Saturday March 15. I hope that you have let Paddy know that you are going to attend (613-729-8859 or probertson@crgroup.com). Just before that we will visit Stebro the stainless exhaust manufacturer.

The Concours Committee has met and our plans are beginning to firm up. JCNA has approved our date of June 21. The Rockcliffe Flying Club has encouraged us to join them again at the airfield and it appears our sponsors are going to dig deep to allow us to make the day a lot of fun. We will NOT be holding a Meet & Greet the night before but will have a catered meal served at the end of Judging when the trophies and goodies given us by local and distant vendors will be shared by those attending. The June Jag Night will be an opportunity to participate in a hands-on experience of concours judging as a preparation for the concours. The judges will be asked to attend a judging seminar in May.

Summer is coming and we have already arranged the Kars airfield informal BBQ and fly day. In addition, J P and Colleen Giard have kindly agreed to host the annual summer BBQ at their home in Manotick. Finally, to complete the year, the Siddons have volunteered (for the third time) to host the annual Christmas Party. Talk about pizzazz - what more could an auto club member want - except for a couple of drives. Watch the website and the Jottings for details. See you soon ...

Mike

Marketplace

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

Looking for something?

Got some obsolete parts you no longer need? Don't forget, Jaguar Jotting's "Marketplace" is not just for selling Jaguar autos. If you have anything that you feel would be of interest to our Club members, or are looking for that hard to find part, one of our readers just might be able to help. And of course, ads are free to members of the OJC and JOAM Clubs. Just send us the text of your ad and a picture, if available.

Forward to: Ray Newson, ray@newson.ca or Paul Davis, pdavis002@sympatico.ca.

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February Jag Night

With 22 members present, we started a tour of the Museum of Science and Technology Presentation Area with preservationist Serge Ouellette.

Serge walked us through the huge storage facility of cars, trucks, motorcycles and bicycles. The vehicles were stored on pallet racking three high throughout most of the facility.

We were shown the engine preservation of a fire truck on which Serge was presently working. He stated that the Museum no longer restores vehicles. They preserve them in the condition in which they receive them.

There were many pristine automobiles. This is just a short list of some that we saw: Bricklin, 1980 MGB, 1959 Corvair, a herd of Model Ts and Model As, the Popemobile used for his Ottawa visit, a Sears Roebuck kit car (it came in boxes and had to be assembled), the Eaton Family Rolls Royce, two 1939 Royal Visit McLaughlin Buicks, numerous Harley Davidson and Indian motorcycles, 50 fire fighting vehicles, a collection of Packards, a steam driven car, a Nash motor home, an amphibious car and a VW Beetle.

Serge took the time to give a history on each of the vehicles that he pointed out in the collection. He stated that most of them were donations but the Museum did purchase some. Serge made note that the bicycle collection was one of the best in the world. Half of that collection is on a world tour and is presently in Japan.

The group toured the facility for about an hour and then Serge answered questions.

Mike O'Brien presented Serge with a Jaguar ball cap as a token of appreciation.

Special thanks to Chuck Robinson for arranging the tour.

2008 Ottawa Jaguar Club Driving Season



Well, folks, it's hard to imagine in these times of cold, hard, frosty mornings and five-foot snow banks that there is a spring out there somewhere and beyond that even some long, hot summer days. And that means "Driving Season!!!". For the 2008 Driving Season we will be making some changes and I will be asking you to make some changes too.

The changes for 2008 are:

- (1) more drives,
- (2) a wider range of drives, and
- (3) more leisurely-paced drives with a different structure.

2007 actually didn't see a large number of drives. For 2008 we will have:

- (1) A short pre-season, Jaguar optional drive and lunch in late April. This is primarily a social event and the drive component will be short, the emphasis being the lunch.
- (2) Spring Drive, May 17th, departing at 10:30. This will be kept to a distance of 150-220 km in 3-4 stages at a slower pace, with a lunch stop. The convoy will be broken into several groups to provide a better driving experience for the folks at the back, probably 4-5 cars per group. This will be a new feature of all drives in 2008.
- (3) An optional drive on May 25th to and from the Hudson British Car Show, dependent upon interest.
- (4) A short drive on June 28th, probably 100-120 km, in

the afternoon ending up at a location for an early supper.

- (5) On Aug 17th there will again be an "All British" lunch, drive and display to support the Canadian Guide Dogs for the Blind at their annual Garden Party. There will also be live musical entertainment throughout the day, including the Swamp Water Jazz Band. The CGDB are always very grateful for our participation.
- (6) There will be a Club rally of some form this year. Originally this was slated for the weekend of the 16-17th Aug. but a new date may have to be found to avoid colliding with the Garden Party.
- (7) A weekend getaway in September, probably mid-month. We'll organize a two-day drive to either the Upper Ottawa Valley, Algonquin Park, Laurentians or Prince Edward County. These overnight drives normally see just 4-6 cars, but those who go really do have a great time.
- (8) The Fall Drive will be held on the 4th or 5th of October, earlier than usual. We're planning a conservatively-paced 200 km drive, arriving home in the late afternoon from a late morning start.
- (9) We will again be doing a "Drive, Show and Dine" event at the Hazeldean Cruise Night. Last year's was the best yet with 53 cars of all British marques, up from 34 the year before, with Jaguars again well represented.
- (10) In addition, there will be a couple of "impromptu" drives on Jag Nights to complement a shortened agenda at the

(Continued on Page8)

2008 Ottawa Jaguar Club Driving Season (continued)

Clubhouse. These will be announced in advance and will end up at a pub, eatery, ice cream parlor or similar location.

As you can see, there will be a wide range of drives indeed – one might say “drives for every taste”. Please feel free to provide your comments, suggestions and ideas to me, Alan Graves at afgraves@rogers.com.

Now a few things I would ask of you:

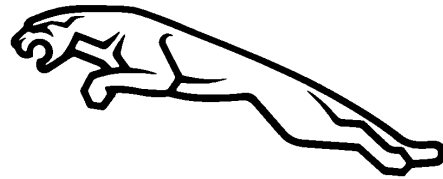
- (1) When a coordinator e-mails and asks for participation numbers, there is a reason – usually the restaurant has requested a forecast. Please reply to these requests whether or not you are going and, if you change your mind, let the organizer know.
- (2) When we stop for an attraction on a drive and set a departure time from that attraction, do make sure you are ready to depart on time. Last year's Fall Drive was marred by having to drive a leg of it at higher than normal speeds to make our lunch reservation after we were delayed 25 minutes leaving Westport.
- (3) Do arrive at the rendezvous early with maps, especially the route information. Most importantly, top up all fluids and fill the gas tank. None of our drives, except the 2-day one, should require a fill-up en

route, even if you have a carbureted V12 under the bonnet.

If you think about it, these are, in fact, quite reasonable requests, and allow the organizers to plan the best drives possible – and a lot of planning does go into these drives. Personally, I like to drive the route of a drive a couple of weeks beforehand to check on road conditions, timings, etc., especially to avoid putting Jaguars on gravel roads that were not marked as such.

So here's to Summer Driving, 2008 style!!!

Al Graves



Wings & Things, or How One Thing Leads to Another ...



Photo 1: Bob Hiland's 1967 E-Type Series 1 2+2 and some early '50s Detroit iron.



Photo 2: Michael Potter test drives Phil Karam's 1954 XK 120 SE OTS.



Photo 3: Phil Karam's 1952 XK 120 FHC fits in well at the Classic Air Rallye.

Dave Boone saw something about it in the newspaper, but actually got the details from Citizen automotive writer Shannon Lee Mannion. There was going to be a "Classic Air Rallye" at Rockcliffe and the Canada Aviation Museum on August 26th and 27th and the organizers were looking for classic automobiles to display along with the classic planes that would be flying in from around the region. OJC members **Bob Hiland** and **Phil Karam** had also heard about the show and decided that they would participate. **Peter Whitworth** was contacted by Michel Cote of "Flightworks" and was asked to participate.

Being a fly-in event, all of the planes had to be functioning vintage airplanes. The show was somewhat hampered by poor weather and, as a result, a number of vintage aircraft, particularly from Saint-Lazare, couldn't make the flight. Locally, several car clubs including the Ottawa Antique Car Club, the Singer Club and of course the Ottawa Jaguar Club were represented. Our Club was well represented by Dave Boone with his 1958 XK150 FHC, Bob Hiland with his 1967 E-Type Series 1 2+2, Phil and Fadia Karam with Phil's 1952 XK120 FHC, 1954 XK120 SE OTS and 1966 MK 2. Peter Whitworth, with Peter Cameron, one of his flying partners, flew in with their vintage 1946 Aeronica Champ 7AC Aircraft. Vintage motorcycles were also represented from around the Capital Region.

The Swords and Ploughshares Museum at Kars provided period military equipment, giving the event somewhat of a World War II theme. The Armed Forces had displays, seminars, and provided a pretty spectacular parachute display. Throughout the day, various planes took to the air and did a number of fly-bys.

Those displaying their toys were afforded free admission. For the general public, there was a minimal entry fee. Food and facilities were on-site and the Museum offered a tour of some of their mothballed planes in one of the hangars. This enjoyable display of "Wings & Things" is now becoming an annual event. Watch for this year's event sometime in late August.

During the course of the day, Phil met up with Mark Ettinger, who specializes in digital artwork created from his photography. Mark took a number of photos of the cars that Phil had at the show along with Peter McKercher's 1934 Nine Sport Singer.

Michael Potter, who has generously displayed some of his vintage aircraft at our most recent Concours events, is the Principal behind the Vintage Wings organization. He had several aircraft at the show. While enjoying the show himself, Michael stopped to admire Phil's XK120 Roadster and Phil offered to let Michael drive it. Somewhat apprehensively, Michael took the roadster for a spin, enjoying a moment on the ground. Michael holds a monthly open house at his Vintage Wings hangar on Airport Road in Gatineau, so he invited Phil and others at the show to his next open house, the last of the season. Phil took along his X200 (Modified XJS) and Delorean to the Vintage Wings open house and had another photo opportunity.

Mark Ettinger had already contacted Phil to do another photo shoot with Phil's cars and Phil invited **Chuck Robinson** along with his 1961 SII Bentley. The first example of Mark's work, Chuck's Bentley, readers have already seen on the cover of the December '07 issue of the Jottings. Mark has been involved in many art forms: drawing/painting, music, design and photography all of his life. Professionally, Mark is a graphic artist and combining these skills with his hobby of photography has allowed him to produce some pretty cool digital artwork. On the next page are some great examples of Mark's art. Our thanks to Mark for sharing them with us. Also, thanks to Dave Boon, Bob Hiland, Phil Karam, Peter Whitworth and Peter McKercher for their contribution to this article.

Mark Ettinger's Artwork



Clockwise from below: 1952 Harvard with Phil Karam's 1952 XK 120 FHC; Bluenose Jag; and Peter McKercher's 1934 Singer superimposed with a picture of Peter's Dad, the late Jack McKercher, a Jaguar collector known to many of our members.



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