

Ottawa



Jaguar *Gettings*



Dare to drive, where the spirit is alive!

The Ottawa Jaguar Club

Members Across Eastern Ontario & Western Quebec

January 2025 - ottawajaguarclub.com

ELECTRIFY YOUR DRIVE.

JAGUAR
HUNT CLUB

JAGUAR I-PACE



Explore Now



Jaguar Hunt Club 295 West Hunt Club Rd. 613-727-5577 jaguarhuntclub.ca

Ottawa Jaguar Club members always receive parts at cost plus 15% and 10% off labour.*

*Contact dealer for details. Ottawa Jaguar Club Members only. Some restrictions apply.

In This Issue

Advertising - Jaguar Hunt Club	2
Contents	3
Presidents Message	4
Advertising - Moss Motors	4
2025 Events List	5
OVTC Darts Tournament	6
OJC Christmas Dinner	7
Advertising - Hazeldean Gardens	8
To Russia & Back Again - Part 7	9-12
To Guelph & Back Again	13
Advertising - Potvin Financial Services	13
Our Backyard Museum - Part 1	14-15
OJC Discounts & Advertising Information	16
Club Clothing and Regalia	17-18
Ottawa Jaguar Ad	19

Photo Credits

cover	JLR



If not specified, photos are otherwise credited to the author(s) of the article or advertisement or Jaguar Landrover Ltd. (JLR)

Follow us on Facebook !

<https://www.facebook.com/groups/OttawaJaguarclub>

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.

Your OJC Executive – 2025

President

Ben Farmer

BENWFARMER90@GMAIL.COM

Vice President

Kester Hamilton

KHAMILTONASMI@ROGERS.COM

Treasurer

Jim Butcher

OTTAWAJAGCLUBTREASURER@GMAIL.COM

Secretary

Bonnie Newson

OTTAWAJAGCLUBSECRETARY@GMAIL.COM

Membership Coordinator

Ray Newson

MEMBERSHIPOTTAWAJAGCLUB@GMAIL.COM

Events Coordinator

Louise Collins

OTTAWAJAGCLUBEVENTS@HOTMAIL.COM

Technical

Phil Karam

PHILKARAM3@GMAIL.COM

Inter-Club/ Dealership Liaison

Barry Paulson

BARRY.PAULSON@ROGERS.COM

Jottings/Newsletter:

David Seabright

OTTAWAJAGUARCLUBJOTTINGS@ROGERS.COM

Webmaster

Rick Mutzke

RICK.MUTZKE@OUTLOOK.COM

Past President/Advisor

Lee Harrington

Clothing & Regalia Coordinator

Louise Collins

OTTAWAJAGCLUBEVENTS@HOTMAIL.COM

Facebook Administration

Jim Butcher

Ben Farmer





Ben Farmer

Happy 2025! While it may not be classic car weather, it is definitely weather for the modern AWD systems on contemporary Jaguars! I invite members to send a short story to us describing any winter carving or blizzard conquering you have done in a modern Jaguar - would be fun to share with members who are used to rear-wheel drive in fair weather conditions. The Board has begun conversations about how to improve events this summer - one being to arrange organized drives to larger car shows such as the Hudson Qc event and the Merrickville Classic Car Show. This will offer a good opportunity to join fellow members in a drive but also attend these great shows. More to come as we firm up the calendar in February-March! Contact any Board member if you want to organize a drive, support a drive or for any interest in taking part in our planning!!

OJC Membership Fees Are Now Due

Our 2025 OJC dues remain at \$50 and can be paid by Interact e-transfer to:

ottawajagclubtreasurer@gmail.com

or by cheque mailed to: Jim Butcher, OJC Treasurer

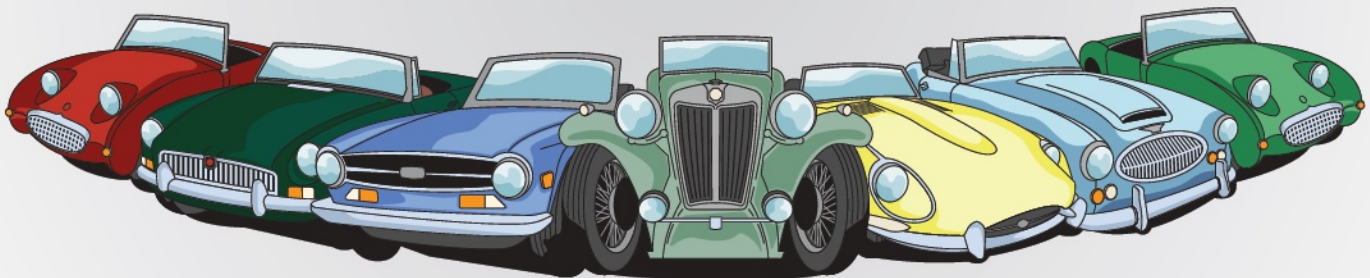
1020 Rick Hansen

Greely, ON

K4P 1M4



Classic British & Jaguar Parts



Shop Online at MossMotors.com

OJC Events - January 2025

5

The following is the OJC Events list for 2025. A more in depth calendar will appear in the February issue. Thank you to all members who have taken on the role as coordinator for the upcoming events.

Events may be added or dates altered from time to time. Updates will be emailed to all Members as and when this may happen. Please forward new events or changes to our Events Coordinator, Louise Collins, at ottawajagclubevents@hotmail.com

MONTH	DATE	TIME	EVENT	DETAILS
February	Feb. 15, 2025	1:30-5:00pm	OVTC Darts Tournament	RSVP Barry Paulson barry.paulson@rogers.com

Obituary: John Smiley

It is with great sadness that we publish the news that our good friend John Smiley has passed away peacefully at home on October 19, 2024 at the age of 86. Our sincere condolences are extended to his family.

John was born in Shawville, Quebec to Kyle and Pearl Smiley (Jackson). He was passionate about British cars, especially MGs and Jaguars. John joined the Ottawa Jaguar Club in 1988 and eventually became the club's secretary.

He also enjoyed woodworking, traveling, spending winters in Arizona and summers at the cottage. He will be deeply missed by his family, friends and all his many friends in the OJC will sadly miss him.

For detailed information go to
<https://www.cfo.coop/en/death-notice/john-smiley-264626/>

OVTC Darts Tournament

6

OJC Members can notify Barry Paulson barry.paulson@rogers.com if you plan to attend either as a team or individually. Barry will put you on an OJC team.

**BARRHAVEN LEGION
3500 Fallowfield Rd,
Nepean, ON**

**Saturday Feb 15 2025,
1:30 - 5:00 pm**

DARTS TOURNAMENT

- Join us for an afternoon of fun and camaraderie.
- Open to all British Car clubs in the Ottawa area.
- Members & significant others.

Entry is free
Snacks will be provided by the
Ottawa Valley Triumph Club
(you're on your own for drinks)



REGISTER BY

FEB 01, 2025

**FOR MORE
INFORMATION**

**CONTACT:
EVENTS@OVTC.NET**



OJC Christmas Dinner

7

by David Seabright

This years Christmas dinner was held in the familiar surroundings of the Baton Rouge. The room Louise Collins and Bonnie Newson booked, was already almost full to capacity before 5pm. The appetizers were quickly gobbled up as the members and their partners talked with one another and awaited the main course. Ben gave a quick but excellent welcoming speech. After an hour or so, with our bellies full of delicious menu choices, we waited eagerly for the announcement of the three door prizes, see photos below. This year there was a bonus prize of a draw of all names of those who contributed articles to the Jaguar Jottings. (see photo below). We all took home a box of chocolates, which Louise Collins custom made.



As you can see, it was a packed house!



Louise presenting the first prize to Debra Francis



Tom Little receives the 2nd prize from Louise, Ben & Bonnie



Louise presenting the 3rd prize to Beverley Blais



Kester Hamilton (with Helen) wins the \$100 certificate for Ottawa Jaguar Club merch. for submitting articles to the Jaguar Jottings.





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

A photograph of an older couple driving in a red convertible car. The woman is in the driver's seat, and the man is in the passenger seat. They are both smiling and looking towards the camera. The background is a blurred green landscape, suggesting they are driving on a road.

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

**PROUD PARTNER
OF THE
OTTAWA JAGUAR CLUB**

CALL 613-903-6949
FOR MORE INFORMATION OR TO SCHEDULE A TOUR

6130 Hazeldean Road, Stittsville K2S 2M2

www.hazeldeangardens.ca

by Jay Hunt



Chaika Aerodrome - Kiev USSR

Chaika Aerodrome - Kiev USSR After a bone-jarring 45 minute ride in a vintage bus that seemingly had no springs we arrived at the Hotel Ukraina in downtown Kiev. It was to be our home for the next two weeks and was the finest hotel in town except one reserved strictly for In-tourist travelers. Gerry and I shared a room on the second floor which was guarded by a Russian matron posted at the top of the stairs. Russian customs took some getting used to. We retired for the night and as naive Canadians were wont to do, left our room door unlocked. I was awakened during the night becoming aware of a shadowy presence in our room. It was the matron who picked up our key off the table, went out and locked us into our room. Somewhat panicky, I wondered how we would escape if there were a hotel fire. About six AM I heard the door unlock. The matron came in, placed the key back on the table and left. Needless to say, we never left our room unlocked again.

Kiev is a historic old city with many architecturally fine buildings. Like the other communist cities we had seen, much of its infrastructure is in decay. The streets though wide are rough and broken. The people are very friendly and extremely proud of their city and Ukrainian heritage. Every morning on the way to the airport we would see dozens of Ukrainian women in their babushkas sweeping the streets with handmade brooms of twigs. When they find out we are from Canada, they can't do enough for us.

Some things that happened seemed designed to unnerve us psychologically, especially considering that they tended to happen just before a flight. In the middle of one night we were awakened by the telephone ringing. Thinking it might be a call from Canada, I answered. A woman's voice on the other end spoke only Russian. I kept saying "hello" in the hope that someone would understand and reply in English. This went on for what seemed several minutes until the other party hung up. I had great difficulty falling back to sleep after that wondering who had called and had there been an emergency at home.



Opening parade

All our meals were provided at the hotel so we went down to breakfast before facing another spine crushing ride back to the airport. It was not the typical North American style breakfast one might expect. We were served a plate of rice topped with pieces of pork (I think) battered and deep fried. We soon learned that this was to be our standard meal fare, morning, noon and evening. The only variety was the kind of meat that was used. We quickly dubbed it 'meat lumps and rice'.

The first three days were practice days with the actual competition set to begin on Tuesday. Each competitor was allowed two 20 minute practice flights. My first practice was Saturday afternoon. I used it primarily to familiarize myself with the competition zone markings and surrounding landmarks and to get used to the visual presentation in each direction of flight. I flew one compulsory program.

The following two days were long and tedious. I spent much time hand flying my sequences over an imaginary 'box' on the ground to mentally prepare for the actual flights. Sunday was the formal opening of the competition with bands, an Olympic style entrance parade of participating teams, interminable speeches and a spectacular air show. Practice flights resumed on Monday and I used my final practice to fly my free program.

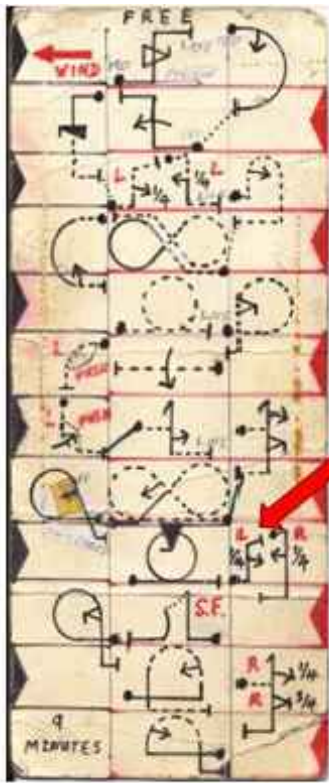


We were up early Tuesday morning for the first contest briefing and drawing for the order of flight. Gerry was to fly ahead of me in 12th position while I drew 37th position. World contests tend to consist a lot of 'hurry up and wait'. Weather delays and organizational problems slowed things down and the compulsory flights did not begin until Wednesday. It took two days to complete all sixty-eight flights. The results showed obvious bias on the part of Communist block judges who tended to score as a group giving preference to their home teams. The Americans were outraged believing that their pilots had not been judged fairly. Gerry and I were, not unexpectedly, well down in the pack at 50th and 55th place.

(continued next page)

by Jay Hunt

The second flight was the unknown program, the most challenging of the contest. This is made up by each country choosing one figure. The jury then arranges them into a sequence which is given to the pilots. They must study it carefully, devise a strategy for flying it and then perform it the next day without practice. The unknowns began late Thursday and since I drew position number 5 I would fly that day, Gerry at 34 would fly Friday.



My Free Program

The unknown proved to be my best flight of the contest and I finished in 34th place. Gerry also flew well and finished 40th.

The third flight was the free program. Each pilot designs his own free program. Its total score value cannot exceed a maximum total and it has to comply with rules regarding the figures that must be included. Because the pilot designs it to take maximum advantage of his skills and aircraft capabilities, the free program is his best chance to score well. Gerry drew 3rd position and I held 51st which meant that I wouldn't fly until late on Sunday, August 1. I started off really well, feeling that I was flying the best that I had yet. Everything was going smoothly, my position in the box was good and then it happened. On the 20th figure, a pull up to a vertical $\frac{1}{4}$ roll I must have blacked out momentarily. I was disoriented and knew only that I was at full power and could see only sky. I had no idea of my airspeed or attitude. Finally, looking over my shoulder I saw green and realized 'I'm vertical and I have to roll'. But it was too late. I had no choice but to abort the figure, take a zero score and break penalty and reposition to complete the sequence. That single brain fart dropped me to 51st place behind Gerry who finished 46th. Our final standings combining all three flights left Gerry in 44th place and I in 51st overall.

The final team standings were USSR first, Czechoslovakia second, Britain third and USA a disappointing fourth. In order to be considered a team, a country needed at least three competitors so Canada was not included in team standings. Neil Williams of Britain was the highest standing western competitor in fourth place.

During rest days, the Soviets had arranged for some 'cultural' activities. One of these was a visit to the Karl Marx Chocolate factory. Another miserable bus ride led us into the closed compound of a factory that looked straight out of the Great Depression. A vintage truck rumbled by and the steam driven machinery looked like it came out of the beginning of the century. We were bundled up an outside staircase that was more like a fire escape into a lovely paneled boardroom. Each place was set with dinnerware including a small teacup.

We were served generous portions of famous Kiev Cake and a hostess came around with a teapot and filled our cups, not with tea but with Russian cognac. I sipped at the cognac slowly and eventually the cup was empty so I felt that I had done my duty. Not so! The hostess quickly came by and filled it again in spite of my protests that I had had enough. The second time, I turned my cup upside down on the saucer hoping that she would get the point. Undeterred, she turned it upright and filled it once more. At the end of what seemed an interminable time while the president of the factory droned on about how the Karl Marx factory produced enough chocolate annually to provide two kilograms to every man, woman and child in the Soviet Union we were herded back onto the bus thoroughly sozzled and never did get to see how the chocolate was made.

Concurrent with WAC, the Russian soccer team was competing at the Olympics in Montreal. The wives of several team players hosted a cocktail party in one of their homes for some of us visiting pilots. Having been given the address, I ventured out alone to attend. The first challenge was hailing a cab. Each cab has a light in the windshield, green for available and red for occupied. The Russian way to flag down a cab is to hold out your hand, palm down and wave in an up and down motion. I tried this several times and watched vacant cabs go sailing by ignoring me. Then I noticed that locals were flagging down cabs with red lights. Aha! I tried it and the first cab stopped. It was already occupied by two passengers. I showed the driver the address. He said "Nyet" and drove off. The next cab to stop also had two passengers. He said "Da" and I got in. Off we went across Kiev. He let out one passenger and soon picked up another. He dropped them both off at different spots and I was soon alone in the cab. I was beginning to get concerned when he pulled into a gas station and filled his tank. It had started to rain so the driver went to the trunk of the car took out wiper blades and attached them to the wiper arms. Apparently theft of scarce rubber items was common there. Finally off we went, picked up two more passengers, reached my destination and I paid him the amount on the meter. Then it dawned on me what had just happened. The first fare starts the meter and all the money that shows on it goes to the state. Any subsequent passengers pay their share directly to the driver and he pockets it for himself. Free enterprise at work under Communism.

(continued next page)

by Jay Hunt

Once in the party, I was welcomed like a celebrity. The fellow who had invited me came up and handed me a shot glass of amber coloured vodka. It turns out that the most common Russian vodka differed from what we are used to. They didn't use charcoal filtering to remove impurities. Instead they were in the habit of putting a hot pepper in each bottle to absorb them thus purifying the liquid. My friend said "Drink Tovarich, you are my friend", downed his glass and looked at me waiting. It would have been impolite not to follow suit so down it went. My friend watched me with interest. For a few seconds nothing happened, then I felt a burning sensation at the back of my mouth. It moved progressively into my throat and down to my stomach. When my friend decided that my face had turned a suitable shade of red he smiled, took a cucumber sliced lengthwise, sprinkled salt on it and said "Eat". I did so and gradually the burning abated from top to bottom. As I breathed a sigh of relief, Ivan was back with another glass saying "Drink Tovarich". It seems the Russians have three drinking traditions. First, if offered a drink, you must down it immediately in one gulp. Next, if your glass is empty it must be immediately refilled. Finally, any liquid left in your glass is said to represent the tears of your future unhappiness. This may explain their high rate of alcoholism.

One of the nicest things that happened to me was being invited to lunch by a contest worker. He took me to a small cottage on the Dnieper River where he had an upstairs flat, his equivalent to a summer cottage at home. There we dined on fresh tomatoes from his little garden, homemade sausage, black bread and Kvas, a weakly alcoholic beverage made from rye bread.

Lunch wasn't always so pleasant. Since all our provided meals were at the hotel, if we wanted lunch we had to endure that teeth shattering bus ride to get to it. As a result, most days we skipped lunch. I had seen that there was a restaurant at the airport where the officials ate. One day being really hungry and since one of us was flying that afternoon, Gerry and I decided to eat there, knowing we would have to pay for the meal. Upon entering and sitting at a table, it seemed that we were creating quite a stir.



Yak 50 - USSR



Zlin 50 - Czechoslovakia



CAP 20L - France

Several waiters came up, tried to talk to us gesturing towards the door. Being typical Canadians with disdain for officialdom, we remained unmoved. Finally someone located Vasiliev and he came over. We explained why we were there and said that we would happily pay for a meal. Eventually, he sorted things out and we had our lunch. Shortly after that, Vasiliev was replaced by another guide. We always wondered what had happened to him and if we had been the cause of his sudden disappearance.

The closing banquet was an evening to remember. Russian fine dining tradition arranged us standing on either side of long tables. No chairs were provided. We feasted on the most amazing spread of gourmet food. I remember baskets filled with half hard boiled eggs topped with mountains of beluga caviar, more than I had ever seen in my life. Delicacies such as deep fried sturgeon and of course more Kiev cake were served, along with the inevitable Russian cognac and champagne. It was a fabulous evening in spite of the fact that a mini-war broke out between teams aiming champagne corks at one another, all in good fun of course.

I had lots of time during the nine days of the contest to study other competitors' airplanes. It had become obvious to me that the days of Pitts dominance in unlimited competition were coming to an end. Several new monoplanes were introduced for the first time in Kiev. Russia had the Yak 50, Czechoslovakia the Zlin 50 and France arrived with the new CAP 20L. I examined each one carefully looking for features that might give them an edge. Raw power of course was one. The Zlin and CAP had American built 260 hp Lycoming engines fitted with a three bladed Hoffman composite propellers. The Yak had a Vedeneyev M14 radial engine of 360 hp. All were considerably lighter than previous versions giving them a substantially higher power to weight ratio.

Cleaned up airframes reduced drag to a minimum. Innovative features such as full span ailerons that had fatter leading edge than the adjoining surfaces, servo tabs or counterweights to lighten stick forces and larger rudders caught my attention. The low wing configuration seemed to show better on vertical lines and European judges were giving consistently higher scores to well flown monoplanes. It was obvious to me that this was the way of the future and it planted the idea in my mind of trying to design a new airplane using what I had learned. Thursday, August 5, we formed up to go home. This time we decided to travel with Neil Williams and the British team. Unlike the loose gaggle we had been on the way in, Neil organized a well structured formation, breaking us into small flights and coordinating everything with hand signals in case of radio failure. Again we were escorted back through Rovno, where we had another great Ukrainian lunch, back to Lvov. Enroute I spotted a section of MIGs in a camouflaged dispersal area adjacent to a farm field. Our overnight stop was to be in Krakow, Poland. As we crossed the border the scenery changed abruptly to feudal style strip fields dotted with stalked bundles of grain. We stayed downtown at the modern Hotel Orbis, owned by the Holiday Inn chain. When we went to the restaurant for dinner we were seated at a table. Soon a waiter came by and directed us to move to a different table which we did. No sooner had we sat down than another person came and pointed to a third table. This time we refused to move.

(continued next page)

by Jay Hunt



On the ramp - Krakow, Poland

The waiters gathered together and after some heated discussion, they pointed out one person who came over and waited on us. It seems that being paid whether they worked or not, no-one wanted to be the person who actually had to serve us. Oh the joys of socialism!

The next morning I was awakened at the crack of dawn by a strange clicking noise outside our window. I looked out to see an old farmer on a decrepit home-built wagon towed by an ancient, swaybacked horse, trotting along the wide thoroughfare with a load of hay. We rose, had a good breakfast and headed for the airport for the early departure called by Neil. After a two hour flight we taxied to the main terminal at the Vienna, Austria airport. On entering I was greeted by a large Air Canada sign and began to feel almost home again. After almost two weeks of 'meat lumps and rice' for breakfast I had an insatiable craving for, of all things, corn flakes. Sure enough, the restaurant had them so I dove in. Refreshed, we continued on to Straubing. The Brits with Gerry in tow headed for "Merrie Olde" England while I struck out on my own for Frankfurt with an overnight stop at Egelsbach. Disassembly and the flight back home were uneventful and on August 15 UWQ was safely back home at Buttonville.

Back to Reality

The first event scheduled upon our return was the Canadian Open Aerobatic Championships at Sudbury, Ontario, August 20-22. Thanks to sponsor support, this contest offered \$4,000 in prizes attracting many well known competitors from the US. An airshow, featuring the Canadian Forces Snowbirds aerobatic team in addition to many competitors was scheduled for Saturday and Sunday in conjunction with the contest. At the end of the practice day, in order to attract attention to the airshow, the organizers organized a mass fly past of competitors over the City of Sudbury. I was taken up for my first helicopter ride in a Bell 206 to plan a route for the fly past.

Bill Reeve, a budding film producer, later to become a well known IMAX film maker, was at the contest making a film about Canadian aerobatics with the working title "Wings Over Tail". One outstanding scene in the film shows a lineup of thirty Pitts Specials and other competition aircraft s-turning in a long, snaking line down the taxi way for takeoff. We formed into a loose gaggle and proceeded to beat up the city. Lots of noise and smoke got us the desired publicity for the weekend. The contest and airshow was a great success although the Americans went home with all the prize money and trophies.

Bill Reeve had filmed both Gerry and I at the contest for his film. Back at Buttonville, he wanted some additional footage for the film including some from the pilot's perspective. He wanted to mount a large 16 mm Bolex movie camera on a Pitts for this purpose. I arranged to borrow Pitts S-2A CF-AMQ that was formerly flown by the Carling Aerobatic Team for the purpose. Frank Jenkinson built a solid platform for it that could be bolted onto the cabanes supporting the upper wing in front of the pilot. The camera could be mounted facing forward, to the side, or back towards me so we could film from three different perspectives. A remote switch was installed in the cockpit that I could use to activate it in the air. Cal Martin would also take Bill up in his Cessna Skylane for external camera views. From October 2 until October 16 we flew a number of sorties north of Markham where I performed tail slides, flat spins, torque rolls and lomcevak for the film. One day, we flew up to a small grass strip at Elmira, in the heart of Ontario's Mennonite community. A memorable sequence in the film shows me with the smoke on, performing a roll on takeoff, past a Mennonite farmer with his horse and plow looking up in wonderment. The final film, titled "Vertical Roll" appeared for several years as a fill-in short on the newly launched Canadian pay television channel.

The summer's adventures at an end and my severance pay from Xerox all but depleted, it was time to find a new job. At Xerox, I had been encouraged to take courses in sales and marketing, being told that sales experience was a prerequisite for advancement beyond my current realm of geekdom. For that reason, I jumped at the chance to become a sales representative with Data General, a manufacturer of midrange computers. Early in 1977, I was loaned to the Ottawa office to assist in a major sales initiative. It was so successful that they offered me a permanent transfer to Ottawa. It was a difficult decision to leave all my flying friends behind and venture into new territory. However, the opportunity was good and my wife and I felt that Ottawa would offer a better environment for our two young children to grow up in. In March, I relocated to the Nation's Capital, located suitable accommodations and in May my family followed. UWQ stayed behind in Buttonville with my partner Herb Leistner.

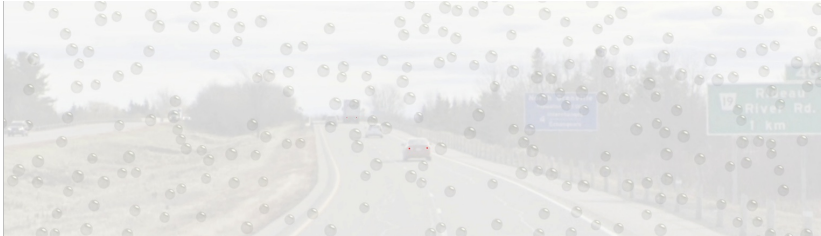
The next question was, how to continue my aerobatics in Ottawa. I made the rounds of local airports and found that aerobatics was almost nonexistent. I did some flying in a Cessna Aerobat at Carp and a Citabria at Rockcliffe.

(continued next month)

by David Seabright



Our adventure began on Tuesday December 10th. Our mission was to pick up our new Airedale terrier from just outside of Guelph Ontario. We got up at 6:30. After breakfast we hopped in our 2017 Jaguar supercharged 35t AWD and left for Guelph around 9 in the freezing drizzle. Hunt Club Road was fairly free of traffic, but foggy, so we made good time to Prince of Wales. There was freezing drizzle all the way down the 416 as far as past Kingston on the 401. I set the car to rain/snow mode for that part of the journey. Some parts of the 416 were very foggy where it came close to the Rideau River. The car handled very well in those conditions going about 115 kph all the way to the 401. We made a quick stop in Napanee. When we got to Guelph we stopped for a late lunch and got gas so we could get a quick start the next morning. I had $\frac{1}{4}$ tank left.



Freezing Rain on the windshield driving in fog on 416 (illustrative depiction)



Driving thru Kingston in fog (illustrative depiction)

Fifteen minutes after we left the gas station we arrived at the farm. Marley the Airedale Terrier (soon to be our dog) was in the house with the owner. We went for a walk with Marley and her mom around the muddy farmyard and into the dairy barn with about 30 cows. They weren't fazed by Marley and Marley ignored the cows. After having had a nice dinner with them we settled in the Living Room and Marley was allowed in. She settled down quite nicely.



The next morning, we had a quick breakfast in the bedroom and got ready to leave. We chatted a bit in the kitchen with a cup of tea then left around 9 with Marley. We struggled a bit trying to figure out the tether anchors but soon got Marley secured in the back seat. She was good in the car. We hopped off the 401 on the way back to get on the 407 toll road. It was a lot better driving on that road even though it started to rain again. By the time we got back on the 401 on the other side of Toronto the fog set in and an occasional shower hit us. Our first stop was a bathroom break near Trenton. It was nice of it to stop raining when we got out. Our next stop was for lunch near Kingston. Again, the rain let up although it was foggy. We ate in the car. It was foggy and rainy from Kingston on. I put it into rain/snow mode again and put my rear fog lights on. They are amazingly bright.

We averaged about 110 kph overall on the trip home not counting stops. The car just ploughed thru the wet and sometimes icy roads with no sign of slipping or being pulled. We listened to Michael Bublé, Adele and Josh Groban on my USB stick and Marley slept most of the way. We got home at 3:45 safe and sound. Unlike most of my previous cars, I found the long drive very comfortable. The car had a big smile on her face ready to do it all over again. By the way Marley slept very well that night in her new kennel situated in our kitchen.

POTVIN
FINANCIAL SERVICES
Investments • Insurance • Retirement • Estate

www.potvinfinancial.com

Plan • Protect • Prosper

613-224-6561

117 Centerpointe Drive, Suite 320, Ottawa, ON K2G 5X3

Our Backyard Museum

by Ray Newson

I recently had the privilege of touring “Our Backyard Museum”, a private historical collection of all things of interest belonging to Joel and Pam Jancko in Plantation Florida. A nephew, Scott Newson, is a member of the South Florida Model ‘T’ Car Club and the club had been invited to visit “Our Backyard Museum”. Visits to this private collection are by invitation only, and a rare opportunity. Scott invited my son Neil and I to tag along.

Sorry, no *Jaguars* here... too new. There was however, all of the Ford Model ‘T’s driven there by club members and Joel’s collection from the Brass era of automobile history. Let’s take a look at those first;



1903 Pope Hartford

This is a very rare 1903 Pope Hartford, Colonel Albert Pope began manufacturing bicycles in 1877 and entered into the automobile industry first with electric cars (what goes around comes around) switching to gas powered cars in 1903 and continuing on until 1914. This 1903 Model B is a rear engine tourer with a single cylinder engine creating 10hp. It has a 2-speed transmission and sits on a 78in wheelbase with 30in pneumatic detachable tires. The body is completely made of wood except for the engine cowl.

1904 Marion

This 1904 Marion was built in Indiana by the Reeves Company and marketed with the slogan “The Car That Set Men To Thinking” just 127 of them were built. It is powered by an air cooled, transverse mounted 16 hp 4 – cylinder engine, it is chain driven and sits on a 96in wheelbase. The tires are 32 x 4½ inches.



1906 Stevens Duryea – Model R



This 1906 Stevens Duryea – Model R is equipped with a 20hp engine with a sliding gear transmission, it sits on a 90-inch wheelbase and runs on 30 inch x 3½ inch tires. Weighing in at 2000 lbs, it sold new for \$2600. This car is

(continued on next page)

1 of only 2 Model R's that survived the 1906 San Francisco earthquake.



1909 Cadillac Model 30

This is a 1909 Cadillac Model 30, 5 Passenger Touring. The Cadillac Model 30 was introduced in August of 1908 and marked the beginning of an important chapter in Cadillac's history. This meticulously engineered, moderately priced, high-quality automobile came at an original price of \$1400. It was equipped with a 4-cylinder engine and a 3 speed transmission (3F / 1R), it sat on a 106 inch wheel base with 32 inch x 3 1/2 inch tires. At the \$1400 price, purchasers had a choice of three models – a touring car, roadster or demi-tonneau.

The Model 30 was Cadillac's bread and butter for the next six years bridging the gap from the comparatively primitive single-cylinder Cadillac and Cadillac's first mass-produced V-8. 1909 also

marked the year that Cadillac became a division of General Motors, 5,900 Model 30's were built during the 1909 model year. The Model 30 derived its name from the 30hp produced by its 4 – cylinder engine, though it was officially rated at 26.6hp.

1911 Ford Model T



This is a 1911 Ford Model T 4-Door Touring . The car came equipped with Head Lamps and Horn (the warranty was voided if any accessories were added). The 4-cylinder engine produced 22hp at 1600 rpm and was mated to a Planetary Transmission (2F / 1R) and sat on a 100 inch wheelbase with 30 x 3 inch front and 30 x 3 1/2 inch rear tires. Ford produced a total of 34,858 Model T's for the 1911 model year, 75% of production was of this 4-door Touring model, the other 25% of production was shared by the 5 other versions; the Roadster, Torpedo Runabout, Open Runabout, Town Car and Coupe.

A 1911 Model T Touring such as this one would have sold for \$780 in 1911, but thanks to the moving assembly line and Ford's constant improvements in efficiency, the price reached a

low of \$290 by December of 1924.

(continued on next month)

Jaguar Jottings

Editor/Publisher: David Seabright

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

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

Advertising

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

1/2 Page \$15/month or \$150/year (12 issues)

1/4 Page \$10/month or \$100/year (12 issues)

Business Card \$5/month or \$50.00/year (12 issues)

Marketplace Ads are free to members and will run 3 months unless cancelled or renewed; \$20 to non-members.

Submit advertisements to the Editor and your cheque to the treasurer, or e-transfer to:
ottawajagclubtreasurer@gmail.com



OJC Discounts

16

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

Jaguar Hunt Club — Jaguar Hunt Club is pleased to extend to all Ottawa Jaguar Club members, receive parts at cost plus 15% and 10% off labour. (some restrictions apply).

Stinson Fuels — 4726 Bank St., offers a 10% discount on any kind of specialty oil.

CAA-North & East Ontario—You will receive a group discount based on your CAA membership level. See our OJC website in the Member Information Section for more information and membership application. ***Our discount is based on a minimum of having 10 members subscribed.***

Don't forget, CAA membership includes much more with many discounts on Hotel stays, vehicle service and more. Members also enjoy 3¢/L discount on fuel at Shell Service Stations.

Don't Forget Our Facebook Page!

Members are reminded that we have a Facebook page. If you have Facebook, just search for 'Ottawa Jaguar Club'



Advertising in Marketplace is free to OJC members, \$20 to non members.

Ads run for 3 months. Contact the Editor with your ad (ottawajaguarclubjottings@rogers.com)

Forward payment to the OJC Treasurer or e-transfer to:

ottawajaguarclubtreasurer@gmail.com

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

Please contact Louise Collins for 2025 pricing – ottawajagclubevents@hotmail.com
if you would like to order any of the clothing listed below.

NOTE: All Prices include choice of Gold or Silver Logo and 13% GST.



Hurricane – Men's Insulated Softshell Jacket w/detachable hood. OJC Cost: \$129.10

Men's (X-4X): L03170 <https://canada-sportswear-corp.myshopify.com/products/l03170-hurricane-mens-insulated-softshell-jacket-w-removeable-hood?variant=43677555818735>

Matching ladies cut, (XS-2X) L03171: <https://canada-sportswear-corp.myshopify.com/products/l03171-hurricane-wmens-insulated-softshell-jacket-w-removeable-hood?variant=43677555163375>

L03100 (no hood): OJC Cost: \$134.19

Men's (S-4X) <https://canada-sportswear-corp.myshopify.com/products/l03100-cyclone-mens-insulated-softshell?variant=43677557194991>

Matching ladies cut, (XS-2X) L03101: <https://canada-sportswear-corp.myshopify.com/products/l03101-cyclone-womens-insulated-softshell?variant=43677556506863>



Coal Harbour Everyday Water Repellent Soft Shell Jacket OJC Cost: (Men's & Women's XS-XL) \$87.29

Men's regular softshell, J7603: <https://www.sanmarcanada.com/j7603.html> (2X \$91.98, 3X \$98.03)

Matching ladies cut, L7603: <https://www.sanmarcanada.com/l7603.html> (2X \$91.98, 3X \$98.03)



Glacial - Puffy jacket with detachable hood, - OJC Cost: \$109.89

Men's (S-4X) L00980: <https://canada-sportswear-corp.myshopify.com/products/l00980-glacial-mens-puffy-jacket-with-detachable-hood?variant=43677582262511>

Matching ladies cut (XS-2X) , L00981: <https://canada-sportswear-corp.myshopify.com/products/l00981-glacial-ladies-puffy-jacket-with-detachable-hood?variant=43677581279471>



Parkview – Full Zip Fleece - OJC: Cost \$72.60

Men's (S-4X) L00692: <https://canada-sportswear-corp.myshopify.com/products/l00692-parkview-mens-full-zip-fleece?variant=43677621977327>

Matching ladies (XS-2X) L00693: <https://canada-sportswear-corp.myshopify.com/products/l00693-parkview-ladies-full-zip-fleece?variant=43677620469999>



Men's Melton leather jacket, OJC Cost: \$332.50

(S-4X) L00227: <https://canada-sportswear-corp.myshopify.com/products/l00227-graduate-imported-melton-deercow-bomber?variant=43677648093423>



Barren – Microfleece Full Zip Jacket OJC Cost: \$70.34

Men's (S-4X) L00695: <https://canada-sportswear-corp.myshopify.com/products/l00695-barren-mens-full-zip-pullover?variant=43677619355887>

Matching ladies (XS-2X), L00696: <https://canada-sportswear-corp.myshopify.com/products/l00696-barren-womens-full-zip-pullover?variant=43677618438383>



GILDAN® HEAVY BLEND™ CREWNECK SWEATSHIRT. 1801. OJC Cost: S-XL \$35.31, 2X \$39.55
Adult crewneck sweatshirt, style 1801: <https://www.sanmarcanada.com/1801.html>



Gilden – Heavy Blend Hooded Sweatshirt. 1850 OJC Cost: S-XL \$43.22, 2X \$49.16
Adult pullover hoodie, style 1850: <https://www.sanmarcanada.com/1850.html>



Gildan Heavy Blend Full Zip Hooded Sweatshirt OJC Cost: S-XL \$55.37, 2X \$64.13
Adult full zip hoodie, style 1860: <https://www.sanmarcanada.com/1860.html>



Cuff Toque black or navy OJC Cost: \$22.32



JAGUAR

AWARD OF
EXCELLENCE
RETAILER
2023/2024



At Jaguar Land Rover Ottawa, we are proud to have been awarded the 2023/2024 Award of Excellence, recognizing our outstanding achievements across all areas of our business, including our exceptional service operations. Additionally, we have been certified as a J.D. Power 2024 Dealer of Excellence, reflecting our commitment to delivering the highest standards of luxury, performance, and customer care.

2025 F-PACE



DRIVE WITH DISTINCTION

Whether you're exploring the refined elegance of the Land Rover lineup or experiencing the dynamic capabilities of the Jaguar F-PACE, every moment with us is designed to be exceptional.



jaguarottawa.net

JLR
OTTAWA

1300 Michael St. Ottawa | 613.744.6930