

Ottawa



Jaguar Jottings



Jim Butcher in Scottsdale Arizona - page 7
Kester Hamilton Goes to Vancouver - page 13

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March 2025 - ottawajaguarclub.com

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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.

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Ben Farmer





Ben Farmer

As we head into March our thoughts turn to the coming spring not far away. We are working hard at the Board level to offer a range of events and opportunities to drive with others this season. Kester Hamilton, our new V-P is interested to have many short local drives and for that we could use 4 or 5 members to offer to lead and organize some!! - please contact us and we'll guide you on how to do it. One final thing to mention is, work on a new Website for OJC!! That is also on track for a spring launch...we will consult with members before going fully live to the public.

Don't forget OJC members get a discount!!

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

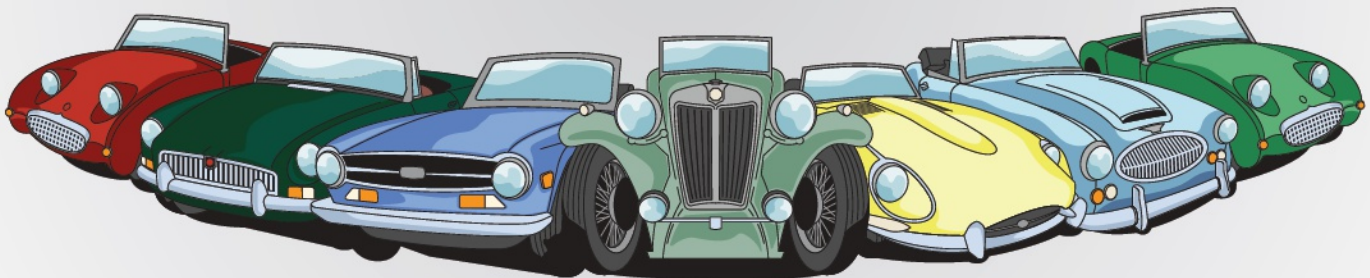
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OJC Events - March 2025

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The following is a partial list of OJC Events for 2025. This calendar will get more flushed out in future issues. 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
March	March 25	6pm	Annual General Meeting	At Stacked Restaurant 2679 Bank Street
	March 27	5-7pm	JHC Shop Visit (full diagnostic)	At Hunt Club Jaguar Dealer organized by Barry Paulson
April	April 20	TBD	Spring Dinner	TBD
May	May 25th	TBD	Hudson British Car Show	Kester Hamilton led organized drive. Details to follow.

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ANNUAL DART TOURNAMENT SPONSORED BY THE OTTAWA VALLEY TRIUMPH CLUB (OVTC)

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by Bonnie Newson

On February 15th the OVTC held their Annual Darts Tournament at the Barrhaven Legion on Fallowfield Road and invited all British Car Clubs in Ottawa to rise to the challenge. OJC had 6 players (3 Members and their spouses) attending.

Nine teams in all attended representing the MG Club, the Jaguar Club and the Triumph Club. It was good fun. Our own Cheryl Cohen hit the bullseye!

The final game was played out by Cory Johnson & Andrew Ott representing the "Lucas Lights the World" team (OVTC) vs Angelo Rigakas & Marty Cunningham representing "The Morris Miners" team (OMGC). We all gave it our best shot but in the end the Triumph Club was triumphant.

Thank you, Mike Solonyenko, President of the Ottawa Valley Triumph Club and his wife Lisa for hosting such a fun annual event.



Wendy Vandermeulen prepares to take a shot while John Charmin, Cheryl & Jeff Cohen look on



Ray and Bonnie Newson wait their turn



Cheryl Cohen's bulls eye!



Jeff Cohen keeping score



Hosts, Coordinators & Scorekeepers, Mike & Lisa Slonyenko



Trophy winners Cory Johnson & Andrew Ott



Winning Shot!

Arizona Car Scene - Part 2

by Jim Butcher



There are many shops in the area that can build or restore any type of automobile, our favourite is one called Hot Rods by Dean. It is owned by Dean Livermore and he has built some of the nicest cars in the USA. He was been selected by a couple car magazines to build cars for their USA tours, but he will also do small jobs like small collision repairs etcetera. A couple things that make this shop different (it is about 12,000 square feet) is that Dean is often there and happy to talk about the cars they are working on and he lets you go into the shop and talk to the experts working on the cars. In the shop there are specialists who work on all parts of a car-interiors, sheet metal, mechanical, paint, chassis, etcetera.



(Dean Livermore)

Another interested "automotive" venue to visit when you are in Arizona is Harley Davidson of Scottsdale. Harley Davidson of Scottsdale is marketed as the world's largest HD store at just over 150,000 square feet! Not only does it include many new and used bikes, a full boutique of clothing and accessories, it has a tattoo shop, a chapel (in case any HD enthusiasts want to get married) huge service department, movie theatre and a HD themed arcade and great staff. We first heard of it on 2014 when the owner of Go Daddy purchased a car dealership (and land) and announced that he was building the world's largest HD dealership, which opened about 1 year later.

(continued next page)

Arizona Car Scene - Part 2

by Jim Butcher



(Harley Davidson of Scottsdale - world's largest H.D. dealership.)

Not far from our place is the Firebird Motorsports Park. It hosts NHRA national drag races in the spring (March 21-23 this year). It also has a drifting track, an off-road track, a lake drag boat track (these boats are incredible) and a couple road tracks. Bob Bondurant, used to have his driving school there but it has been replaced recently by Radford Driving School. They are just finishing up a complete re-paving of the drag-strip so this spring and summer should be a great race season.

Firebird Motorsports is a part of a much larger complex which includes shopping (Premium Outlets), a large casino - Wild Horse Pass Casino, Wild Horse Resort, which includes a champion golf course, Sheraton Resort and KAI Restaurant - the only Five Diamond and Forbes Five Star restaurant in Arizona - one of the best restaurants we have ever visited, plus many other activities.



(Firebird Raceway)

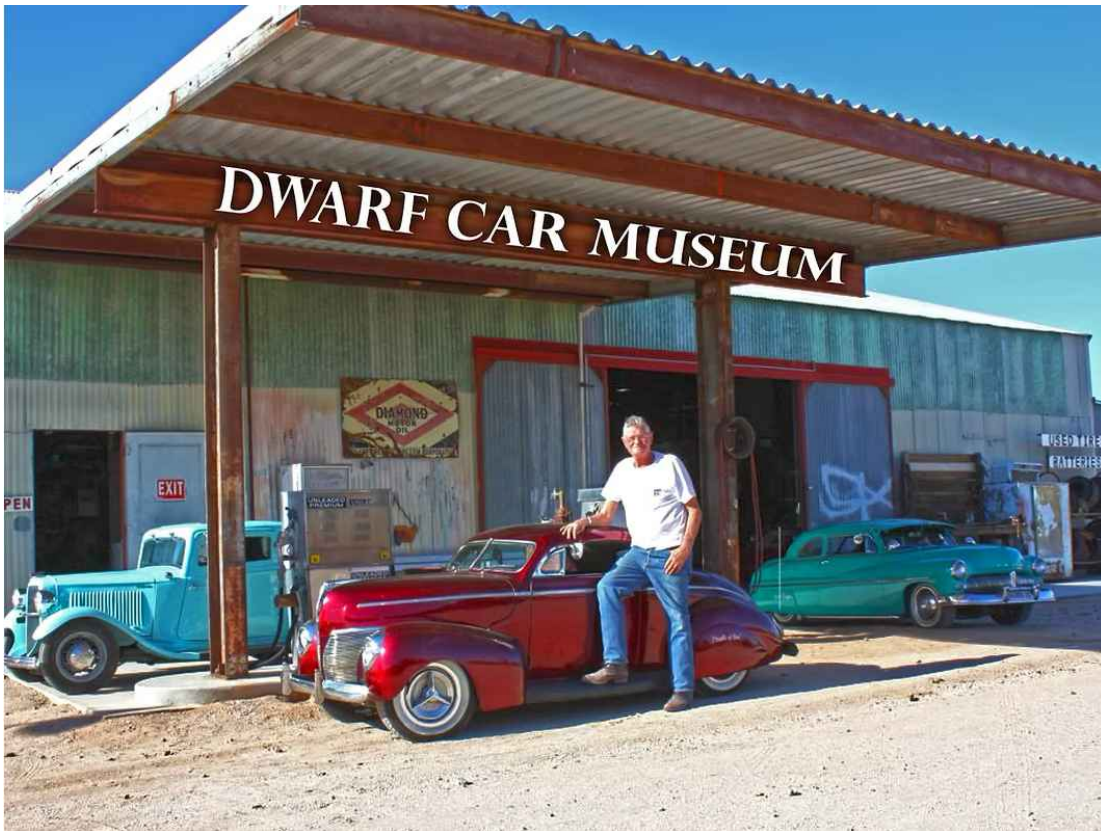
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Arizona Car Scene - Part 2

by Jim Butcher

One night we were driving down the Mainstreet (John Wayne Parkway) of our town in Arizona and I saw an old Zephyr car in a parking lot. Of course, we needed to turn around and check it up (John Wayne's estate sold land, on which, part of our city is developed). As we parked nearby, something seemed wrong ... it was not a full-sized car, but it was licensed and had obviously been driven to the parking lot. This was when we met Ernie Adams, the owner of Dwarf Cars and learned about his building (to scale) 2/3 sized cars. His life story is amazing and would take too many pages to describe in Jottings. However, I can tell you that he built his first dwarf car in 1965, as soon as he had scavenged 9 refrigerators, secured a running chassis and started "bending metal". (you can read a bit of his story on the Dwarf Car website - if you read his story, I will tell you the story about his dwarf race cars, that he cannot put in writing).

His shop is in the middle of the desert about 20 minutes from us, Jay Leno and Denis Gage have visited his shop and from time-to-time bus tours arrive. The first time I visited, the doors were open on his garage so I went in. There was an open box of Oreo cookies on a table (obviously from working late the night before) but no Eddie. Then he appeared, coming from his house across the parking lot! He builds incredible cars and has an amazing life story, living in the middle of the desert. It is well worth a visit.



(Ernie Adams at his Dwarf Car Museum Maricopa, Arizona with a couple of his cars - he has many more)

Of course, every car person visiting Arizona must go north and drive on Route 66. We have visited Kingman (on Route 66) a few times and the city has many Route 66 artifacts including some old signs, vintage diners, a museum and original parts of Route 66.

(continued next page)

Arizona Car Scene - Part 2

by Jim Butcher



(Kingman)

We are planning to visit Winslow during one of our next trips (also on Route 66 well east of Kingman) and I am going to be “Standing on the Corner of Winslow Arizona ...” listening to the Eagles song!!!



(Winslow AZ - The Corner stake truck and all)

As you know, several car auctions are held around the greater Phoenix area in January each year (and other times of the year). The auctions vary in the type of cars they offer (some focus on high end European cars, other muscle cars and some on everything!). I wrote a 3-part series of our experiences at the auctions that appeared in the February, March and April (2024) Jottings. Barrett Jackson relaunched a fall auction in Scottsdale this past fall that Karen and I attended. Although it was not a full week, it had many great automobiles and memorabilia, plus some different outside attractions including a car show.

(Karen looking at a perfect sized Jaguar at auction)



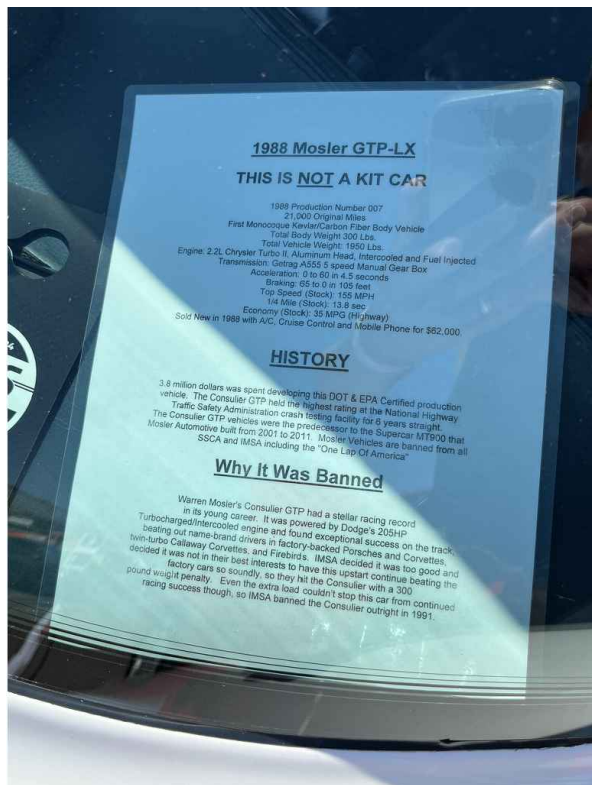
(They were displaying a polished ham can (aka Tesla Cyber Truck) ... actually very nice on the inside!)

(continued next page)

Arizona Car Scene - Part 2

by Jim Butcher

One of the rarest cars at the car show, was this Mosler Consulier GTP and I enjoyed reading its racing history and why it was banned from IMSA.



(1988 Mosler Consulier GTP)

This article is just touching the surface of the car scene in Arizona. There is so much more to write about. I have also found that there are 3 Jaguar Clubs in Arizona (north, central and south) and will investigate these more over the next few visits.

One thing that I did learn during one of my late spring visits to Vintage Parts of Arizona to pick up some parts for one of my cars. I was explaining that up north, we were getting our cars out of winter hibernation and they told me that some people there were getting ready to put theirs away for the summer, as it gets too hot! Wow!

If you want to hear more about the car scene that I know about in AZ, or you have some stories for me I look forward to talking during a ride, technical session or social event this spring or summer.



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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.

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by Kester Hamilton



(Total route from Carleton Place to Vancouver and back)

In July 1975 we embarked on a 5-week family flying adventure across Canada and the US, in a twin-engine Comanche aircraft. This is a great aircraft for such a venture, fast, and very economical. We departed Carleton Place (International) airport and flew across Canada to Vancouver in the same day for a flying time of 12 hours and 45 minutes with a gas stop in Thunder Bay, and Swift Current Saskatchewan. It seems the name of Swift Current is very appropriate considering the winds on landing were 40 mph with a large cross wind. We landed at Vancouver international airport after flying over the Rockies at 12,500 ft. around 8 PM very tired after a very long travel day. In those days this trip was all visual flying rules (VFR). We were very lucky to have had great weather the whole trip. On board were myself as pilot and 2 of my children, Christine age 13 and Jeffery age 10. Attached are pictures of the total trip and the various side trips and the twin Comanche aircraft. You could not ask for a better aircraft for such a trip.

The Aircraft was a Piper Twin Comanche, had range of about 1000 miles at 8000 ft., and cruise speed 191 mph burning 12 gallons per hour both engines. These were Lycoming IO 320 4-cylinder engines producing 160 HP each. Below is a picture of the twin Comanche, one of the best twin engine planes of its time.



(continued next page)

In terms of the total 5 week trip, we spent 4 weeks in Vancouver with many side trips to various locations including a fishing trip to Garibaldi Lake 8000ft altitude in a Beaver Float plane, a number of local airports to include Tofino airport near Long Beach (as a side note, we camped in a motor home for one week in long Beach Vancouver Island and had to leave due to problems with motor cycle gangs on the beach, very scary), lunch trip to San Juan Island (USA), Roche Harbor picture lunch at Hotel de Haro, Victoria, and Chilliwack airport to name a few. The two side trips of most interest were to Garibaldi Lake in the Beaver we had the use of. The Beaver was free, due to the fact that the people we were staying with had financed Air Span Incorporated.



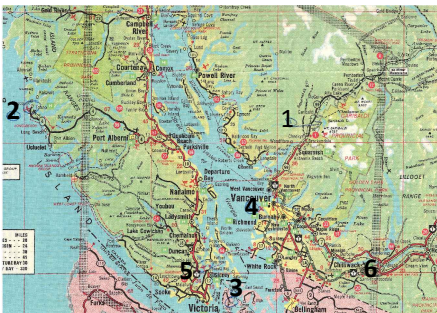
(Flying over Lake Garibaldi)



(Dehaviland Beaver at Vancouver Harbour)



(Fishing trip to Lake Garibaldi)

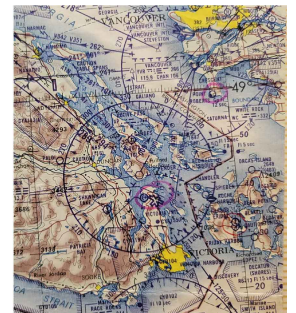


- 1 Garibaldi Lake
- 2 Tofino Airport (Long Beach)
- 3 San Juan Islands
- 4 Vancouver Int'l. Airport
- 5 Victoria Airport
- 6 Chilliwack Airport



ROCHE HARBOR, showing gardens with restaurant and bar to the left, Hotel deHaro in the background. Boats at gas dock. Cottages, store, post office, swimming pool and facilities for 200 boats. Landing strip for small planes within block of hotel.

(Landed at Roche Harbor for lunch)



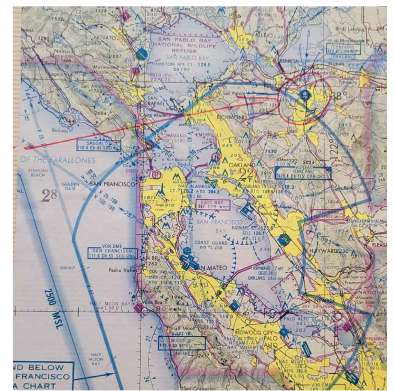
(Map of Georgia Strait)

Air Span Inc. was the flying service company that operated between Vancouver and Victoria that had all the float planes in Vancouver Harbor. I believe we went float flying 5 times to different locations. See the attached picture of Garibaldi Lake plus the aircraft we flew that day. We, however, did not catch any fish that day. The only problem was, they played a joke on me dropping me off to fish then took off to tour and only came back to pick me up 2 hours later. The second interesting side trip was to the San Juan Island USA (major tourist destination). We landed at Roche Harbor Grass Strip for lunch at the Hotel deHaro that hosted Teddy Roosevelt in 1906. This airport is a very popular destination for aircraft to fly in, with many cruise boats coming from the Seattle area.

After a wonderful time in Vancouver, we embarked on the next phase of our venture to the USA with a first stop in San Francisco, landing in Buchanan Airport. We stayed at the Sheraton Airport Hotel. What impressed me the most was, we taxied up to the front door of the hotel in the aircraft and the bell hops came out to carry our baggage and then parked and tied down the aircraft for the night. That's great service! I have never seen that before.

Our next stop was Los Angeles. We landed in Santa Monica airport and we stayed with my director of marketing (Computing Devices Canada) for the US west coast for three days. This person was handling all of our company business affairs. In particular with Hughes Aircraft, we had a large subcontract to build all the Air Defense display systems for Canada and the US. One of which is in North Bay Canada. There were numerous business meetings during this stay in LA, however, the best part was, we flew down to San Diego to visit the zoo. This the kids just loved; See photos below of our arrival in LA.

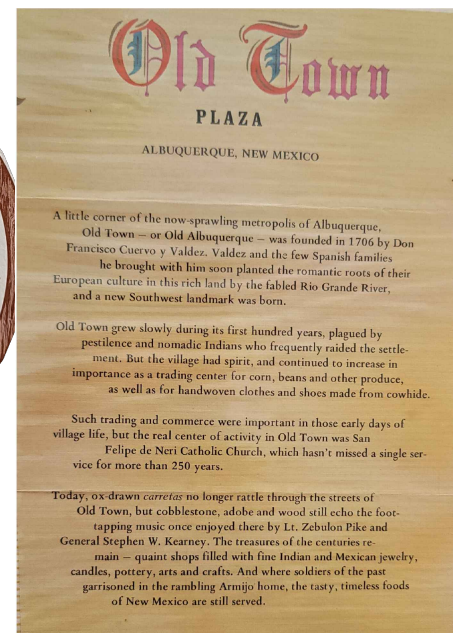
The next phase of this venture was the return back to Canada. We stopped in a number of locations including Albuquerque New Mexico, Wichita and Kansas City, Chicago Illinois, Oshkosh Wisconsin, our last stop before flying to Ottawa.



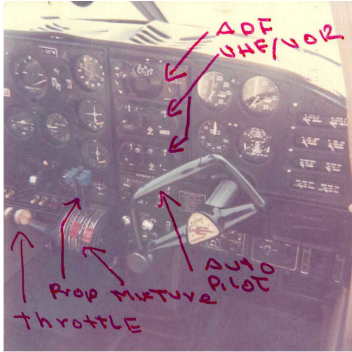
(Arrow points to Buchanan Airport)



The hardest part of the trip was to manage washroom requirements for the kids. The part the kids liked best by far was our stop in Old Town plaza Albuquerque. This town was founded in 1706. We had a lunch break in Old Town. It was like we were back in the old west in the 1800s. On the whole, the trip had zero problems with the aircraft and my kids still talk about this trip today.



In terms of cost and time the following is some limited data for the total trip. We flew a total of 6900 miles, 40.5 hours in air, burned a total of 480 gallons fuel at a cost of \$336 (today the cost for aviation at \$2.20 per liters, works out to be about \$9 gallon for a total of \$4377). In terms of cost per liter in 1975 it worked out to be 15.3 cents per liter. The total trip mileage of this aircraft in miles per gallon for the trip worked out to be 14.3 miles per gallon. The longest nonstop leg was about 4 hours. About 4 qt's. of oil for each engine was used, which is very reasonable for these engines. The final picture is landing at Carleton Place airport. Home, after a long 5 weeks of flying.



(Instrument cluster of the Piper Twin Comanche)



(Back home after 3hrs 45 min. from Chicago)

My flying background started in 1961 when I started as a glider pilot in Quebec City, received my pilot license in 1963 at Radcliffe airport, then became a glider tow pilot at the Buckingham airport. I purchased my first aircraft Mooney mk 20A, followed by a Twin Camanche, a Lake Buccaneer float plane, a Twin Seneca and the last aircraft was a Piper Aero Star. I have built up many thousands of hours and paid for all the gas. I sure miss flying and the beauty of flight.

Kester Hamilton



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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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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-wmns-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



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