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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club. It is produced for the information of its members and welcomes your participation.

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April Meeting

Monday, April 9th
 7:30 pm at Capone's Restaurant
 on Industrial Road

Famous Leaper Invitational Car Rally!



April 22, Sunday
 Meet at 2:00 at the Woods's residence
 23 Halldorsen, Kanata

- Lots of Fun • Lots of Driving •
- Jags Not Mandatory ••
- Rally and Barbecue •
- Guests Welcome ••
- Small Cover Charge (TBA)

What's Inside ...

By Ward Market Auto Classic	3 & 11
Check out this Website	4
CHEO Duck Race	2
Events Calendar	2
Jaguar Sources	4
J.O.A. Montreal	5-7
Market Place	2
New Florida Friends	3
Tip of the Month	7

"DUCK RACE" CAR DISPLAY

SATURDAY — MAY 12, 2001
on
COLONEL BY DRIVEWAY
(BETWEEN HARTWELL LOCKS AND BRONSON AVE)

11:00 TO 2:00

ALL MARQUE CAR CLUBS WANTING TO PARTICIPATE IN A
COMMUNITY-ORIENTED EVENT CAN ASSIST IN A DISPLAY OF
THEIR MARQUE (CARS OR BIKES) TO SUPPORT THE
CHILDREN'S HOSPITAL OF EASTERN ONTARIO (CHEO)

DISPLAY WILL BE ORGANIZED ON A PORTION OF THE ROADWAY
FACING HARTWELL LOCKS FROM 11:00 AM TO 2:00 PM

CHEO WILL PROVIDE ON-SITE WASHROOMS, COMMERCIAL FOOD
VENDORS, ASSOCIATED RADIO ADVERTISING

MARSHALL ENTRANTS AT PARKING LOT # 6, CARLETON UNIVER-
SITY AT 10:30 - USE BRONSON AVE.
ENTRANCE - MOVE TO COLONEL BY DISPLAY LOCATION AT 11:00

CONFIRM YOUR COMMITMENT EARLY !

CONTACT:
Wayne Ellwood, 990-3087 (W), 741-2879 (H)



Market Place

*This newsletter accepts advertise-
ments in good faith, but we
suggest that it is in your best
interest to make every effort to
check offers personally.*

For Sale - 1986 Sovereign

- Dark grey/Light grey interior;
155,000 km, in very good shape,
never winter driven. \$5,900.
Contact Yvon Raymond, 613-
443-1844 (Embrun) or cell
302-7270.

For Sale - Reduced Price

- **1992 XJS V12 Convertible;**
black/sand/black, 98,000 kms,
transferable FADA Platinum
warranty to March 2002. Was
asking \$25,000. Now \$20,000.

- **1994 XJ12** (6 litre) Sedan;
burgundy/sand, 102,000 kms,
transferable FADA Platinum
warranty to January 2003. Was
asking \$25,000. Now \$20,000.
If you are interested in either of
these two vehicles contact
Michael Jackson at (514) 937-
7605 or (514) 720-8543.

**This space is free to OJC and
JOA-Montreal members. If you
wish to sell parts or vehicles,
contact the Editor to provide the
information.**

OJC Events Calendar

April 9	OJC Monthly Meeting
April 22	The Famous Leaper Invitational Car Rally (SEE PAGE 8)
May 12	CHEO Duck Race - Hartwell Locks
May 26-27	Cumberland Heritage Car show
May 27	JOA Montreal's "British Car Celebration", Beaconsfield, QC - 40th Anniversary of the E-Type
June 3	Annual By Ward Market car show (Registration form attached - send in by April 30)
June 10	Kars & Planes (contact Peter Whitworth, 692-2270)
June 16, Sat.	OJC Concours d'Elegance at the Canada Science & Technology Museum

New Florida Friends

By Jim Walker, Editor

While visiting friends in Beverly Hills, Citrus County, Florida, which is just south-west of Ocala and not quite to the Gulf side of Florida, I decided to take a little get acquainted drive of the area. As I approached an intersection near the village of Holder I spotted several interesting vintage cars in the lot of a Texaco Service Station. Curiosity got the best of me and I pulled into the station yard that happened to be a checkpoint for the **"Forza Amelia"**

Rally presented by Mercedes-Benz USA. This was the 2nd annual 5-day/

1000 mile grand tour/rally organized by Vintage Rallies of Sharon, CT. For anyone interested the web site is www.vintagerallies.com. This rally is open to any 1975 or earlier sports/racing/GT car, any Ferrari or any 12-cylinder car of any year. The advertising says, "we'll tour the hilly part of Northern Florida from coast to coast. Overnights at Amelia Island Plantation and other top Florida resorts. Spectacular driving over winding country roads, important car museums and private collections,

gracious dining, beautiful gifts and prizes and great new friends!" And now for the kicker, **"\$3,995 per couple, all-inclusive."** And just think, that is in American dollars, which by a very loose calculation is about \$25,000. Canadian.

I introduced myself as a member of the Ottawa Jaguar Club to one of the volunteers at the checkpoint. He directed me to one of the rally participants, Pascal Gademer, who just happened to be the editor of "The Cat's Meow" the newsletter of the South Florida Jaguar Club. He then called out to another participant, Russel Glace, the president of the SFJC as well as a JCNA Regional Director, and the three of us had a little tête-à-tête. Pascal gave me copies of two of their newsletters and asked that we arrange to exchange our Jottings with them in the future. Russel Glace strongly recommended attendance at the JCNA annual meeting in Franklin, Tennessee, marking the 40th anniversary of the E-Type, the 100th anniversary Sir William Lyons birth, 30th anniversary of SS Cars and 50th anniversary of the first Le Mans win. Is it any wonder Russel is touting the Annual Meeting?

I really appreciated the time Russel and Pascal spent with me in the midst of their checkpoint duties. This is one more example of the camaraderie that exists in the numerous JCNA clubs.

ByWard Market Auto Classic 2001

Dear Car Enthusiast,

Please find attached a registration form for the **5th annual ByWard Market Auto Classic**, to be held on Sunday, June 3, 2001. We sincerely hope that you or the members of your club will take part in this event. This year there will be a tribute to Italian cars on the grounds of the National Gallery!

The registration forms are to be submitted individually (one per vehicle) before April 30. You can fax your registration form to 562-3326 or by replying to this email with the complete information or send it by mail to the ByWard Market BIA, 55 ByWard Market Sq. Ottawa, On, K1N 9C3. New this year, you can now register online at www.byward-market.com. Confirmations will be sent out in early May.

This Auto Classic is open to all car owners, please help us make it a great show and pass this email along to someone who might be interested! Should you have any questions, please do not hesitate to contact me at 562-3325.

Josée Meunier
Special Events Coordinator
ByWard Market BIA



Jaguar sources

Places in Montreal to have your Jaguar repaired

This topic is always a tricky one! You will find a whole cross-section of opinions in any car club as to the usefulness of a particular mechanic, garage or restoration shop. Those who work on their own cars will say "none of them know what they're doing!" Others will swear "he's a genius, he can fix anything!" At any rate, most of the club members are intelligent enough to do their own homework and draw their own conclusions. So here is a list of three garages in Montreal that have drawn favorable comments from members in the past (in no particular order):

Marangou Auto: Mr. Marangou senior was the service manager at a major Jaguar dealer in the Montreal area for over 30 years. He knows the cars inside out! He and his son Andrew opened their own shop 10 or 12 years ago and have garnered a very solid reputation. They seem to have a particular talent for maintaining the later models such as the Series 3 XJ6's and XJ12's and the XJ-S. They also invested in the diagnostic equipment needed to repair these models. However, any model or year of Jaguar falls

within their scope of expertise. The shop recently moved and is now located at 37 Ste. Anne St. in Ste. Anne de Bellevue. Phone number is 457-3305.

Brit Auto: Jon Nichols is a member of the Club and has been running this repair and restoration facility for the last 15 years. As a young man Jon worked under the guidance of Bill Halsey at Performance Motors (interesting to note that Bill's son Glen now works with Jon). He specializes in all the classic British marques and can undertake anything from a simple tune-up to a body-off restoration. Jon has enjoyed a good amount of success preparing and driving his own rally car for the last several years. The shop is located at 145 20th avenue in Lachine and the phone number is 634-6330.

Brittanicar: Len Bell and Nigel Sears are two ex-Brits who have been fixing up old British cars for over 25 years. They tend to specialize in the "classics" and are most comfortable working on the older cars. Interesting to note that Len and Nigel used to be employed by one of the other shops on this list, so maybe it's not a good idea to mention names when you take your car there. We have had lots of positive feedback from Club members who

have had work done there. Both Len and Nigel have experience preparing racing cars and so know a thing or two about building high-performance engines etc. They are located at 925-F Pacific Street in Lachine and the phone number is 366-6661.

Check out this website!

Car Show Central: 2001
www.ncf.ca/~ab603

Wendy VanderMeulen forwarded this site address to us. Designed and maintained by Charles Hunt, the site supplies a full list of all the 2001 car shows and cruise nights in Eastern Ontario. The information is set out clearly, no fancy formatting, and is easy to read. Events are listed by month - about 7 pages worth when printed!

One event mentioned is the "Blues Fest Car Show" at Lebreton Flats on July 7-8 - this is new. Does anyone know anything about it? Sounds interesting.

There's also the "Summer Time Auto Festival", July 14-15 at Equestrian Park, Nepean. It doesn't mention the horse jumping classic, but I expect it is the same event we've participated in the last couple of years.

There is also a Clubs Listing of the surprising number of clubs in Eastern Ontario with website links (OJC is on there but the link to our future website is not active), a photo gallery of pics from Autorama 2000, and a buy & sell section.

I highly recommend you add Car Show Central:2001 to your web-browser's "favourites" list for regular visits.

P.S. Autorama 2001 is at the Ottawa Civic Centre on April 6-8.

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The prez buys a C-type

We all have differing tastes when it comes to our favorite Jaguars. To a good number of us, the E-type is the greatest car Jaguar ever made. Heck, it could be the greatest car anybody ever made. To others, it is the timeless elegance of the XK120, or the enduring appeal of the SS100. Jaguar also made some of the finest saloons the world has ever seen. Who would argue that the Mk2 is one of the most handsome four door vehicles ever made? Or perhaps your taste leans towards the 1968-1987 XJ6. Could this be the best four door ever produced, by anyone at anytime? The magazine Jaguar World recently conducted a reader survey, asking the faithful what their choice was for "Jaguar of the Century". Surprisingly, the XJ-S ran a close second to the E-type. Perhaps not so surprising when you stop to consider

how competent this handsome GT was. How many manufacturers can lay claim to keeping a successful model in production for over 20 years? I always smile when people refer to the 2+2 E-type as the "least desirable" of the range, or the 420G as the "least beautiful" Jaguar saloon. Many rival manufacturers would give anything to be able to design and produce cars as beautiful and capable as these two.

For me, the most desirable Jaguars were those that brought the firm its greatest glory during the formative years. We tend to forget that, in addition to building some highly desirable production cars, Jaguar also produced a handful of racing cars that dominated the sport in their day. The company won countless races with the C-type, the D-type, the XK-SS and the

lightweight E-type. Of course, the greatest victories came at LeMans in 1951, 1953, 1955, '56 and '57. I've often dreamed about sliding behind the wheel of one of these glorious 1950's sports racers, hitting the ignition button and taking it for a drive on a twisty mountain road, the roar of the wind in my ears and the sound of the exhaust bouncing off the landscape.

Ah well, back to reality! There were only a handful of these cars made and, when they do come on the market, prices are generally measured in the millions of dollars. So the cars tend to be relegated to sit in someone's living room, rarely venturing out lest the paranoid owner gets into a "prang". So what is a salivating enthusiast to do? Well, that question was asked back in 1980 or so by an engineer in England by the name of Jim Marland. He really wanted to own a C-type but knew that it was way out of his reach financially, so what to do? He

JOA-Montreal Calendar of Activities for 2001

April 14 th	VSCCA vintage racing at Lime Rock, Connecticut
April 17 th	JOA meeting at Cote St. Luc BBQ
April ??	JOA drive in the countryside and brunch (route & other details to follow)
May 15 th	JOA meeting at Cote St. Luc BBQ
May 27 th	JOA hosts the Beaconsfield "all-British" celebration at Centennial Field
June 1-2-3 rd	"Rendez-Vous British" at Lac Beauport, Quebec
June 8-9-10 th	Formula One Grand Prix of Montreal
June 16 th	Ottawa Jaguar Club Concours d'Elegance (all JOA members encouraged to attend - we will organize a meeting place to drive up as a group)
June 29-30 & July 1 st	VARAC vintage racing festival at Mosport
July ??	JOA "Open House and Garage" meeting at Daniel Thompson's house
September 7-8-9 th	"Zippo" U.S. Vintage Grand Prix, Watkins Glen, NY
September 14-15-16	British Invasion in Stowe, Vermont
September 18 th	JOA meeting at Cote St. Luc BBQ
October ??	JOA drive in the countryside and brunch
October 16 th	JOA meeting at Cote St. Luc BBQ
November 20 th	JOA meeting at Cote St. Luc BBQ
December ??	JOA Xmas party at home of JOA president

J.O.A. Montreal



The prez... cont'd. from page 4

looked in his garage and noticed that his old and rusty Mk2 had a similar drivetrain and suspension as that of the C-type, so he got to thinking: why not build a replica of the C-type and use the parts off his rusty Mk2 to complete it? Jim was fortunate in that he happened to have a friend who lived nearby and owned an original C-type. This friend allowed Jim to spend countless hours in his garage measuring and photographing every detail of the car. Using skills acquired in the aircraft industry, Jim was able to put together a space frame that was almost identical to the original. Then he built a forming buck out of wood that mimicked the exact shape of the original body he so painstakingly measured. Aluminum panels were hand-formed over the bucks to reproduce the contours and curves of the original. All the mechanical bits were stripped off the old Mk2, refurbished and installed in the "new" C-type. A great amount of time was spent making sure that the little details were copied as accurately as possible: instruments, latches and locks, interior trim, chrome grill etc.

Sure enough, as soon as the first car was completed, it was sold to an enthusiastic buyer and orders started to come in for more. Before long, Jim had quit his regular job and was producing C-type replicas full-time. His success drove others to enter the business and before long there were 6 or 7 firms offering replicas. But Jim's work was always regarded as the best, he had a reputation as a perfectionist and it showed in the final product. The firm, originally named "Copicats", changed its name to "Proteus". I first heard about the operation in 1985 and wrote to Jim to ask for more details. It was at

about this time that Proteus started offering the car in "kit" form for the home builder. Basically you received a complete body shell with wiring, lighting, interior, gas tank, suspension, wheels, windscreen etc. You had to locate a "junk" Mk2 and swap out the engine, transmission, driveshaft, rear axle and steering gear.

Unfortunately, being relatively poor at the time, I had to pass. But I kept in touch with Proteus, saving my pennies and planning for the day when I could afford to purchase my very own "C-type". Finally, in 1997, I thought the time had come: time to pick up the phone and call Proteus, time to place my order! But wait, the lovely voice of the British operator at the other end of the phone line is saying "the number you are dialing is no longer in service"... Call directory assistance and do a search - nothing, not a trace of "Proteus" or Jim Marland. About two weeks and plenty of phone calls later the truth is known: Jim has decided to retire and close the doors of Proteus. It seems he was really good at building

his replicas but never charged enough for them; all the hard work and low profits had finally gotten to him, he was calling it a day.

So this leaves me high and dry. I checked out the other replica manufacturers but was never really impressed by what I saw. Some of them were good, but Lynx cars only sold fully built replicas and the price was around \$200,000. I saw a few completed Proteus C-types for sale, but the prices were in the \$75k range and besides, I wanted to build it myself. Then one day last month I heard about a guy in the U.S. who might have a Proteus for sale; "why not give him a call, you never know..." So I got his name (fortunately it was a unique name and so the list of potential phone numbers was short). Apparently he bought his Proteus kit 6 or 7 years ago; his intention was to become the U.S. distributor for Proteus and he was going to build this kit as the company demonstrator. But.... real life got in the way and he realized he would never have time to run two businesses at the same time. So the kit had sat in his garage all this time, he hadn't even gotten around to opening most of the boxes it was shipped in! Would he be interested in selling? Yes, and at a price much more attractive than what it would have cost me to buy it and ship it over from England before the company closed down.

So now the saga begins: clear a place in the garage and get started building a C-type. The budget is blown for the time being so it may take longer to get the E-type back on the road than first expected. And one more thing: my wife's going to kill me when she sees this thing...

Dan Thompson

Travel Professionals International

Wendy VanderMeulen
Associate

Tel: 613-833-3543
Fax: 613-833-0553
wendyv@sympatico.ca

The “Beaconsfield” British Car show is a go!

British car enthusiasts are invited once again to Centennial Park in Beaconsfield, Quebec for the 3rd edition of the “British Car Week Celebration”. The date is set for Sunday, May 27th. Participants should start arriving around 10 a.m. and the last car should be off the field by 4 p.m. This is a rain-or-shine event.

As usual, there is no cost for entrants or spectators. There will also be no parts vendors, kiosks or food services (with the possible exception of an ice cream truck!). Participants are encouraged to bring their own picnic basket and set out a blanket on the grass. This year, we are organizing a “tailgate” competition, with judging and prizes for the individual and club that puts on the most elaborate tailgate display*. 2001 also marks the 40th anniversary of the Jaguar E-type and to celebrate the occasion the organizers plan to have 40 E-types on display in the center of the field.

Getting there is easy: whether you are approaching Montreal from the east or the west using either Highway 40 (Trans Canada) or highway 20, exit at St. Charles Blvd. south. Take St. Charles all the way to the end (Lakeshore Rd. also called Beaconsfield Blvd.) and turn right. The show field is 1 mile away on your left. You can't miss it!

For more information please contact Daniel Thompson of the Jaguar Owner's Association of Montreal at 1-800-667-0716 or 514-848-0716 or 450-441-6522 or dthompson@gbc.ca

* a “tailgate display” is an elaborate picnic buffet, where the difference between good and great depends on your skill at decorating and the quality of the food and drink. Those with experience tend to dress up in period costume, display British flags, play old music, offer ten different kinds of pâté etc. Use your imagination!

The logo for E.R. Fisher, featuring the letters "E.R." in a bold, serif font, followed by "fisher" in a large, elegant, cursive script. The entire logo is enclosed within a decorative, double-lined rectangular border.

113 Sparks Street Mall
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Tip of the month

XK Engines

This tip comes from Alvan Judson, 1965 Series I E-Type restoration in progress.

It will help to avoid messing up the edges of the ¾" chromed acorn type cylinder head nuts which are relatively expensive.

Cut about 1" from a length of standard ¾" copper plumbing pipe and press it over a used cylinder head nut in a vice. Remove the copper and press it into a 13/16th socket. Everything should fit just right and you now have an internally soft socket for doing the job.

S-3 XJ6

Temp sensor – EFI

Yesterday my 1984 XJ-6 didn't start and it had been running rough. When we pulled the spark plugs they were all black and wet. Once cleaned and installed the car started but still ran rough, probably too rich a mixture. We bypassed the EFI temperature sensor by partially straightening a paper clip and sticking it up in the harness end that would normally plug on to the temperature sensor. It was rested on a shop towel and the car was started. It ran reasonably well so I needed a temperature sensor.

Just to see how far I might be able to go with the paperclip, I drove to town and back, about 30 miles. When warm, it idles kind of rough and is sluggish, but it runs, so I'm confident I could limp home if it ever goes out again.

Walt Osborn

This weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works, 1390 West Hwy. 26, Blackfoot, Idaho 83221 USA
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James Langton - Investment Executive; December 1999

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Gordon Pape - The Moneyletter; September 1999

"It's easy to make my buy list every year. All you have to do is be like Ian Soutar and the gang here at Pembroke Management: beat your peer group by a mile in three out of every four years. Earn top grades in both rising and falling markets and for that extra measure of safety charge lower fees than the rest of the pack."

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"Oh yeah, then they put their own money in the fund, right alongside yours."

Duff Young - FundMonitor 1998

"You won't see any of this company on TV this RRSP season. You won't find glossy brochures in your mailbox extolling their virtues. They don't care if you see them as an athletic team, or as world travelers, or possessing the strength and cunning of a wild animal. But we think there is plenty in it if you get acquainted with this company. And with a stable corporate philosophy, proven investment capabilities and participation by management in the ownership of the company, we expect that will continue for years to come."

Peter Brewster - Globe & Mail Report on Business; February 6th, 1997

"These days the investment horizon of the typical portfolio manager is about 15 minutes. In an era of computer-driven trading, it is a refreshing change to find a portfolio containing stocks which have been held for more than a decade and one now trading at almost twenty times original cost. Patient birds do get the worms after all."

Larry Davis - This week in Business; January 27th, 1990

For more information or to arrange a meeting please contact:

Daniel Thompson
President and C.O.O.
GBC Asset Management Inc.
514-848-0716 or toll free at 1-800-667-0716

Important information about the GBC Funds is contained in a simplified prospectus. Obtain a copy from GBC and please read it carefully before investing. For The GBC Money Market Fund the yield will fluctuate and there is no assurance the Fund can maintain a fixed net asset value. For all other funds unit value, yield and investment return will fluctuate.



auto classic

ByWard Market Auto Classic 2001

Registration Form

When ?
Sunday, June 3, 2001
10:00 a.m. – 4:00 p.m.

Where ?
Various outdoor location sin
the ByWard Market

Cost ?
Free for registrants
and the public!

Up to 175 specialty, collectible & antique vehicles can be accommodated

Strict registration deadline: April 30, 2001

Name: _____ Club: _____

Address (with postal code): _____

Phone: _____ Fax: _____

Year, Make, Model of Vehicle: _____

If chosen, we will send you a confirmation and information
package by mid-May! Thank you!

- * If you have a clear, well-focused photograph of your vehicle, send it along! We may be able to use it in our publicity material. (*Sorry, but photographs will not be returned.*)
- * Would you like an Auto Classic t-shirt? Send a cheque or money order for \$10 with your registration form (payable to "ByWard Market BIA"). Your t-shirt will be ready in time for the Auto Classic. T-shirts are XL, 100% cotton, white with dark blue lettering. The text, over the left breast, includes the logo at the top of this page and the words "ByWard Market • Marché By" underneath.



Please mail or fax this form to:
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or register online : www.byward-market.com