



Jaguar Jottings

June 2005



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An X200 and XK120, two of the extensive Karam fleet

June Meeting

Monday, June 13 - 7:00 p.m. at Jaguar Ottawa, 1300 Michael St.

Jaguar Jottings

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Jaguar Jottings is the monthly publication of the Ottawa Jaguar Club and the Jaguar Owner's Association - Montreal. Eleven issues are produced February to December for the information of its members. We welcome your participation. Deadline for contributions is the 20th of each month.

Advertising

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Rates effective January 2005



Ottawa Jaguar Club

Concours d'Elegance

Saturday, June 25, 2005



**Canada
Science
AND Technology
Museum**

**1867 St Laurent Blvd
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Schedule of Events

Registration	9:00 to 11:00
Rags Down	12:00
Judging	12:00 to 15:00
Awards	16:00 to 17:00
Dinner	17:00

Further Information

Contact:
Grant & Tanya Edwards
613 254-5611
grantedwards@rogers.com



Member Profile: Phil Karam

As the Ottawa Jaguar Club's most prolific collector of all things automobile, MTO records indicate that **Phil Karam** has held title to some 65 vehicles over the years (not counting those not licensed or recorded in his name), about one-third of these being Jaguars. Phil's current stable contains 20 cars, 9 of which are much sought after Jaguars of varying models and vintages.

Phil's interest in motorcars started with a 1954 Meteor convertible (a Canadian Ford for those that wouldn't remember) followed shortly after by a 1958 Austin Healey 100/Six. As his interest in cars increased, he made his first new car purchase of a 1965 Mustang 2+2 Fastback. It's interesting to note that, as Phil points out, in those days when a dollar was worth a dollar, his new Mustang cost \$3,300. Forty years later a well dressed 1965 Mustang Fastback, one of which he has in his current collection, is now worth about \$30,000, the same price as the brand new 2005 Mustang Fastback owned by his son, Victor.



Phil Karam and Jack McKercher working on one of Phil's projects

Along with the Mustang came the desire to race. Phil became a regular participant at the Deseronto and Napierville Drag Strips, winning the Canadian National "F" Stock Championship at Deseronto one year with his well-tuned Mustang.

Some time in 1967, the parts man at Ottawa Ford told him of a 1963 XKE/OTS that the dealership had taken in on a trade and was anxious to sell. The car was too complex for them and they wanted to part with it. A

bargain at \$1500, Phil snapped it up; his affair with Jaguar had begun! Phil repaired all of the deficiencies on the XKE while at the same time learning a new and valuable knowledge about this type of Jaguar. With his first "E" Type now in excellent condition, he was able to sell it for \$3100. This seemed like profitable venture so, armed with his rapidly expanding knowledge of E-Type Jaguars, over the next few years he bought and sold another four, making a profit on each one. More importantly, he steadily increased his knowledge of British engineering practises, hand assembled craftsmanship and the deficiencies and drawbacks associated with these and Lucas electronics.

It was during this period that Phil formed a bond with his Jaguar mentor and friend, the late **John "Jack" McKercher**. Phil has many fond memories of picking their way through junk yards in search of parts, rebuilding engines, debugging Lucas electrical faults and chatting over a rum & coke at the end of the day.

As time marched on, Phil's collection of Jaguars steadily

increased. Today's Jaguar count includes; a '52 XK120/FHC, '54 XK120/OTS, '55 XK140/FHC, '58 XK150/FHC, '62 XKE/FHC, '66 Mark II, '82 X200 (XJS), '84 Jag Truck (Jaguar/Dodge hybrid) and his '95 Supercharged XJR. Plus of course, three spare Jaguar engines: you never know when you will need one! Check all of these cars out at www.magma.ca/~karam/cars.

Phil's first brand new Jaguar was the Supercharged XJR. When Jaguar introduced it in 1995, Phil just happened to be in the market for a luxury car. After looking at a number of cars from Lincolns to Rivas, Phil determined that Jaguar really built the Supercharged XJR with him in mind and, with Fadia's approval, the deal was done.

In June of 2000, shortly after restoring his 1954 XK120/OTS, Phil and Fadia were invited, along with OJC members **Dave Boone** and **Merv Clark**, by Jaguar of Canada to the Montreal Formula 1 Grand Prix and the nearby Blainville test track. At the Blainville test track, Eddie Irving and Johnny Hebert drove Phil's XK 120. The Blainville event was a promotional piece for the Press to show Jaguar's racing lineage and their venture back into Formula 1 racing.

While at the Blainville track, after everybody had left, Phil was able to test drive an XJR and an XK8 Coupe, both of them reaching 155mph before the speed governor started to sing.

Some of the more unusual vehicles in Phil's collection include his "Adam Probe 16" that was used in the Stanley Kubrick movie, "A Clockwork Orange". Of the three made for the movie, this is the only survivor;

Cont'd on page 5



Johnny Hebert is driving Phil's XK120 with Phil as passenger.

Market Place

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

1987 SIII Jaguar Sovereign, black on tan, well maintained, pepper pot wheels, 187,000 kms, no rust, excellent driver, \$7,000.00 or best offer, certified and e-tested. Grant Edwards, 254-5611.

1968 Jaguar 420. Silver exterior on navy interior. Recently restored to driver status. Automatic transmission, New Interior, all rust repaired properly, new paint, most of chrome redone, wire wheels, new tires, new rubber, new brakes, rear end redone, front end redone, 40,000 miles on car, carbs rebuilt, motor runs strong. \$15,000 or best offer, certified, Grant Edwards 254-5611.



This beautiful **1962 E-Type** has been fully restored with extreme care and attention to detail and originality. The serial number is 878078, and the engine, transmission and body all match the original build. This car has driven less than 100 miles since restoration and will appeal to a collector and/or Jaguar enthusiast. More photos are available at <http://www.e-typejag.com> Serious inquiries may be directed via email to Rob Grapes at info@e-typejag.com.

1985 XJ-S V12 coupe. This is a (practically) one-owner car in excellent original condition. It has never had any bodywork of any kind, has always been fanatically maintained by an enthusiast, the engine has never been opened up because it never needed it. Always winter stored and used for pleasure driving only. The car runs and drives perfectly. If you want to get into Jaguar motoring in the "grand" style at a ridiculously low price (\$7,500) then get in touch with the owner/seller: John Kirton at 450-458 5541 (Rigaud area).

I personally am familiar with this car and can vouch for its condition. You will not find a better XJ-S at a better price anywhere! Owner is selling because he finds it difficult to get in and out of it. Daniel Thompson.

1973 V12 E-type roadster: being sold by the original owner, an 85-year gentleman who is too old to drive it! This gentleman picked up the car new at the factory in 1973. It has 40,000 original miles and is in excellent running condition. Always garaged and stored for the winter. Always professionally maintained regardless of cost. Recently gone through with a full tune up, seals (engine out), bearings, clutch, etc. Ready to drive and enjoy. 4-speed manual transmission, silver exterior color. Very reasonable price! The market for V12 E-types is very soft right now, take advantage before prices go back up! Please get in touch with Daniel Thompson (450-441-6522 or dthompson@gbc.ca) if you are interested and I will put you in touch with the owner.

1990 XJ6 Exec 40. Silver exterior, grey interior. 143,000 km. Clean, summer driven, no rust. \$12,000. Contact Doug Hunter, 613-283-7845 (Smiths Falls).

1990 XJS Coupe, with V12 engine and +/- 66,000 Kms. This car is in showroom condition—not a mark on it inside or out and mechanically perfect. The car is located north of Montreal. For more information, please contact Paul Racette at pracett@comcast.net.



Parts for XK120-XK140-XK150, as well as MkI and Mk II and a few 420, MkIX, XJ series 1 and XJ6C, too numerous to list. Some small, some big. Two recent finds were a complete XK150 horn push and a pair of Perspex sun visors for an XK150 FHC. You need something, ask via e-mail. Who knows? You may be lucky! [www.paouimet@sympatico.ca](mailto:paouimet@sympatico.ca)

Pièces de XK120-XK140-XK150, aussi de MkI, Mk II et quelques unes pour 420G, MkIX, XJ serie 1 et XJ6C. Il y en a trop pour faire une énumération, des petites comme des grosses. Deux trouvailles récentes : un bouton de klaxon de XK150 complet et une paire de pare-soleil en Perspex pour un XK150 FHC. Si vous cherchez quelque chose, demandez par courriel. Qui sait? paouimet@sympatico.ca

Continued on page 5

Marketplace—Cont'd.

1995 Jaguar XJS Convertible, 6 cyl, auto, 72,000 kms, light willow jade green ext. with stone leather int., certified and e-tested, 1 yr. bumper to bumper warranty. Asking \$28,900. Ann or Eli, 292-5725

1964 MK X. Changing interests and wanting more time for kids as they grow up are the prime motives for sale. I can only sell as is...easily safetied, esp for a "handy" individual. Last appraised at \$8K in spring '03. Asking \$6K firm. A lot has been done, too much to list here. This car is a daily-driven auto. Call (613)-623-7646 or email ptl4rfarm@sympatico.ca



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

Don't forget! Marketplace ads work just as well for that special, hard to find car part. Place a "Looking For" ad in Marketplace and there's a good chance that one of our members has one tucked away in the back of his garage or knows of a source.

Karam Profile—Cont'd.

check it out at <http://www.imps4ever.info/specials/centaur/probe/probe16.html>

To the dismay of many, the vehicle that probably gets the most attention at any show is his Jaguar 4X4 Truck. This one is getting ready for a make-over; check it out at <http://web.doe.carleton.ca/~vkaram/bin/1984GrandJaguar4PAW4.html> and make sure that you have your sound turned on!



Phil and his Jaguar 4X4

Phil's current restoration project is a 1955 XK140/FHC. William Heynes, Jaguar's Chief Design Engineer at that time, originally owned this car. Bill Heynes sold the car to racing driver Duncan Hamilton who obviously put it through its paces as a racecar. Phil located the car right here in Ottawa, through one of his many contacts in the auto repair and restoral business. Wow! A downtown barn find? What a car, what a history to go with it! Find out more about this car at <http://web.doe.carleton.ca/~vkaram/bin/1955JaguarXK140FHC.html> while



Eddy Irving stands in front of Phil's XK120

on this website, find out more by clicking on; "D1H Jaguar Daimler Heritage Trust" and "A Barnyard Find".

This year, Phil's XK120/OTS has been invited to the very prestigious Meadowbrook Concours d'Elegance in Michigan on August 6/7. Both Phil and Fadia are looking forward to this event that will feature some 300 of the best Motor Cars in North America. You can check this Concours out at www.mbhconcours.org. We wish them well at the show.

As member #52, Phil includes himself as one of the "Silver 7", "Silver 7" being the seven oldest members still active in our club. Phil has gathered a great deal of automotive knowledge over the years that he is always willing to share. Need some automotive help or advice? Give him a call.

Ray Newson

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Concours Judging

With the Concours only weeks away, final plans, including the judging, are coming together. Attached you will find the list of proposed judging teams. The teams are exactly as per last year (if it works...etc.). Please advise me soonest if you will not be able to participate.

Judging training is booked for **SUNDAY, JUNE 12th, 9 A.M. SHARP** at the SCIENCE & TECHNOLOGY MUSEUM (concours site), in the classroom. We will review the Judging Rules and conduct an open book, group judges' test (new version for 2005), followed by some practice judging tips in the museum parking lot. I'm aiming to be finished by noon so we don't miss the start of the Canadian Grand Prix at 2 p.m.

Judges are required to take the test every three years as a minimum, but it never hurts to review the rules annually. We require at least one qualified judge per team, ideally the Team Lead. There are some significant changes this year (e.g. the "mechanical" check is replaced by "operation verification", more detail required in the judging forms). All of the info is on the JCNA website, as well as the judge's test.

Newcomers and first timers are more than welcome. With the training day completed, we'll assign you to monitor a team at the concours this year before letting you loose next year.

So that I know how many chairs to set up, please advise me if you are planning on attending.

Think sunshine!



Rob Dunlop, Chief Judge

More Photos from the Spring Drive

(See article on page 11)

From the top, **Bob & Kathy Hiland** in their E-Type on a rare Sunday drive!



Al and Sue Graves' 1994 XJS still has its top "on" beside **Mark Roberts'** 1989.



In the parking lot in Perth: **Edwin and Teresa Tamez's** 2002 X-Type, the **Gough's** 1985 XJ6, and **Michael Schoenberger's** 1996 XJR (driven by his parents).



Roger Gough and his JNGLCT at a flattering angle down the row from **David and Keitha Kenny's** '67 E-Type.



A Technical Tour

By Mike O'Brien

Early in May, on a Wednesday, **Merv Clarke, Guy Larabie, Mike O'Brien, Phil Karam and Mark Roberts** set off on a visit to Max Raymond, the Jaguar/Rolls Royce etc restoration man in Saint Jerome, followed by a visit to two chrome shops on the South shore of the St Lawrence in Montreal.

Mark drove and everyone navigated so that this trip to Saint Jerome was much shorter and less rural than the previous trip. Breakfast was a luxurious affair in a truck stop at the turn off for Alexandria.

The visit to Max Raymond was a follow-up to an earlier one and allowed us to see the continued progress on the restoration of an XK150 and several other specialty cars that he had in for service. Phil Karam was also able to get some parts for the XK140 he is restoring.



On departure from Max's we stopped for lunch at Chez Tim's [Horton] and hit the highway for Montreal.

The first stop in Montreal was just off the trans-Canada highway at the South end of the Louis Hippolyte Fontaine Tunnel under the St Lawrence (the South Shore). This was a re-chroming and plating shop called *Auto Chrome du Parc inc.* located at 480 Boulevard Guimond Longueuil QC (J4G 1P8 1-800-361-5054). This is a large building that we all found to be very industrial. It was dark and in some areas the chemical odour was very evident. We were given a tour and a chance to get quotes on some pieces that we took with us. The pic-

ture here is the first stage of removing the exterior material from a large bumper. Small items were bead blasted in a cabinet. The stripped bumper, checked here by Phil, is straightened, the dents, if any, are removed, and any welding is done followed by grinding. The final product is then ready for dipping.



At right, the group gets a detailed explanation (in French) on an aspect of

the process, following which Guy would reduce the explanation to one sentence and point.

This business employs 35 people and works 24 hours a day, 5 days a week.

Below, Merv Clarke inhales the sinus cleaners from the chemicals in the dipping vats. There are several processes undertaken in the vats. The clean and straight bumpers, for example, go through a cleaning bath and then are copper plated and finally are dipped in the chrome tank for about 30 seconds. Once chromed, each item is moved to the final checking area and is polished to remove any imperfections. They are then packed and



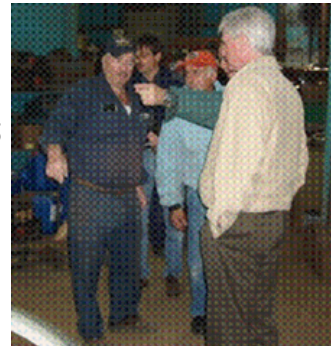
shipped. Most orders come to the shop from agents around the country such as bike shops; however, you may take or send the item to the shop directly.



From here we moved on to the second shop *Polissage & Placage GG inc* that is located at 907 Boulevard Taschereau, Longueuil Quebec J4K 2X2, just in the shadow of the Jacques Cartier bridge on the South Shore (1-888-651-5190 e-mail info@placagegg.com). This is

a very modern shop, bright and virtually odour free. It is much smaller and follows the same procedures as the big shop. The staffs of each shop were very helpful in offering us a tour showing their pride in their workmanship.

The lessons that I learned from the visits were: if you want something plated, take it to the shop yourself to avoid misunderstanding of what is



required. If you need big stuff done (bumpers, grills, etc.) go to Auto Chrome as they offered the best price. If you want little stuff done (lights, bezels, etc.) use GG. My only concern with GG is the process for

dealing with white or pot metal. Auto Chrome suggested that they would drill out each pit then fill the resulting hole and then re-chrome the piece. GG suggested that they would grind the pit and re-chrome. I think I favour the Auto Chrome process but it will be more expensive.

It was a grand day – good company and lots of interesting lessons learned. The next technical visit will be to RLD Industries on Albion Road in Ottawa where they powder coat metal such as wheels and XKE engine braces and manifolds. If you are interested, please contact me at 989-1342, jaguars@silverstonekennel.ca

Thanks to Mark Roberts for making our trip so comfortable.

Mike O'Brien

May Meeting Notes

The President, **Guy Larabie**, opened the meeting at 7:10 p.m. by welcoming all those in attendance. Attendance was 31 members and one guest.

Guy made the following comments: The membership renewal for the British Car Council had been received and will be renewed. There is to be a show held by the British Sports Car Club of London Ontario on 4 June. He advised that he had extra concours registration forms available.

Cruise nights were to begin in Orleans the following Wednesday evening. A list of all the cruise nights was to be in the Citizen on May 13th. **Guy** then made an impassioned plea for attendance at Club events—particularly those where individuals had signed up in advance.

Phil Karam was asked to recount the recent visit to some Chrome shops in Montreal. (See page 8 in this *Jottings*).

Alan Graves then took the floor and described the following events: The Spring Drive on May 22nd, a Fly/Drive day at Rockcliffe Airport on June 4th with a rain date of June 5th, a cruise night with the Ottawa Triumph Club at the Hazeldean Mall in Kanata from 5:45 p.m. to 7:15p.m. on 7 June following which will be a short drive and then supper.

Next on the agenda was **Guy Goodman** who described the Beaconsfield Quebec Show and Shine day on Sunday 29 May 2005. Details are available at <http://ca.geocities.com/beaconsfield.british.car.day@rogers.com>. There will be a tailgate

picnic for which judging will take place and prizes awarded. **Frank Basten** won in the individual category last year.

The Concours was then discussed. A short positive message was read from **Grant Edwards**, the Chair, who could not be present. The hospitality event will be held at the Chimo Inn. **Rob Dunlop**, Chief Judge, described a number of changes in the judging rules and encouraged new judges to come to a training session at The Museum of Science and Technology on Sunday 12 June at 9 a.m. in a classroom at the Museum.

Reports were requested from the Executive. **VP Frank Basten**, for the first time in recorded history, had nothing to report. The **Secretary** asked to be able to discuss the website

during the round table. **Treasurer Roger Gough**, often criticized for his lack of specifics regarding the cash on hand reported that at the start of the meeting there was precisely \$6423.30 in the bank. In the next breath, he said that he had received more

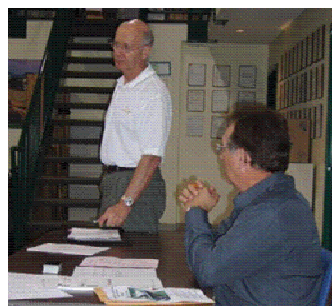
money and issued cheques and he would not provide another precise balance until the next meeting.

Mark Roberts, Membership Chair reported 58 paid members. **Ray Newson, Editor of the Jottings**, asked for photos of cars. The President requested that anyone who

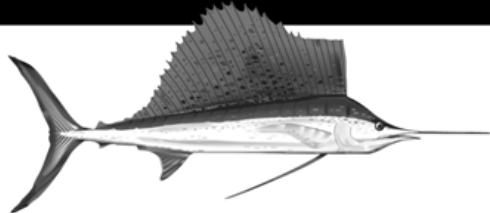
had used some local shop for repairs or refurbishment to their cars advise him so that a list could be prepared to assist all members.

The Round table: This is a period at the end of the meeting where members can raise queries or issues for discussion. Some discussion occurred regarding the club library:

Continued on p. 11



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Meeting

cont'd from p. 9

three boxes of materials held by the secretary. It was decided that the material should be inventoried and held in Ottawa at a central location where members could borrow the material on an appointment basis. **Merv Clarke** volunteered to do this and quick as a flash the **Secretary** delivered the boxes to him. **Guy** offered to get the DENT MAN to come on June 13th, the next meeting, to pull minor dents from cars before the concours. Six members indicated they would use his services.

Mike O'Brien offered to take responsibility for revamping and maintaining the Club Website. It was moved that a Domain Name be acquired (ottawajaguarclub.com) and the site be hosted by a domain name hosting service, which would cost \$15.95 per month. *The motion was made by Frank Basten and seconded by Ed Theoret. Carried.* **Mark Roberts** suggested that hosting by the JCNA website be explored and passed an e-mail regarding the subject to the secretary after the meeting; more at the next meeting.

Finally **Jim Dunn**, a guest, advised the Club members that he had a 1989 XJS convertible for sale with 111 thousand kilometres and was asking \$19,900.00.

The meeting ended at 8:30 p.m. The next meeting is Monday June 13th, 2005.

Mike O'Brien, Secretary

Spring Drive Report

May 18th: The weather threatened rain, but it turned out to be a bluff – we had a great day and Sue and I drove most of the route topless.

We met in Richmond for a 10:30 start with about eight Jaguars including a really nice complement of E-Types, and "another vehicle" heading for Perth, this time via the village of Ashton. We stopped in Perth for lunch at Fiddleheads in the historic Codes Mill building. **Lee Harrington** very generously paid for the meal. We vote one big "Thank you" to Lee for this unexpected treat!

After lunch, I put the roof down on the only convertible on the trip [Ed note: Show off!] and it stayed down. (In fact, when I tried to put it up again later in the week it wouldn't go up, instead spraying the inside of my trunk with hydraulic fluid; a pipe had come adrift.)

After lunch, we headed to Westport via a lovely, winding, up-and-down highway, and then turned east through lake land and a series of back roads and lanes, getting right off of any major highways across to Smiths Falls. Along the way we stopped for a lake-side break at the causeway between two of the Rideau Lakes.

In Smiths Falls we had an hour's down time for people to do whatever they wanted before meeting up again at the parking lot outside the Hershey's Chocolate Shop. There was an ulterior motive in this plan, but I never did get to go inside. However, while in Smiths Falls I did go and see a 1995 XJS convertible for sale at the Nissan dealer– it is in absolutely first class condition (way better than mine) and would make a fine addition to the club fleet if a deal can be reached. Those who seek a nice XJS, take note!!

Exiting Smiths Falls we took a cross-country route to North Gower for the formal end of the tour at about 5:15 p.m. Total distance run was 190 km. A few folks came back for refreshments.

So the weather threat didn't happen, and we had a great day out!!!

Alan Graves



Louise & Guy Larabie

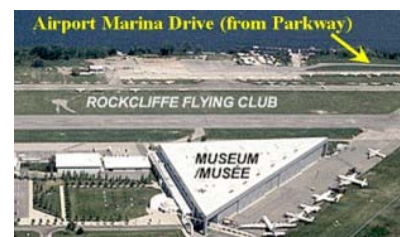


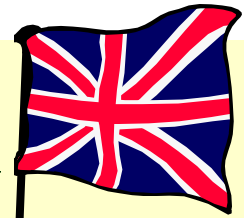
The Ottawa Jaguar Club and the Rockcliffe Flying Club present:



Fly & Drive Day

Saturday, June 4th, 10:00 a.m. to 3:00





1st Annual OTTAWA ALL BRITISH CAR DAY

***Saturday, July 16th, 2005, Rain or Shine
10 a.m. - 4 p.m.***

Britannia Park, Ottawa, Ontario

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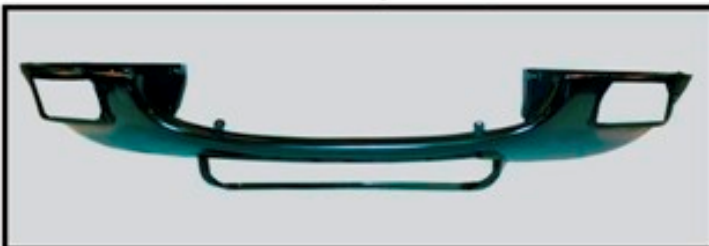
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OJC 2005 Activities

Update: June-July 2005

We are now moving into the summer season with plenty of activities to support our 20th year. This update covers the seven events being held in June and July.

Please support your event organizers and volunteers by joining when you can and by letting us know in advance, when requested.

Fly/Drive Day – June 4th (rain date, June 5th)

The Rockcliffe Flying Club is hosting us near the Aviation Museum (see the advertisement in last month's JJ) on June 4th from 10:00 a.m. to about 3:00 p.m. The morning will be "Fly" and the afternoon "Drive" with a BBQ lunch at the Flying Club in between. So far eight members have signed up along with three "possibles". **Important** – If you didn't sign up at the May meeting would you to let **Marc Chappell (613 738-3312)** or **Alan Graves (613 592-6176)** know if you are coming so we can notify the Rockcliffe Flying Club of the expected numbers of people.

Hazeldean Cruise Night/Drive with Triumph Club – June 7th



Similar to last year's first and very successful event, we will meet on Cruise Night at the Hazeldean Mall at the junction of Eagleson and Hazeldean Roads in Kanata between 5:45 and 6:15. We will establish a block of British cars for the show por-

tion and leave at about 7:30 for a half-hour drive to the Cheshire Cat in Carp for supper and conviviality.

Concours - June 25th – Grant Edwards

The main Concours event is set for the Museum of Science and Technology with a reception at the Chimo Inn the night before. See p. 2 for details.

Merrickville Canal Fest – car display and picnic, July 10th – Don and Nell Hobbs

Combine a car show, a pleasant country drive and a country picnic in one event! Rendezvous at the Kemptville Canadian Tire (take Hwy 416 exit 34, drive 1 km West) at 9:00 a.m. **Don and Nell Hobbs** have asked that you please let them know whether you are coming. You can drop an e-mail to Don and Nell at dhobbs@ripnet.com or phone 613 926-2664 before June 19th.

First Ottawa All British Car Day (www.britishcarday.ca) – July 16th

Organization is moving ahead with excellent cooperation between the British Car Clubs in Ottawa. The show, with around 200 cars, will be held from 10 a.m. to 4 p.m. in Britannia Park. The \$20 entry fee includes BBQ lunch for two (by Dave Smith), a loot bag and a dash plaque with the ABCD logo. We also need volunteers to help on the day. If you are willing to help, please contact me (Alan Graves) at 613 592-6176. We are targeting 30 volunteer helpers across all of the clubs so that the volunteer window can be kept to 2 hours to let them also enjoy the show. We need at least 6-8 volunteers to hold our end up.



July BBQ – July 23rd - Ann Foley and Eli Nesrallah

Following last year's format, this will be held at Eli and Ann's place. More details in the July Jottings.

Brockville/St. Lawrence – cruise and lunch – July 30th – Don and Nell Hobbs

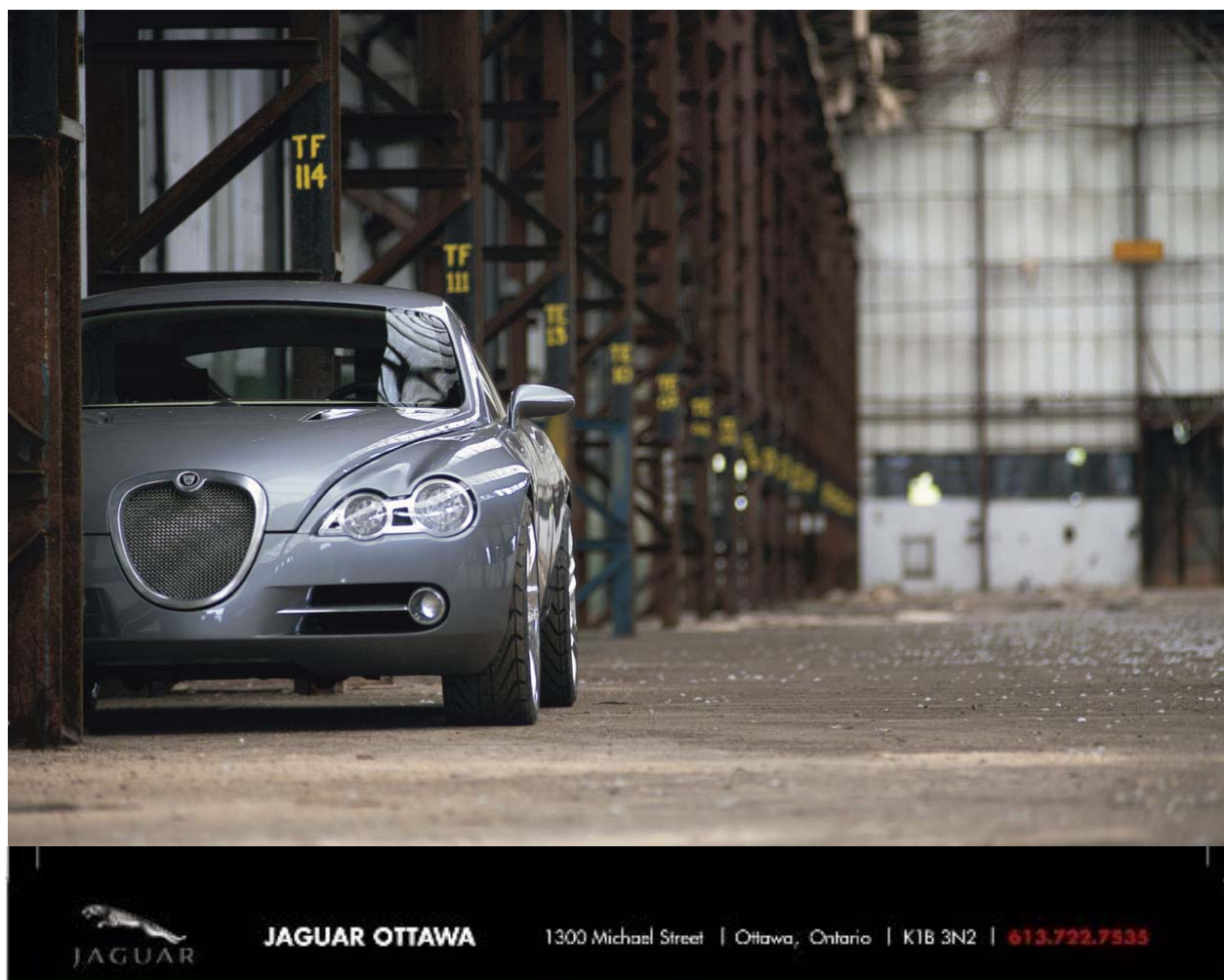
This day cruise combines a country drive featuring the Thousand Islands Parkway, a visit to a Provincial Park, a picnic and a visit to an historic Edwardian mansion in Brockville. The meeting point is again the Kemptville Canadian Tire (take Hwy 416 exit 34, drive 1 km west) at 9:00 a.m. on the 30th, and the event will last until ~ 5 p.m. **Don and Nell Hobbs** ask people to please let them know whether they will be participating. You can drop an e-mail to Don and Nell at dhobbs@ripnet.com or phone 613 926-2664 before July 10th.

July 2/3 MCO Racing School and Advanced Driving School

The Motorsport Club of Ottawa is hosting two combined track schools at Shannonville. The first event is a CASC-OR sanctioned Race School. If you were thinking about getting into the new Marque class, this would be a good opportunity to get your license. <http://www.mco.org/cms/index.php?name=Content&pid=10>

At the same time, at different parts of the same facility, there will be an Advanced Driving School. This is a good introduction to track events, and an excellent chance to take your driving skills to the next level. <http://www.mco.org/cms/index.php?name=Content&pid=12>

For additional information and registration please contact Richard Muise, Assistant registrar for the MCO July 2/3 school. Richard can be contacted at observer@IntelligentSand.com



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