



Jaguar
Gettings

December 2005



The Frances Special

Dave Boon's 1923 Model T-powered speedster, the Frances Special. This photo was taken on a time trial at a track near Hamilton a few years ago. The Frances Special has since had a few upgrades to meet the competition at Zephyr Hills.

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Photos: Courtesy Dave Boon, p. 1,3,4; Phil Karam p. 2; Mike O'Brien p. 5.

January 2006 Meeting (there is no December Meeting)
Monday, January 9 - 7:00 p.m. at Transport Canada Vehicle Testing Centre - details p. 2

Jaguar Jottings

Editor: Ray Newson

(613) 271-1331 (phone/fax)
ray@newson.ca

Co-Editor: Paddy Robertson

(613) 729-8859
stewart008@sympatico.ca

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

Full Page \$25/month, or \$250/year (11 issues)

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Editor, *Jaguar Jottings*, Ottawa
Jaguar Club, c/o 340 Island Park
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Rates effective January 2005



January Meeting

January 9th



The next OJC meeting on Monday January 9th, will be held at the Transport Canada Road Safety Laboratory located at 2780 Sheffield Road in Ottawa, starting at 7 p.m. sharp.

There will be about a one-hour presentation by Road Safety representatives followed by an opportunity to socialize and kick some tires. They plan to have an interesting variety of unusual vehicles on display inside the laboratory, such as those shown here.



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Dave Boon's Story: Member Profile

By 1963 my wife Frances and I had lived in Ottawa for about three years. We had a worn out 1957 Dodge at the time (the one with the big rear fins) which needed replacing. Shopping around, I saw this gorgeous big two-toned Jaguar saloon on a GM dealer's used car lot and thought to myself, I'd love to have that car.

The Ottawa Jaguar dealership at that time was located at the corner of Isabella and the Driveway in downtown Ottawa (there's a trust company there now) and the service manager who was an acquaintance of mine knew the car well. It was a 1957 Mark VIII that had belonged to a Colonel Cherier who had been an aide-de-camp to Governor General Georges Vanier. There weren't many of this model made because Jaguar had suffered a major fire at their plant in Coventry that year. The car was even more rare in that it had a manual transmission with a Laycock de Normanville overdrive and two bucket seats.



Dave and the his historic 1930's Hubley Blue Nose Special, this car will probably be run at Daytona and the vintage dirt track races at Zephyr Hills Florida in February.

While it was a grand car with impressive looks and performance, it wasn't built for Ottawa weather. On the coldest days, the poor heater could barely keep the windshield clear as wife Frances and I shivered underneath blankets while wearing flight boots. Overnight, in the winter's cold-

est weather, we had to plug in a block heater, an oil dipstick heater and a battery warmer to ensure a start in the morning. Nevertheless we enjoyed the car until a "new" family arrived and more suitable transportation was in order. I decided that the Mark VIII was worth keeping and from its last day of duty in 1967 the car remained in my care, in storage, with plans to sometime restore it to its original grandeur. That was until about two or three years ago when I realized that the project was then way beyond my doings, and so, after having the car for about 50 years, I gave it somewhat reluctantly to friend **Ernie Bayliss**!

I first heard about the Ottawa Jaguar Club around 1986 or '87 and joined it then, I can attest to being one of the early members as my OJC number is 11. I've served as hospitality chairman and I organized our first concours at the R.A.Centre on Riverside Drive. Later I served as vice president and then a term as president.

Meanwhile, or actually prior to being involved with OJC, I purchased a 1958 XK 150 FHC from Frank Petroski of Watertown NY. The car was just a shell; someone had butchered the chassis and installed a Chevy V8. Petroski threw in the front end of another XK150 so that I would have enough of the frame to rebuild and re-install a Jag 6. The car took about 4 years to be road ready, and it is still on the road today.

Three or four years ago I decided to compete with it, and hauled it to the Vintage Celebration at the New Hampshire International Speedway to



"Vintage Celebration" at the New Hampshire International Speedway. Both stock and other vintage sports cars run on a 1.6 mile circuit.

run in the "Preservation" class. I ran against three-wheel Morgans, vintage Bentleys, a Crosley hot shot, venerable Allards and the like on the 1.6 mile circuit! While certainly not the fastest, it was fun.

Many years ago in the early 1950's when NASCAR was in it's infancy, Jaguars and Porsches were often seen on the ovals competing against the Hudson's, Oldsmobile's, Cadillac's etc. Later NASCAR banned foreign marques, probably because they were doing so well.

Anyway, on the first two days of the "Celebration," the oval track cars ran the one mile oval. I decided to enter the XK150 as a stock car, and ran with the old flatheads, the big block Chevys, etc. There were a lot of surprised "stock" competitors there those two days, as the Jag could outrun them all except the super modified machines with the two-foot-wide slicks.



I've been attending the Vintage Celebration for quite a few years overall, as I have been regularly competing there with my 1923 T open wheel racer, the "#17 Frances Special". The Frances Special has also been a regular competitor in the winter "vintage racing

Dave: Cont'd from page 3

season" in Florida since the early 1990's, particularly at the quarter mile dirt oval at Zephyr Hills.

In regards to racing, I started on the dirt ovals in Toronto in 1949, driving stocks on the Pinecrest Speedway half-mile dirt oval. I drove my #17 "the Hillcrest Havoc", until 1952 when I gave up racing (temporarily) for more mundane activities.



"Vintage Celebration" at the New Hampshire International Speedway.

A highlight of my involvement with Jags for over 50 years was being invited to be involved with Jaguar's first introduction into North American F1 racing at the Montreal Grand Prix, held on Isle Ste. Hélène a few years back. OJC members **Merv Clarke**, **Phil Karam** and myself (and wives and families) spent a wonderful four days as guests of Jaguar at Laval/Montreal. We were well taken care of by Jaguar and had great Grand Prix seats. Our sole responsibility was to be present with our cars at a press conference at Blainville, Quebec, where there was a huge four-mile oval test track. When we arrived in convoy on press day, there were a half dozen new supercharged Jaguar sedans with professional drivers to take the press people around the four-mile oval. By the way, a superb breakfast was available, the first time according to wife Frances that she'd ever had caviar as a main breakfast course!! Anyway, at 1 p.m., after the majority of the press people had left,

Chris Gilson the Jaguar representative told us that: a) if we wanted to try out the four mile track with our own cars, to go ahead, and b) Chris, knowing that I raced cars, told us that we could also take one of the supercharged Jags out for a run. I had been out earlier as a passenger on a run around the oval when, going down the backstretch with the light poles zipping by, I heard a buzzing noise coming from the dash. When I asked the driver what it was, he replied very nonchalantly as we ripped around # 2 and 3 turns, that it was the computer telling us that we were going 150 mph. The computer was programmed to prevent the car to from going any faster!!

When I took my venerable 1958 XK150 onto the oval, I was able to get 5500 rpm on the tach, about 116 mph. The XK150 was "dirty" with wing mirrors sitting on the fenders and with the widows and no-drafts wide open! Probably if it had been "cleaned up" it might have reached over 120 mph.

Later, I took the supercharged XJR onto the big oval, and after a rather sedate practice lap around the track, I ran a further six quicker laps. To my glee I buzzed the buzzer on each of them while racing down the 1 1/2 mile back stretch. I did slow down somewhat on the front straight because there was a lot of activity on the track edges. Hey!! There are not many 77-year-old dirt track racers who can claim a 150 MPH lap.

I am also the proud owner of the Hubley Blue Nose Special, an open wheel dirt track racer, built and raced on the Nova Scotia 1/2 mile horse tracks circa the mid and late 1930's by Halifax resident, Reg Hubley. The Hubley #6 is the sole mobile pre-war Canadian built race car known. I ran it once a couple of years ago, as I have the Frances Special, in the vintage sprint car races at Zephyr Hills Florida where, sadly, the engine, a 1923 Chevy 4-cylinder OHV, disintegrated in a heat

(a rebuilt one is near ready). This car will eventually be on display in the Canadian Motorsport Hall of Fame.

Incidentally, after retiring from Algonquin College some 15 years ago, I accidentally embarked on another hobby as a writer of oval track racing history and now have a regular series in Old Autos about stock car and sprint car racing in the 1950's. Anyway, being a long time member of the Ottawa Jaguar Club, it has also been my pleasure to enjoy the fellowship of those who also treasure the pleasure, and sometimes the pain of owning a product of one of the more prestigious and finest marques in the world, which I hope will continue for a long time yet!!

By Dave Boon & Ray Newson

Ed Note: Dave was recently inaugurated into the **Canadian Motor Racing Historical Society Hall of Fame**.

For members languishing in the sunny south, you can catch Dave and his Hubley Blue Nose Special in Daytona on February 15th during Daytona Speedweek (Feb. 12th to 18th). The highlight for the vintage race cars is the Beach parade where all the old stocks, open wheel racers, collector cars and celebrities parade miles down the beach and back, ending with a celebratory run through a measured mile to commemorate Sir Malcolm Campbell's record run there in 1935.

The Zephyr Hills event takes place Feb. 20th to 26th at Festival Park in Zephyr Hills. This is a huge bi-annual swap meet/flea market where Dave will race on a short 1/4 mile dirt oval on the last 4 days. Usually Dave is the sole Canadian entry but it appears that there'll be another vintage Canadian sprint car there from Dunnsville, Ontario. Some competition, eh?

OJC Meeting Notes

President **Guy Larabie** opened the meeting at 7:00 p.m. There were 28 members and 2 visitors present. Guy offered some automobile information to the meeting and commented on the potential demise of General Motor's largest parts supplier, Delfi, and GM's own internal woes. He then described a coupon book that might be a useful club project. The membership was not enthusiastic about this



venture.

First to his feet for the next agenda item was **Dave Kenny**. He and his wife **Keitha** are the hosts for this year's Club Christmas party that will be held on Saturday evening December 3rd at their home at 1903 Ferncroft Crescent. That is in the Alta Vista area-East of Alta Vista and North of Heron/Walkley roads. There is a map on the club website (<http://www.silverstonekennel.ca/social.html>). Guests are asked to arrive after 6:30 p.m. It is suggested that guests park on Ferncroft or Amberdale Crescents. Featherstone is a high-speed route that should be avoided. Dave reminded everyone that he needs to know who is coming. The subsidized cost is \$25.00 per person at the door-cash or cheque made payable to the Ottawa Jaguar Club. He also reminded us that it is a BYOB event. He and Keitha may be reached at 260-1172.

Next up was **Chuck Robinson** who described a very good source of tools. He had several screw drivers that he said were made in Germany but he wouldn't let anyone handle them. The

retail name of the business is Pro Am Tool Centre at 850 Industrial Ave, Unit 11, 738-0888.

Next on the list was a spirited discussion on the potential site for future meetings. Many had a view and **Mike Olsen** made a strong pitch for two facilities in Westboro. It was agreed that an executive committee would visit several of the sites and make a decision that would then be relayed to the membership in time for the next meeting. [Ed Note: In discussion after the meeting, the executive committee was formed: **Lee Harrington, Mike Olsen, Mike O'Brien** and **Phil Karam**. The visit will take place in November and the characteristics of the site will be a well appointed, bright and acoustically sound meeting room with lots of parking available, in close proximity to one or more economical dining facilities.]

Elections: Results

Frank Basten, the Vice President, presented the following slate for the executive for 2006:

President and Webmaster: Mike O'Brien

Vice President: Frank Basten

Treasurer: Roger Gough

Secretary/Membership: Lee Harrington

Social Activities Coordinator: Alan Graves

Technical Activities Coordinator: Phil Karam

Concours Co-Chairs: Paddy and Stewart Robertson

Chief Judge: Rob Dunlop

Large Equipment Manager: Ed Theoret

Librarian: Merv Clarke

Jottings Editor: Ray Newson

Jottings Technical Coordinator & Assistant Editor: Paddy Robertson

Continued on page 7

OJC Annual Christmas Party

Saturday, December 3rd

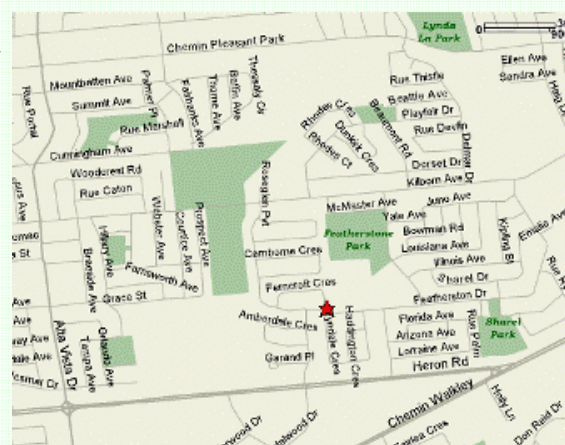
At the home of Keitha and David Kenny

**1903 Ferncroft Cres.,
Ottawa**

6:30 p.m.

**RSVP Dave & Keitha
613-260-1172
by November 23rd**

Cost: \$25.00 each



Please bring your preferred beverage, and don't forget the small-gift exchange: if you bring a gift, you get a gift. Keep the cost to \$10 or less if possible. Mark the item if it is gender-specific.



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Meeting: Continued from p. 5

The President asked if there were any nominations from the floor. The silence was deafening. **It was moved by Ed Theoret and seconded by Paddy Robertson that the new executive slate be accepted. Motion carried.**

Guy then thanked **Mark Roberts** for his hard work as Membership Secretary and website coordinator. **Lee Harrington**, in turn thanked **Guy Larabie** for his efforts as President.

Executive Reports

No one had anything except the treasurer, who reported a bank balance of about \$5600.00.

The President then opened the discussion to the floor. There was little offered by the membership. **Mr John Day**, a visitor, was introduced. He had recently purchased a 1965 E Type Coupe and he spoke about his automotive background and his search for an E type which he found in North Bay. [ED Note-It is with regret that another visitor Steve, who had just acquired a 1998 XJ6, was not introduced. I met him in the parking lot after the meeting. He had been at the breakfast meeting the previous Wednesday.]

The meeting ended at 8:15, and those who wished to retired to Liam McGuires for a libation. The next meeting will be at 7:00 PM on Monday January 9th, 2006 at a location to be announced.

There will be an executive meeting at the Swan on the River Road at Manotick at 7:00 p.m. Monday, January 2, 2006.

Mike O'Brien



Market Place

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

JAGUAR XJ6 (69-72) EXHAUST PIPES – ALL NEW OLD SPARES. Front exhaust pipe with flex section, part no. GEX 1371; also 2 pipes bearing no. GEX 1371 (likely mid section); plus another unknown pipe with a flex section (no. G13001?). Must be picked up by buyer in Montreal. NO SHIPPING. First reasonable cash offer gets it all. 514-983-5820 or paouimet@sympatico.ca. [OND]

JAGUAR XJ6 (69-72) TUYAUX D'ÉCHAPPEMENT – Tous neufs et d'origine Jaguar/Unipart: échappement avant double avec flexibles, no. GEX 1371 2 tuyaux, sans doute centraux, no. GEX 1371 plus un autre tuyau avec flexible (no. G 13001?). L'acheteur doit venir prendre livraison à Montréal. Première offre raisonnable acceptée. AUCUNE LIVRAISON OU ENVOI. 514-983-5820 ou mieux encore paouimet@sympatico.ca. [OND]

1961 Jaguar MK II. Silver exterior, red leather interior. 3.8L engine with automatic transmission, chrome wire wheels and Webasto-like sunroof. Lots of mechanical work performed on the car. All service records are available since the car was purchased in 1995. The engine was replaced in 2000. The MK II with a 3.8 was the fastest four-door saloon on the planet in the early 60's. This is your chance to own a true classic. \$23,900. Contact Yann Robin via email (yann@magma.ca) or at 613-265-8666 evenings. [OND]



1990 XJ6 Exec 40. Silver exterior, grey interior 143,000 km. Clean, summer driven, no rust. \$6,000. Doug Hunter, 613-283-7845 (Smiths Falls). [OND]

Looking for a 4 speed manual transmission to fit a 1970 E type 2+2. I understand the transmission from several models is compatible with the long wheelbase E-Type. Anyone with one for sale or trade, please contact me, Lee Harrington, either by e-mail at leeh@robertconstruction.ca or by phone at 613-745-0328. [NDF]

NEW: 1987 Jaguar XJ6. Grey exterior and interior. Good solid body, excellent condition. Sunroof, fog lights, P/S, P/B, air conditioned, cruise control, stainless steel fender trim. Stored away every winter. \$8500. Contact; Leon Frechon at 450-458-7890 [DFM]



NEW: 1986 Series III XJ6. Black with doeskin interior. Fresh paint, no rust, everything works, rear brakes done, hubs checked and one replaced, interior wood refinished, interior is 9 out of 10, a/c needs recharge. Certified and emission tested in Ontario. Export to US not difficult. Car is located near Ottawa, and originated from MD. Pictures available by e-mail. \$7500.00 Canadian (No GST) or \$6000.00 US. Details @ www.ottawajaguarclub.com/classified.html, 1-866-833-3703 or 613-989-1342 - Mike O'Brien. [DFM]



NEW: 1994 Volvo 960 4 door sedan. 123,000 miles, excellent condition. Luxury sedan with tan leather interior, heated front seats, premium sound system, a/c needs recharge; everything else works; good tires. This great, safe and economical car gets 640 kms to a tank of 87 octane. Certified and e-tested. \$6,500.00 (no GST) 613-989-1342 - Mike O'Brien. [DFM]



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.

Slalom anyone?

For Slalom buffs, the Jaguar Association of New England has added a new slalom event to the JCNA online Calendar. They will be hosting their "Spring Slalom" event on May 14th, 2006 at Kaman Corp. in Bloomfield CT.

This is a JCNA sanctioned event, additional information can be found in the JCNA Online Calendar : <http://www.jcna.com/calendar/events.php>

Chairman: Margo Otey, 508-439-9717 ggr17@yahoo.com
Chief Judge: Eric Hagopian, 413-821-8987 hagopian@hoppetool.com

Membership Dues

It's time to renew your membership for 2006!

Dues are \$50 per year (\$60 if you pay after Dec. 31st). Benefits include membership in OJC as well as the Jaguar Clubs of North America, the *Jaguar Jottings* monthly newsletter and JCNA's bi-monthly magazine, *Jaguar Journal*.

Make your cheque payable to *Ottawa Jaguar Club* and send it to Membership chair, Mark Roberts, 24 Lismer Crescent, Ottawa K1ZK 1A2.

2006 Calendar

January 9 - Transport Canada Vehicle Road Safety Laboratory

March 11 - Annual March Dinner

June 4 - By Ward Market Classic

June 11 - JONAT Tour

June 17 - OJC Concours d'Elegance

July 15 - ABC Day, Ottawa

OJC Website

Congratulations and Thanks to Mike O'Brien for our excellent new website. It's colourful, easy to use and informative. If you have material that you'd like to add, please contact Mike.

www.ottawajaguarclub.com



1 Air Conditioning Louvre. Re-tooled by SNG Barratt to the original specification. JS267 £34 €41 \$51

2 Door Mirrors. Complete your E-Type with these brand new mirrors, an exact copy of the original. BD40822 £99 €125 \$149.

3 Brake Master Cylinder. Original Lockheed master cylinder for all 4.2 and V12 E-Types. C26767# £179 €226 \$275.

4 Chrome fantail assembly for the early V12 cars, as original. C34795 £89 €112 \$135.

5 Starter Motor. Start first time with our high-torque starter motors for series 3 cars. USM004 £189 €238 \$199.

6 Dayton Wire Wheels. Your V12 E-Type deserves wheels from the market leader. D493 £189 €244 \$259 each.

7 Exact reproduction of the original E-Type V12 steering wheel, comes complete with boss. C33104 £209 €263 \$320.

8 Gliptone Liquid Leather Conditioner and Cleaner, to restore and protect your interior leather. CH5001 & CH5002 £8.49 €11 \$12.50 the pair.

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Jaguar Owners Association Montreal



Canadian Register of Jaguar XK 120's-140's- 150's

For quite a while now, I have wanted to compile a register of all the Jaguar XK120-140-150's that still exist in Canada. To this end, I have produced a "kit" containing vehicle and owner information, which owners can fill in and return to me by mail. I will compile the register in both written form (physical paper in binders) and in electronic form (spreadsheets). The instructions in the kit will educate owners on the proper procedure to follow to complete the forms and will also outline the steps that will be taken to outline privacy concerns.

Note that I am not doing this for commercial interests. This register will exist to benefit owners of Jaguar XK's through the sharing of information and resources vital to keeping these cars on the road. It is my hope that through this exercise we will be able to develop a network of owners and enthusiasts who will exchange information on maintenance, repair, restoration, parts suppliers, cars for sale etc. Perhaps one day we will generate enough interest to host our own dedicated XK event in Canada!

My personal opinion is that 2-300 of these cars still exist in Canada, al-

though many of them are probably well hidden in garages, barns etc!

If you own a Jaguar XK, or are aware of any XK owners in Canada, I would appreciate receiving from you name and contact details (email, phone, address) so that I may send a kit. I will be approaching all of the Jaguar, British and Classic car clubs in Canada and asking for their help in locating owners.

I am also interested in any or all historical information on Jaguar XK's in Canada (including the C and D-types). If you have photographs, newspaper clippings, or any other historical material to share, please let me know. I plan on putting in place a library of contemporary photos, clippings and other materials in both physical and electronic (scanned) formats.

Regards, Daniel Thompson

Canadian Representative – XK Club
2075 Melba Street
St-Bruno, Quebec
CANADA J3V 3R9

Work: 514-848-0716,
Toll-free: 1-800-667-0716
Cell: 514-824-6522.
dthompson@gbc.ca,
www.xkclub.com

Technical Workshops

Dear Jaguar members,

On page 11 of Jottings is a list of proposed technical workshop subjects that you may be interested in attending and participating in. I hope that these as well as other topics can be covered over the next year or two.

The workshops would be held at a member's garage / shed / laneway.

Some of the subjects may seem elementary to some of us and, if so, that's good because now we have many teachers. Many of us have different techniques for addressing a problem/task. We should all be able to learn from it.

If you can suggest other technical workshops, please do so.

If interested in Technical Workshops, please take a minute to fill out the form and return it to me so that I can plan ahead.

No returned form = no interest.

Technically yours

Phil Karam
Technical Activities Team Leader
Email: karam@rogers.com
Phone: 613-521-5100

Ed Note: We suggest you print and fill out the form, and present it to Phil at the Christmas Party or at January's meeting.

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TECHNICAL WORKSHOPS

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I am interested in hosting/teaching the Technical Workshop (circle the X)

- ___ Electrical trouble diagnostics
- ___ Checking plugs, setting points, adjusting timing, Compression measurement – wet and dry
- ___ Bleeding brakes
- ___ S.U. / Stromberg carburetor adjusting
- ___ Adjusting valves with shims
- ___ Metal forming, shrinking, stretching

Welding:

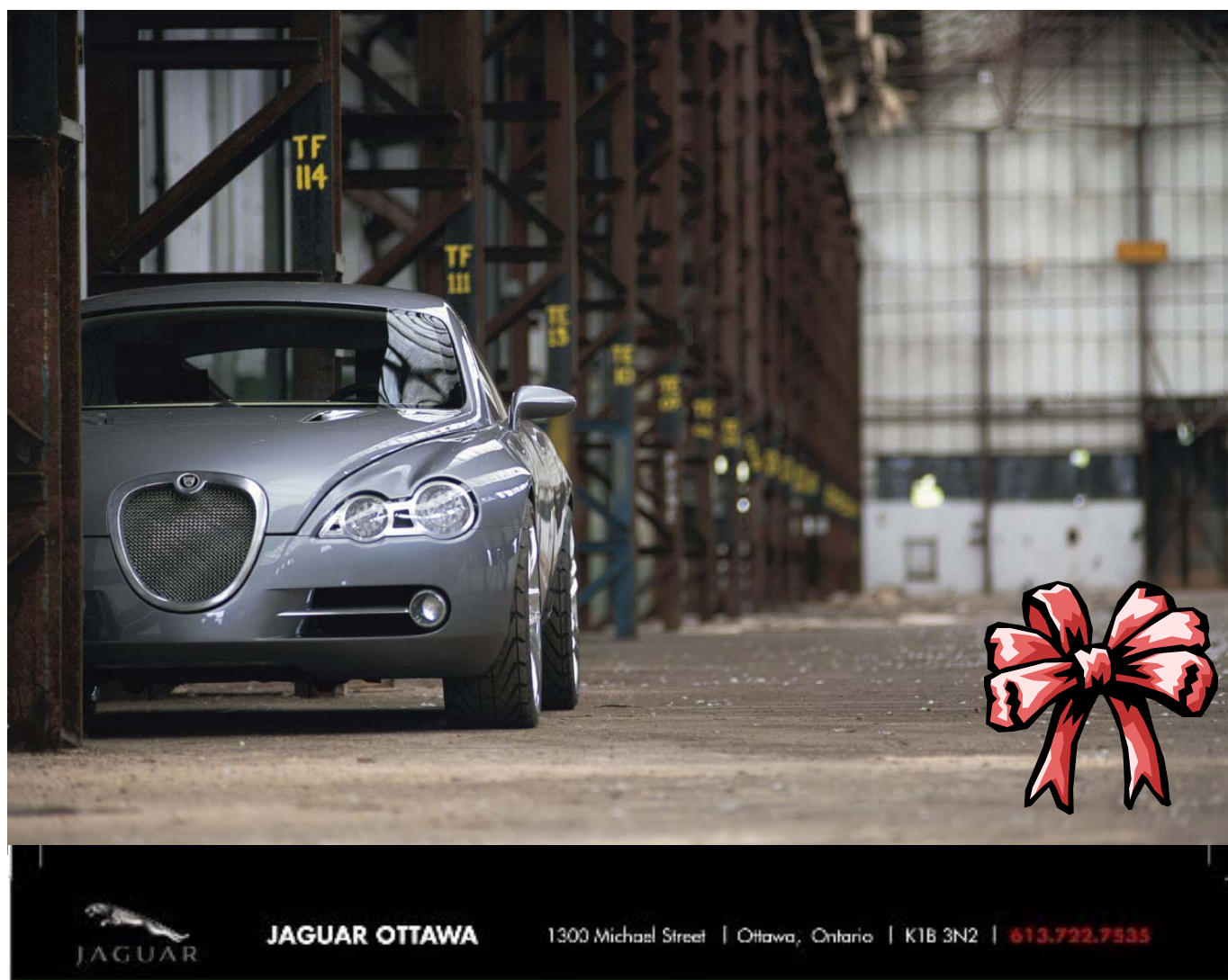
- ___ Oxy / Acetylene
- ___ MIG welding
- ___ Spot welding
- ___ Brazing
- ___ Aluminum welding
- ___ Lead fill finishing
- ___ Plastic body-fill finishing
- ___ Wood Refinishing

NAME _____

Send a copy of your completed form to:

Phil Karam
23 Royal Hunt Court
Ottawa, ON K1V 9L9

Email to: karam@rogers.com
Telephone: 613-521-5100



OJC Executive

President: Mike O'Brien 613-989-1371
 Vice President:
 Frank Basten 613-342-0467
 Secretary & Membership:
 Lee Harrington 613-774-4532
 Treasurer: Roger Gough 613-837-2462
 Activities Team Leaders:
 Social: Alan Graves 613-592-6176
 Technical: Phil Karam 613-521-5100
 Concours Co-Chairs:
 Paddy & Stewart Robertson
 613-729-8859
 Chief Judge: Rob Dunlop 613-834-0588

Webmaster: Mike O'Brien 613-989-1371

Technical Advisors:
 Harry Brownell 613-774-3649
 Ron Sierolawski 613-729-9489

Club information:
 Guy Larabie
 924 North Russell
 Russell, Ontario K4R 1E5
 613-445-2173
 email: guylarabie@igs.net

JOA Montreal Executive

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 Bill Taylor 514-737-4913
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