



The Exotics of Amelia Island

Ray Newson has more tails from the Amelia
Island Concours d'Elegance (p. 5)

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Stewart Robertson, p.3

June 2006 Meeting : Special—details page 2

Monday, June 12, 7:00 p.m. at the Rockcliffe Flying Club, Aviation Parkway, Ottawa

Jaguar Jottings

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Jaguar Jottings is an official publication of the Ottawa Jaguar Club. 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. All rights reserved. Reproduction and /or modifications are prohibited without prior written approval. Visit us at www.ottawajaguarclub.com

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June Meeting

June 12—7 p.m.

Location: Rockcliffe Flying Club, Aviation Parkway, Ottawa

BYO picnic and lawn chairs—we'll take a look at the Concours site and accept registrations for the Concours, but this will be mainly a social event.

Directions: Take the Aviation Parkway north to the Aviation Museum. At the intersection just south of the Museum, turn right and drive maybe .5 km. Turn left onto Airport-Marina Drive. You can't miss the flying club—it's at the end.

Concours Judging Workshop

June 10—9 a.m. to noon

Chief Judge Rob Dunlop is conducting a training session for both green and seasoned Concours Judges. It will include a classroom session as well as hands-on judging experience. BYO pencil and a clipboard.

Location: Corporate Renaissance Group offices
6 Antares Drive, Phase 1, Ottawa



Directions: Take Hunt Club to Antares (turn south at the first intersection west of Prince of Wales). 6 Antares is the first parking lot on the right and CRG is in the first building. Lots of parking available.

Contact: To leave a message, dial 613-232-4295 ext. 252-Paddy Robertson

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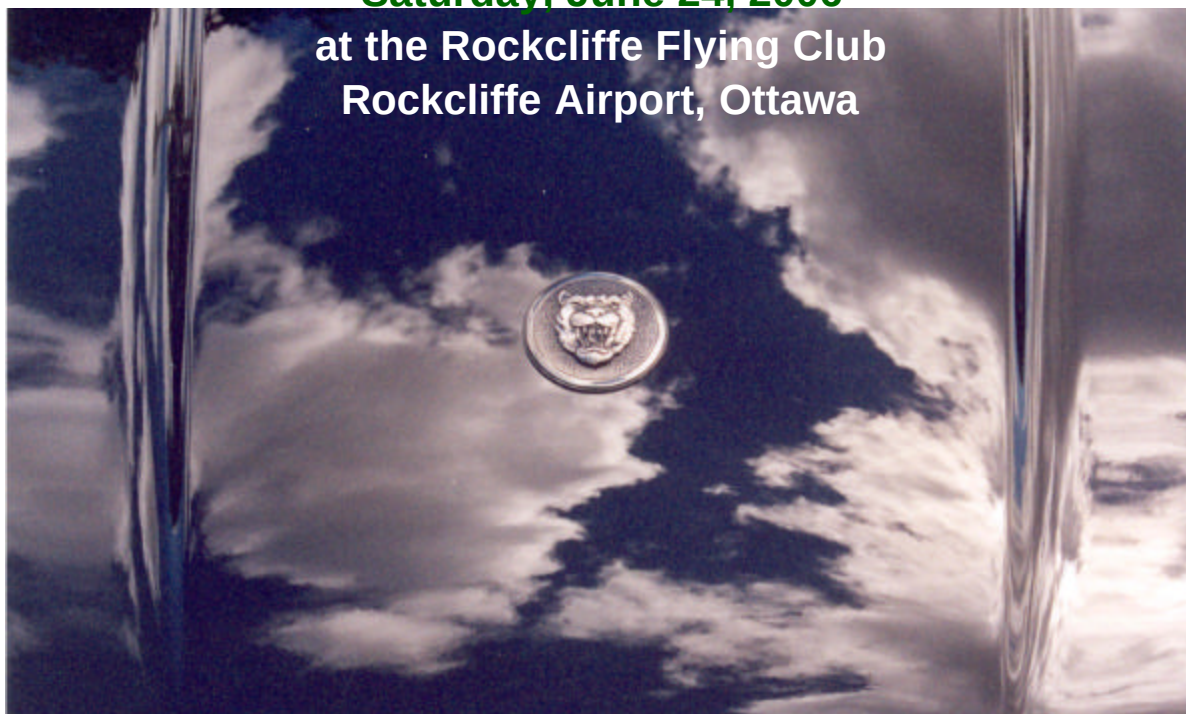
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18th Annual Concours d'Elegance

Saturday, June 24, 2006

at the Rockcliffe Flying Club
Rockcliffe Airport, Ottawa



Meet & Greet, Friday, June 23

7:00 p.m., Chimo Hotel, Ottawa

Concours, Saturday, June 24

9:00 to 11:00 registration

1:00 Judging, 4:00 Awards

Vintage Aircraft display

RFC Flights over Ottawa —\$20 per person

Mako Racing: Dyno testing on-site—\$60 per car

Hotel

Chimo Hotel, 613-744-1060 www.chimohotel.com

Information

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The Exotics of Amelia Island

In the April and May issues of Jottings, Ray introduced us to the Concours d'Elegance at Amelia Island, Florida. He continues to describe some of the fabulous autos he found there.

1911 Thomas Flyer

Built by the E.R.Thomas Company of Buffalo N.Y., this chain-driven Thomas



K-670 Flyabout sits on a 140 inch wheelbase. Power is provided by a 786 cubic inch, straight-eight engine that produces 72.6 hp.

1912 Hotchkiss

The Hotchkiss AD Gentleman's Roadster was first introduced at the 1912 Paris Auto Show. Purchased by the LeBlancs, a wealthy wine-making



family from the south of France, it was kept in the family until the mid 60's when it was sold to an English car collector. The present owner acquired the car in 2001 and brought it to the US. This un-restored car is in original condition.

1924 Amilcar

This "poor man's Bugatti", the Amilcar CGS-3 Boat Tail, was one of the most successful small French sports cars of the 20's. Powered by a 1,044 cc,



water-cooled, side-valve, flat head 4-cylinder engine producing only 30 hp, living up to its racy looks was questionable. Surprisingly, however, its performance was startlingly quick and it had a top speed of 75 mph.

1929 Rolls-Royce Phantom II

Rolls Royce introduced the Phantom II with a more refined transmission and much improved suspension and sporting the same 7.7 litre overhead valve six-cylinder engine as the Phantom I, in 1929. Barbara Hutton purchased this short Coupe Salon example, coachwork by Weyman, at the 1929 Paris Auto Show. Ernest Hemingway later toured the US in this car.



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1930 DuPont G Town Car

When J.B. Nethercutt found this car at a service station in Los Angeles in 1955, it required significant work. A complete restoration was completed in 1958 at a total cost of \$65,000. That same year, it won the first of six "Best of Show" at Pebble Beach. This



car appeared in the movie "Annie" as Daddy Warbucks' personal Town Car.

1930 Isotta Fraschini 8A-SS

Cesare Isotta and Vicenzo Fraschini were as important to Italy as Rolls-Royce to Britain. Prior to WWI they built mostly race-cars, and later started producing exotics such as this model. This 8A-SS weighs 6,000 lbs



and sits on a 144 inch wheelbase. The car is equipped with a 7.4 litre engine that produces 160 hp and can propel the car up to 90 mph. The restoration of this car took more than 20 years.

Continued on page 6

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Amelia Island - cont'd

1932 Daimler Double Six

The one-of-a-kind body on this car was designed by H.R. Owens and built by Martin Walter. A true double six, the engine in this car is made up of two sleeve-valve six-cylinder en-



gine blocks mounted at 60 degrees to each other. Each has its own water pump, dual ignition and fuel arrangement. The combined 7,136 cc's produce 150 hp. Sitting on a 159.5 inch wheelbase, the hood alone on this car is 8 feet long.

1934 Duesenberg SJ

The Duesenberg brothers built their first car, the Mason, in 1903. They sold the Mason Car Company to Maytag in 1910 but after the first world war returned to building cars. The "Torpedo Convertible Victoria" body on this Duesenberg was built by Rolston. The Duesenberg chassis is



equipped with a 6.9 litre, single carburetor, supercharged, straight-eight engine producing 320 hp. This car was fully restored in 1990.

1934 Ford Luxus 2 Door Cabriolet

This one-off custom body was ordered by Edsel Ford and built by Karl Deutch of Cologne, Germany. On completion, the body was shipped to the US and mated to a standard Ford



chassis. This was Edsel's concept car, a forerunner of the Lincoln Continental and one of only two cars known to be personally owned by Edsel Ford. This one was used by Edsel at his estate at Grosse Point Shores, MI.

1934 Ford Town Cabriolet DeVille

This is the other car personally owned by Edsel Ford. A standard Ford chassis was stretched to 147 inches to accommodate the custom Brewster body and, at the request of Edsel, this Brewster sports a standard 1934 Ford



grill. Edsel also had the motor replaced with a more powerful Mercury engine in 1939. This car was kept and used by Edsel in New York. Recently discovered after being in storage for 55 years, the car is completely original and un-restored.

1934 Packard 1108 Dietrich Convertible

This 1108 Series Packard is built on a 147inch wheelbase and weighs in at some 5,505 lbs. Powered by a 445.5ci



V-12 that produces 160 hp, this car sold for \$6,555 new in 1934. The beautiful Dietrich coachwork includes jump seats and split windshield.

1934 Rolls-Royce Sports Sedan

Introduced at the Earl's Court Automobile Show in London in 1934, this Rolls-Royce by coachbuilders Park Ward, was the first example of the



"fastback" body style that became popular with many automobile manufacturers during the 30's and 40's.

1938 Bugatti Type 57 Atalante

This Type 57 Bugatti has a custom body by Gangloff that features unique bumpers and wheel discs. Powered by a supercharged 3.3 litre eight-cylinder engine and coupled to a four speed manual transmission, it has a top speed of 112mph. This car saw regular service at the French Embassy in England before entering a private collection in the late 40's.



Continued on page 7

1938 Peugeot Darl'mat 402 Sport Roadster

Designed by George Paulin, this model is considered Peugeot's most elegant roadster. The 73 hp, 1,991 cc in line



four-cylinder engine is coupled to a Cotal four-speed electro-mechanical gearbox. Three of these Darl'mats finished in the top ten at the 1937 LeMans 24 hr.

1939 Bentley Mark V Convertible

This Bentley Mark V is the rarest Bentley model; eleven were built, and only seven are known to exist today. This is the only convertible. The chassis was originally sent to Binder of Paris to be built for the 1939 Paris Auto Show. WWII intervened and the chassis was turned over to Saoutchik of



Paris after Binder closed its doors. The car stayed in France until 1951 when it was shipped to England, then on to the US in 1965. After a complete restoration in 1997 the car was entered in the 2000 Monte Carlo Rally.

1942 Packard Convertible Victoria

This Packard is the last of fifteen



Darrin Packards built in 1942. The car came with options that included over-drive transmission, radio and heater. The original purchaser was radio and movie star Gene Autry, who owned the car until 1951.

1947 Talbot Lago T26 Franay Coupe

There were about thirty Talbot Lago Grand Sports built, and only eight of these on the short 2.65M chassis



used for the Grand Prix cars. Of these eight, three came with Franay coachwork. This car was originally sold in Geneva Switzerland and was found in Tennessee in 1988 by the current owner. It was then shipped it to Christchurch, New Zealand, to be restored by Auto Restoration Ltd; it is original in every detail.

1948 Healey Westland

Donald Healey and his son Geoff drove this car across the US on a promotional tour in 1948. On completion of the tour the car was sold in Los Angeles. The car remained in the LA area until it was parked in 1957. The



car was purchased by the current owner after forty years in storage and in 2004 it was shipped it to Melbourne, Australia where it was restored to its current splendour. The engine is a 2,433 cc in line four-cylinder that produces 104 hp and is capable of propelling the car up to 93 mph.

1953 Delahaye 235M Saoutchik

This Delahaye 235M was designed by Henri Chapron, built by Saoutchik and introduced at the 1953 Paris Auto Show. The car is powered by an over-



head valve in line six-cylinder engine equipped with three Solex, down-draft, carburetors. Its 152 hp, coupled with an electrically operated Cotal 4-speed pre-selector transmission, is capable of moving this 3,520 lb auto up to a top speed of 105 mph.

1966 Bizzarrini Spyder S1

At home in any new car showroom, it's hard to imagine that this car is forty years old. Only about 140 Bizzarrinis were built between 1964 and 1968 at the Bizzarrini Factory in



Livorno, Italy. The bodywork here is by Italian coachbuilder "Stile Italia". It is one of only three Spyders built.

Ray Newson

In the August issue of Jottings, Ray will present "The Little Cars of Amelia Island", an outstanding display of some of the most unusual autos of the 20th century.

OJC Calendar

Concours Judging Seminar—Saturday,
June 10—details p. 2

Meeting/Social—12 June, 7:00 pm,
Rockcliffe Flying Club—details
p. 2

JONAT Tour, 11 & 13-16 June, details
p. 12

Concours:

23 June, Meet & Greet, Chimo
Hotel, 7 p.m.

24 June, Concours 9 a.m. to 4
p.m., at Rockcliffe Flying Club

Meeting/Social 10 July, 7 p.m., BBQ at
Mike O'Brien's residence

ABCD 15 July, 10 am - 4 p.m.
All British Car Day—Britannia
Park

Tour or Joint event—1 or 8 August

Barbecue—12 August, 2 p.m. at the
Clyne's Arnprior residence, see
details p. 11

Tour/show, 21 August
Drive to Boots and Bonnets -
Kingston

Meeting 11 Sept, 7:00 p.m., Loblaw's

Fall Tour, 16 or 23 September, TBA

*Loblaw's = Real Canadian Super Store

Membership in OJC

Benefits of membership: regular
meetings and events, membership in
Jaguar Clubs of North America, the
Jaguar Jottings monthly newsletter
and JCNA's bi-monthly magazine,
Jaguar Journal.

Contact Lee Harrington for informa-
tion. Make your cheque payable to
Ottawa Jaguar Club and send it to:

Membership Chair, Lee Harrington
1372 Old Carriage Lane
Box 2016, RR#1
Winchester, ON, K0C 2K0

Market Place

Jaguar Jottings 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, \$6,000 or best offer, certified and e-tested. Grant Edwards, 254-5611. [MJJ]

1968 Jaguar 420, \$16,000. Opalescent silver-grey with navy interior. This Jaguar 420 has been fully refurbished to original condition and is ready to drive. The leather has been renewed; new headliner, carpets, and rubber seals have been installed. The wood has been refinished to its original splendor. The exterior paint was chemically removed to bare metal and a primer, base coat/clear coat system applied. Bright work good but not excellent. The rear end was removed and new bearings, seals, rotors, shocks and springs installed and calipers rebuilt. The front end received same treatment with new bushings, ball joints, mounts, front rotors and brake calipers rebuilt. Braking system redone with silicone brake fluid. Steering box rebuilt; new bushes installed in steering linkage. New tires on good wire wheels. Engine compartment clean but not detailed. Unknown mileage on engine; however, it has good oil pressure and compression and runs strongly. Automatic transmission is good. Boot redone with new boot mat. Spare tire, jack, tool kit and knock off hammer are all there. Drivers handbook too! Contact Grant Edwards (613) 254-5611, grantedwards@rogers.com. [MJJ]



Items for sale. Tool kit for 420G or MK X in very good condition \$400. Tool kit for 420 in good condition, \$350. Moss Box with overdrive in good condition, \$750. Tri Carb set-up for 420G or MK X (3.8L), in very good condition, \$600. Please call Ernie Bayliss at 613-880-0756. [FMA]

NEW PRICE: Jaguar 1987 Series 3 XJ6. BRG with biscuit interior. 2nd owner, 63,000 miles, Kent wheels, \$11,000. Very good condition. Pictures forwarded upon request. Contact: Bob Bowen (250)477-7830; e-mail bobinvictoria@telus.net. [JJA]

1990 XJ40. Silver exterior, grey interior. 143,000 km. Clean, summer driven, no rust. \$5,000. Contact Doug Hunter, 613-283-7845 (Smiths Falls). [AMJ]

1974 Series II XJ6L Saloon. Rare primrose yellow with great curb appeal (MMELLOW). Very original 107,000 miles. Second owner, since 1989. Winter driven only one season in last 16 years. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks. Plenty of documentation including workshop and parts manuals. Needs some work for safety certificate plus air conditioning and some body work (under bumpers and rear panel). Willing to sell 'as is' for any reasonable offer under \$10,000. Anthony Pearson 613-225-0351 or apa@magma.ca. [MJJ]



NEW: E-type FHC 1964 3.8 S1, \$42,500Can. LHD 87000 miles, dark blue metallic, black leather interior. Excellent class 3 car in daily use, never winter driven. Ground-up restoration, stripped to bare metal; every moving part rebuilt or replaced, too much to list; contact for details. Photo record available. Took 2nd place (driven class) at OJC 2004 Concours. Contact Doug Bell 819 429-6177 or e-mail joananddoug@citenet.net. [JJA]



Advertising in Market Place is free to OJC 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.



Smiths Clock Conversion

Although it is a minor detail, the fact that the clock in my E-Type didn't work was very annoying. I decided to do something about it and searched the internet for a replacement or rebuild ideas and pricing. A new clock was \$259.00 from Welsh and \$218.00 from SNG Barrett. Cool-Cats offered a rebuild by Mike Eck at \$127.00.

It was at this point, being a frugal (cheap) Jaguar owner, that I decided to rebuild the clock myself. I thought that I was somewhat handy and, after all, how difficult could this actually be?

I removed the clock and dismantled the entire unit - a relatively easy task. I cleaned all the parts and polished the acrylic lens, salvaged the clock face, hands and two adjusting screws. Next, it was off to a specialty hardware store to buy a battery operated digital clock insert. The key to success was to find a clock with the same diameter as the inside housing mount. I couldn't believe it, what luck! I found one right away for just \$18.99. Back at my basement shop, I fastened the Smiths face to the new unit using silicone, and drilled two small holes in the plastic to mount the adjusting

screws with epoxy glue. They were non-functioning but completed a more authentic look.

Next I installed the hands onto the clock face. Problem!! The face had a recess and the hands wouldn't turn as the mounting shaft was too short and the hands rubbed against the face. Back to the drawing board.

After researching different clocks, I found one with a raised spindle that would bring the hands above the recess. However the clock diameter was smaller than the original housing. The solution was to drill a 1/2" piece of MDF board like a donut, the outside diameter the size of the housing, and the inside diameter the size of the clock.

Next step was to get Band-Aids from the first aid kit. Note to self: always clamp the material on the drill press. I painted the donut black and installed the clock, attaching the Smiths face to it with silicone. I then drilled two small holes for the adjusting stem and screw - oops!!! - I drilled too deep in the plastic and into the clock ... back to the store to buy another clock.

Clock number three was ready to work on (maybe third time lucky!!). Since all of the pieces for clock two were available, it didn't take long to assemble this one. Before installing the acrylic face to the clock housing, the hands had to be installed. The hands were a pressure fit. Oh oh!! Too much pressure. I broke the minute hand. Off to a Jaguar cemetery I went to find a clock hand. Finally, I finished the assembly, the clock was ticking and ready to install in the dash.

It was a week before I found the time to install it, and in the meantime I took it to an Ottawa Jaguar Club meeting to show it off. When I went to install the clock, wouldn't you know that the battery had died and needed to be replaced!

It took about 5 hours of actual work to complete the clock at a cost of \$144.55 plus gas for 3 trips to the hardware store. The experience? Priceless.

My next project is swapping engines in my car. After all, I am somewhat handy and how difficult could it actually be?

Lee Harrington

OJC Spring Drive

Eight of us met at Brewed Awakenings in Merrickville on the morning of May 21st, a day of both wet weather and sun.

From Merrickville we headed down to Maitland and then followed the shores of the St. Lawrence River through Brockville and along the Thousand Islands Parkway, stopping for a cool (literally) break before reaching Rockport for lunch.

Grant and Tanya joined us at lunch, to make us a party of ten. After an enjoyable lunch in a beautiful location with convivial company we headed up a lovely, winding road to Westport and on to Perth for a pit-stop, before returning to Ottawa later in the afternoon. Al Graves



OJC ~~March~~ May Dinner

The Club scheduled our regular dinner in March, but due to a strike at Algonquin College and the International Restaurant, we had to postpone to a much warmer day, May 13.

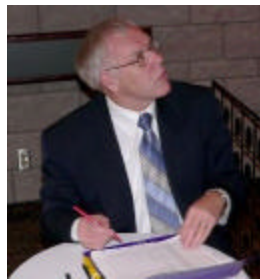
Thanks to **Mike Olsen** and his assistants, **Dave Kenny** and **Ed Theoret** for the fine organization of a fine dinner.

The many very positive comments confirmed that both the company and the food were greatly enjoyed by all.



Top right: Ian Ruxton and Louise Larabie
Bottom right: from left, Ray & Bonnie Newson, Grant Edwards, Tanya Bradley, Rob & Jean Dunlop, Mike & Lynn Olsen.

Bottom centre: Mike Olsen.
Bottom left: Teresa Tamez, Bonnie Newson, Jean Dunlop
Middle: Dave & Bonnie Brooks, Frances Boon



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The Road Ahead

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Annual UK Day
Garden Party & Tea
1 to 5 p.m.,
Saturday, July 29, 2006

4120 Rideau Valley Drive North
in Manotick.

Enjoy a "British tea" and live entertain-
ment. OJC members are invited to bring
their cars.

Please contact Al Graves
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if you can attend this fun afternoon.



Saturday, July 15, 2006

10am-4pm

Britannia Park, Ottawa, Ontario

www.britishcarday.ca

Participants fee \$20, includes catered BBQ lunch for two,
participants voting and Door prizes

Admission FREE to general Public

Directions: From HWY 417 Ottawa, take Greenbank/Pinecrest exit to Pinecrest North,
continue past Carling Avenue, where Pinecrest becomes Greenview.
Follow Greenview to the end - the park is beside the Ottawa River, Britannia Beach

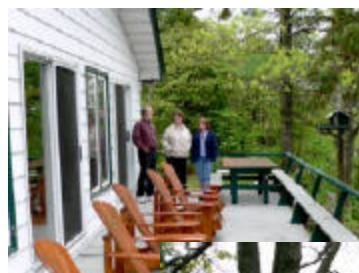
For more information - info@britishcarday.ca or (613) 596-5692

OJC Summer Barbecue—August 12

The 2006 OJC Summer Barbecue will be held at the country residence of **David and Helen Clyne** on August 12th (rain date August 13th).

Come when you like from 2:00 p.m. on. There will be plenty of after-
noon activities, including canoeing and swimming in the lake, a tour of
the restoration, and a trip to a local nature preserve for those who
wish. The barbecue itself will be from 5:00 p.m. until 6:30 or so, fol-
lowed by an evening bonfire with marshmallows on the waterfront.

Please contact David and Helen at dclyne@magma.ca or at (613) 623-
0412 before August 3rd if you wish to attend. The expected cost will be
\$10:00 per head for a menu of hamburgers, chicken burgers, veggie
burgers, corn on the cob, along with salad, soft drinks and dessert. Of
course you can BYOB.



Technical Workshops

It's not too late to sign up for **Phil Karam's** Technical Workshops.

If you have not done so already, check the list of topics below and let Phil know which ones interest you. And, if you'd like to host or teach a workshop, he'd be delighted to know. These workshops are both entertaining and educational.

Email Phil at karam@rogers.com.

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 - ☐ Plastic body fill finishing
 - ☐ Wood Refinishing

JONAT

The JONAT tour stages are being organized by **Mike O'Brien** with help from **Alan Graves**, **Bob Higgs** and **Victor Krisel** (OJOA).



The Ontario stage starts on June 11 with a New York-Ontario crossing at Cornwall. There will be events in Ottawa for visitors from the USA on the 12th, followed by a staged drive to Detroit. This will allow members the following options:

- ♦ Two-day club drive, June 13-14th, featuring Algonquin Park, overnight in Oxtongue Lake (the same location we used last year so we know it is good), and return to Ottawa via the Muskokas and Bancroft.
- ♦ A three-day drive featuring Algonquin Park and a 30,000 Islands cruise including overnight stops at Oxtongue Lake and Craigleith, returning via Backstreet Heroes and Birkshire Auto at Thornhill (the largest independent Jaguar dealer in Canada), then up Hwy 7 back to Ottawa.
- ♦ A four-day drive which, after the Birkshire Motors visit, overnights in Cobourg, and continues on to a tour of Prince Edward County, returning to Ottawa along the Seaway shore.
- ♦ A four+ day drive through to the next leg in Detroit visiting the Ford plant and the "Big Three" auto museums.

More details are available on the JONAT page of the OJC website - <http://www.ottawajaguarclub.com/jonat2006.html>.

Notify **Mike O'Brien** if you intend to join this epic adventure.

Multi-Club Darts Tournament Report

The annual multi-club darts tournament was held on Saturday, March 25 at the Greenfields Pub in Barrhaven. It was a slightly smaller group of participants than expected, but this was just for fun and a good time was had by all. We had prizes for the winners and the losers but, I swear, I really never thought anyone would choose the hula dog as their prize!

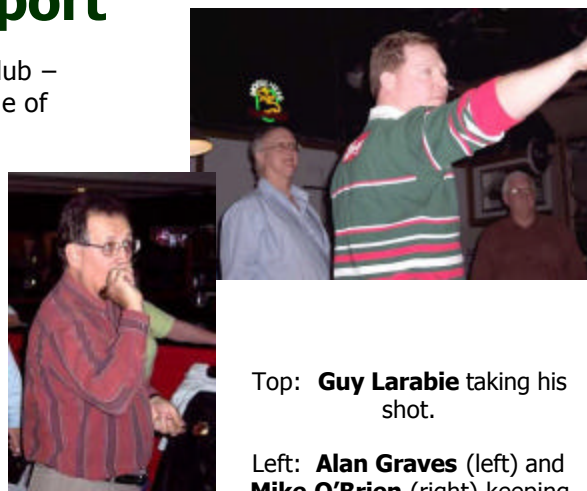


players from the Triumph club – we had a respectable middle of the pack finish.

Greenfields turned out to be a good venue for a tournament, so we should use it again in the future. There was lots of space, decent food, and friendly service.

It was a nice social afternoon with the other British car clubs. If you missed it this year, I hope we'll see you next year – you have plenty of time to practice.

The MG, Jaguar, Land-Rover and Triumph Clubs participated. First place overall was taken by Len and Emmett from the MG Club – congratulations guys. Pat Mills and I were the only



Top: **Guy Larabie** taking his shot.

Left: **Alan Graves** (left) and **Mike O'Brien** (right) keeping an eye on the scores.

OJC Minutes

May 8, 2006

Mike O'Brien opened the meeting at 7:00 pm and welcomed our guest speaker **Mr. Tony Lant** from **Lant Insurance**. His company is the host broker for Elite Insurance Silver Wheels Collector Car Insurance. Also in attendance was **Shannon Lee Manion** from the Ottawa Citizen and the Landrover Club. The meeting had been opened up to the other car clubs in the area and there were over 50 in attendance.

Tony's presentation included describing the Silver Wheels plan and the Custom Wheel plan. There was a great deal of discussion regarding personal use of your vehicle under these plans. The premise of both plans is that the vehicles are not to be used for work, vacations or shopping.

The plans were devised mainly for club functions and pleasure driving. Tony's explanation of this was that everyone should take all necessary precautions to protect their car and investment. The cars should never be left unattended for hours at a time.

At 8:00 pm **Lee Harrington** thanked Tony for his presentation and there was a fifteen-minute refreshment break.

At the end of the break, **Mike O'Brien** drew two names for a grease gun from Grandpa's Garage and a ball cap from Lant Insurance.

Once our visitors had left, Mike turned the meeting over to **Alan Graves** for an excellent talk and slide presentation (with the help of **Andrew** and **Mike O'Brien**) on the upcoming JONAT tour. Alan also talked about the spring drive slated for May 21st.

Mike then opened the floor for general comments and discussion.

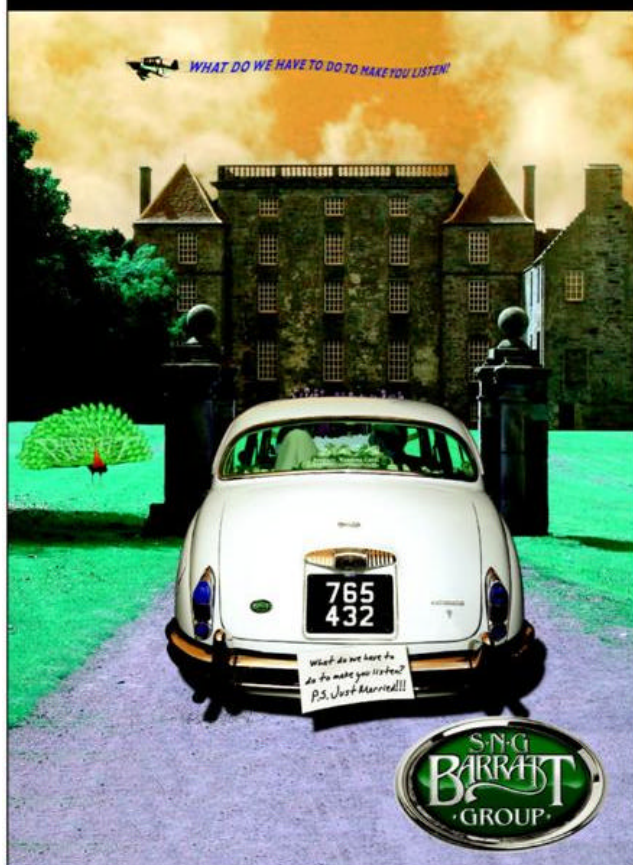
Before the end of the meeting, Mike reminded members of the Concours preparation seminar by **Bob Higgs** on Saturday May 13th at Ottawa Jaguar, and of course the club dinner on May 13th at Algonquin College.

Mike commented that the June, July and August meetings should be at a different locations with a different venue i.e. restaurant or BBQ at a member's home. Further discussion will take place at the executive meeting.

Meeting was adjourned at 9:10 pm

Next Meeting/Event: 7 p.m., Monday, June 12, 2006 at Rockcliffe Flying Club. BYO lawn chair and picnic.

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