



Return Champions

The Ottawa Jaguar Club defends its Tailgate Picnic title at the Hudson British Car Day

Highlights ...

ABCD Report, p. 5

Amelia Island, p. 10-11

Cats & Dogs, p. 9

Hudson British Car Day, p. 7

Kars & Jags, p. 3

Marketplace, p. 6

Photos: Paddy Robertson, p. 3; Stewart Robertson, p.3; Ray Newson, pp.1,7,10,11; Al Graves, pp.5,9

Ray Newson, Frank Basten, Guy Larabie and Dave Hurd take a beer break at the Jags Head Pub

August 2006 Meeting : Special

Instead of the meeting in August, join the club at the Clynes for a barbecue on August 12th. Details page 2.

Jaguar Jottings

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August Club Events

British Invasion, Drive 'n Dine

August 8th – 5:30 pm: By arrangement with the Hazeldean Cruise night organizers, we will have a British Cars section on August 8th. Arrival time at Hazeldean Mall, 300 Eagelson Road, is any time after 5:30 pm when the Cruise Night opens. At about 7:20 we will leave for a 30-40 minute (30 km) country drive to the Swan on Rideau pub, arriving around 8 pm. We will have dinner at the Swan (the upstairs area has been reserved). This is a repeat of the last two years' successful events held with the Triumph club, MG club and others.

Please e-mail Al Graves (afgraves@rogers.com) if you are interesting in coming so we can give both the Cruise night people and the Swan approximate numbers. *More info on website.*

Annual OJC Barbecue

August 12th – 2 pm+: Dave and Helen Clyne welcome us to their home on Saturday, August 12th (rain date Aug 13th). The address is 5745 Loggers Way, West Carleton.

For the most direct route, head west on Hwy 417 to Kinburn Side Road (RR 20). Drive northeast on Kinburn for 0.5 km, then turn left on to Old Hwy 17, Northwest. After 6.5 km turn right on to RR 22, Galetta Side Road. Follow Galetta for 4.5 km to the crossroads with Loggers Way and turn left, heading northwest. Follow to near the end (#5745), a distance of about 5 km.

NOTE – these directions correct an error in the July JJ – there is no exit from Hwy 417 to Galetta Side road.

Come when you like from 2 pm on. There will be lots of afternoon activities. The barbecue will start at about 5:00, followed by an evening bonfire with marshmallows on the waterfront. **Please contact David and Helen Clyne at dclyne@magma.ca or at (613) 623-0412 before August 3rd to let them know you are participating** so they can cater this event. There is no cost to attendees since the club is covering the costs and you may BYOB. *More details on the OJC web site.*

OJC Drive to Boots and Bonnets

August 20th – 8 am: The annual British car show organized by the Boots and Bonnets car club is held in Kingston City Park, Kingston. This year we will hold a club drive, organized by **Don and Nell Hobbs**, from Kemptville to Kingston, via a beautiful, planned route of rural roads and the St Lawrence shoreline. **All those who would like to join this event should let the organizers know by e-mailing Don and Nell at dhobbs@ripnet.com by Aug 15th.**

Directions: Rendezvous at 8 a.m. at "Your Independent Grocer" in Kemptville (next to McDonald's on Highway 43 about 3 or 4 kms west of Hwy 416 exit 34). Departure is set for 8:30, and we should arrive at Kingston by noon with a pit stop en route.

The return trip is open, but for those who wish to travel back together, plan is to leave Kingston at 3 pm and travel directly to Merrickville for a stop at Harry MacLeans Pub. We would appreciate it if those planning to attend would confirm via email (dhobbs@ripnet.com) by Aug 15th.

Kars & Jags

Monday, July 10th, Kars Airport

Peter Whitworth and his partner-in-flying, **Ron Uloth**, happily took some of the lucky people at the July 10th barbecue at Kars airport for flights in their classic Aeronca aircraft. What a treat! It was a calm evening with no wind and a haze in the sky.

Thanks, too, to Chef extraordinaire **Phil Karam**, and to everyone who helped set up and tear down the barbecue.

More photos are on the website.



Above: **Phil Karam** at work flipping excellent burgers.
Center from top: **Bob** and **Kathy Hiland** pose with pilot **Ron Uloth** in front of the Aeronca. **Guy Goodman** getting ready to board. "**Qimi**", **Peter** and **Rose Whitworth's** very young Samoyed (aka Aeronca co-pilot).



Pilot **Peter Whitworth** seen in profile from the (only) passenger seat; on approach to the airfield, and touchdown!



Fifty years later ...

In 1956, **Stewart Robertson's** father took him on his first flight in an Aeronca.

On July 10, he enjoyed his second flight with owner and OJC member, **Peter Whitworth**.

(Stewart's the short one on the right.)



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All British Car Day

July 15th, 2006 Britannia Park, Ottawa

Nine months' of intensive planning by a dozen diverse groups and organizations culminated in the second Ottawa "All British Car Day" which was held on the banks of the Ottawa River.

The field was set up and ready to go by 9 am, complete with its trademark parking signs and with, for the first time, a variety of vendors. By the official opening time, and despite some ominous looking clouds that didn't actually amount to much, we already had nearly 80 cars. Vehicles of all shapes and sizes, from brand new and back to the 1930's made their appearance. The dark clouds did reduce the attendance a little so we ended up with about the same number as last year (about 160).

The British High Commissioner's prize went to a Rolls Royce Corniche, a stark contrast to last year's Morris Minor.

Just after lunch an electrical storm rolled down the river and we all had to seek shelter for about 30 minutes before the day brightened up and we went on with the show.

The People's Choice was a freshly restored pale blue Triumph GT6 parked next to **Al Graves'** XJS. Last year the HC winner Morris Minor was also parked next to Al's car, so he is accepting rental proposals for next year, as his XJS is obviously a good luck charm!!!

Everybody seemed to enjoy the day and we are already scheming an even better event for next year!!! A great big THANK YOU to all of the volunteers who made this thing work.

Al Graves



Top: **Al and Sue Graves' mobile** beside the People's Choice winner.

Above: Entrepreneur **Guy Larabie** doing brisk business at his stall.



A Cleaning Moment: **Bruce Pearson** hard at work. Great view of the field.



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OJC Calendar

Meeting, 11 Sept, 7:00 p.m.,
Loblaws, corner of Kirkwood &
Richmond Roads

Tour, 17 Sept, details TBA

Meeting, TUESDAY, 10 Oct, 7:00
p.m., Loblaws (9 Oct is Thanks-
giving); nominations to be
tabled for executive and team
positions

Fall Colour Tour, 15 Oct, 10:00 a.m.,
details TBA

Meeting, 13 Nov, 7:00 p.m., Loblaws;
Election night

Christmas Party, December—TBA

Jottings Wins Award



Dave Boon's Story won third place in this year's JCNA newsletter awards (2005). The item, by **Dave Boon** and **Ray Newson**, won in the *Heritage Category* against monthly newsletters

from all other JCNA affiliated Jaguar Clubs across North America.

This award-winning piece can be seen in the December 2005 issue of the *Jottings*.

John Geci

Former OJC member **John Geci** passed away Thursday, July 6th at the Hamilton General Hospital. He had suffered a heart attack on July 4th.

John was a member of the Ottawa Jaguar Club before retiring to the Niagara region two years ago. He wasn't the 'retiring' sort, and soon took up the post of CEO of a Niagara winery.

Our condolences go to John's wife, Monika, and his family.

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 Jaguar XJ6 Sovereign, six-cylinder double over-head cam motor, four speed automatic transmission. Fully appointed, with sun roof, air conditioning, leather seats and all power accessories. Black on Tan. 200,000 km, leather in very good condition, new tires, car well maintained. Needs front brakes, repair to sills, and headliner reset. This car comes with a 1986 Series III sovereign parts car. Will sell both, as they are, \$3,500.00. 613-254 5611. Grantedwards@rogers.com. [JAS]



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. [ASO]



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]

1974 Series II XJ6L Saloon. Rare primrose yellow with great curb appeal (MMELLOW). Very original 107,000 miles. Second owner, since 1989. Drives well, good interior, Clarion stereo. Very little mileage on tires and shocks. Plenty of documentation including workshop and parts manuals. Needs work for safety certificate plus air conditioning and some body work (mostly under bumpers and rear panel). \$7,000 as is. Anthony Pearson 613-225-0351 or apa@magma.ca. [ASO]



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 joananddoug@citenet.net. [JJA]



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Hudson British Car Show

Under the guidance of team leader **Frank Basten**, a hardy group of OJC members and friends again set out to win the much coveted "Hudson/Beaconsfield Tailgate Picnic Trophy" at Hudson, Quebec on May 28th.

This Club's theme was the very authentic "Jag's Head Pub", complete with British ales and pub fair. The much expanded menu included cornish pasties, scotch eggs, blood pudding and many other fine hearty British foods and sweets.

The OJC entry was so authentic that people were constantly lined up in front of the pub, money in hand, waiting to purchase our wares - a sign had to be posted advising that our pub was for display purposes only. Some disappointed purchasers, however, did manage to cadge some samples, much to their delight.

Competition was limited to the Singer Group, who always put on a very good show. This year, their Singer Garage, complete with authentic period gas pumps and very real façade, promised to be a real threat. Their menu however, with its "Fried Wire à la Lucas", "Rods au jus with Shells" and "Plugs Frits", washed down with a bottle of "Crankcase 1953", did not satisfy the judges' palate.

The Judging team, comprised of the Mayor of Hudson and her husband, thoroughly enjoyed the British fare at the "Jags Head", so much so that after the Judging, they returned with their chairs and cooler to join us for the rest of the afternoon. Needless to say, the trophy stays with the **Ottawa Jaguar Club** for one more year.



A sample of Jags Head fare

The car show itself was a tremendous success with so full a field of British autos that our Jaguars were double parked and there was limited space for the successful "Jags Head Pub".

Chief cook and bottle washer **Frank Basten** is already planning next year's entry, so don't forget to join us at Beaconsfield in 2007.

Ray Newson



The Mayor of Hudson tries her first pickled onion—we won anyway!



*Chef **Frank Basten** prepares his menu*



The Singer Garage looks like keen competition, but their dinner, although loaded with iron, was heavy with grease!

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President's Message

August is upon us and I have to wonder where the summer has gone. It seems to me that the club has been very active this summer but perhaps that is because I have been to all the events.

JONAT was a great experience. It is regrettable that it was a mid-week event that prevented more of you from sharing the camaraderie, great weather and fun events along the way.

The Concours was well organized and was well attended. The mix of cars was quite different with a large turnout in club class.

Finally ABCD, Ottawa's All British Car

Day, drew one car more than last year for a total of 156 despite the hot humid weather and the threat of rain.

Add to that our social meeting at Kars airport with its plane and boat rides, and I can easily say that it has been an interesting spring and summer.

The rest of the summer holds more goodies for Jaguar owners. The club has agreed to assist the Guide Dogs for the Blind by providing cars for their British Garden Party on July 29th (over by the time you read this). There will be a gathering of British cars at Hazeldean Mall on August 8th followed by a short drive and supper at the Swan. And last, but not least, is the club's annual BBQ on Saturday,

August 12th (rain day on Sunday). The BBQ is being hosted by the Clynes. Details are in the May and June *Jottings* and on the website; please confirm attendance by August 4th.

I would like to thank all those club members who made an effort to come out and help at the various events. We have made our mark with the other British car clubs in Ottawa and in JCNA. Well done!

Mike O'Brien

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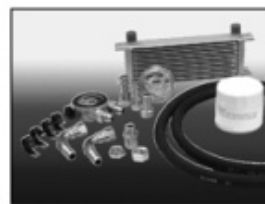
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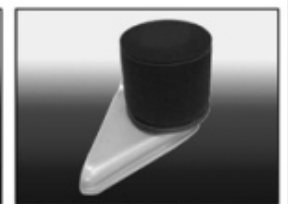
XK150/MK2/E-Type £312 €425 \$504



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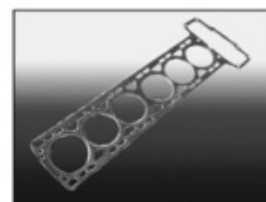


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Cats & Dogs

U.K. Tea at Canadian Guide Dogs for the Blind

About twenty people and thirteen cars joined us for lunch at the Swan on the Rideau on July 29th. After an enjoyable repast, we formed up and left the pub around 1:10 for the short 8 km or so drive to the CGDB site just north of Manotick.

The CGDB was holding its annual UK Day and Garden Party. We arrived at about 1:25 and were joined by another two Jags, a Morris Minor and Randy and Dawn McKendry's Roll Royce Silver Cloud en route.

We displayed the cars and some of us partook of cream teas until about 3 o'clock or so when a big black cloud threatened the site and many left, fearing a repeat of the downpour that hit us on ABCD day. Fortunately the rain held off and the rest of us had a pleasant afternoon, complete with live band, until about 4 o'clock.

Altogether, rather a pleasant day!!



Lunch at the Swan: **Peter Whitworth, John Charman, Jean and Rob Dunlop and Sue Graves** at the front table. **Kathy and Bob Hiland** are at the rear table, along with **Marc and Sheila Chappell**.

Below: Jags line up to leave the Swan.



Guy Goodman's E-Type always gets attention, as does **Rob Dunlop's** Emberglo OTS. The lineup looked smart from both sides.

The Little Cars of Amelia Island

In the April, May and June issues of *Jottings*, Ray Newson introduced us to the *Concours d'Elegance* at Amelia Island, Florida. This is the fourth and final instalment in his tale of the fabulous autos he found there.

1951 Reyonnah

The prototype of this car was first introduced at the Paris Auto Show in 1950. The name of the vehicle is derived from the manufacturer's name, Hannoyer, spelled backwards. This car is powered by a 175cc, four-stroke engine that produced some



8.5HP and propelled the vehicle up to 70 km/hr. One of its unique features is the collapsing front suspension. By lifting the front of the car, the front wheels actually fold in, making the car narrow enough to get it down a narrow alleyway or through the gate and into the back yard or into the house.



1952 Voisin C-31 Biscooter

This four-seater auto was the brain-child of Gabriel Voisin, a builder of some magnificent vehicles during the 20's & 30's. Voisin's company, Aeromechanique, was taken over by engine builders Gnome & Rhone in the 40's. A total of 1000 orders were immediately taken for this car when it was introduced but, due to Voisin's constant conflict with G & R's direc-



tors, only 16 were produced. In 1953, Voisin sold the licence to Autonacional SA of Barcelona Spain who renamed it Biscuter and eventually built some 20,000.

1955 Kroboth Allwetterroller

Gustav Kroboth's "all weather



scooter" was introduced at the Frankfurt Motorcycle Show in September 1954 and was very well received. The side-by-side body style was built on a tube chassis. The 9hp, 174cc engine, provided by Fichtel & Sachs, was capable of propelling the car up to 75 km/hr. Unfortunately, the trend was to larger vehicles and only 55 were produced.

1955 Messerschmitt KR-200

The KR-200 is a more refined and updated version of its predecessor, the 175. This newer model has a wider track and is mounted on a re-designed rubber/torsion suspension. The larger engine was also rubber mounted and the rear wheel was now cushioned by a tubular shock absorber. Much of the trim work was upgraded and now available in Plain,

DeLuxe or Export versions. Top speed with the new 191cc, 10.2hp engine



was 100km/hr.

1957 BMW Isetta 300

Production of the Isetta originated with the ISO-Spa Company of Italy in 1953. Unable to compete with Fiat, ISO-Spa franchised production the other company's including the Barbarian Motor Works. BMW made a few changes and started producing the European model in 1955. In 1957 an improved four-wheel export version was



produced, and approximately 8,000 were shipped to

North America. The success of this little car is credited with saving BMW from bankruptcy.

1957 King Midget Roadster

This 91/2 foot 700-pound Roadster was produced by Midget Motors of Athens Ohio from 1946 until 1970. This 1957 model sold new for \$1,007.11 and came with an impressive list of options: dual electric wipers, hot air heater, mahogany doors &

Amelia Island's Smallest Guests cont'd

dash, winter enclosures, turn signals and an all important speedometer. The one-cylinder, air-cooled 9.2hp Wisconsin engine could propel the car along at speeds up to 50mph while still maintaining 60 to 65 mpg. A total



of 5000 were built.

1957 Velorex 16/250 Oskar

The Velorex Oskar was built in Czechoslovakia from 1951 until 1963. The 250 denotes the engine size, 250cc. Materials and construction techniques were quite crude as noted in questionable weld quality and brush painted parts. The single cylin-



der, two-stroke 250cc Jawa motorcycle engine produced 11.5hp. Coupled up to a four-speed gearbox, this vehicle could reach 45mph. Wheels and shock absorbers were also borrowed from the Jawa motorcycle. The frame was covered with a manmade material called "Igelit" that was stretched over the frame and attached with turnbuckles to keep out the weather.

1959 Messerschmitt Tiger 500

Although still known as a Messerschmitt, these cars were actually built

by Fahrzeug und Maschinenbau, Regensburg, Germany (F.M.R.) from 1957 until 1963. This car was known as a phenomenal sports car, now equipped with 23hp, twin-cylinder, 494cc two-stroke engine, it was capable of 0-60 in 10seconds and had a top speed of around 90mph (145kph).



Approximately 300 of this model were built; this is one of only ten remaining worldwide.

1965 Peel P-50

The P-50 is Peel's best known car, due primarily to the fact that it is officially listed in the Guinness World Book of Records as the smallest road legal car ever produced. The P-50 is powered by a 49cc single-cylinder engine; obviously not a lot of power is



required to move this 250lb auto. The "reversing handle" is just that: a simple handle on the back of the car that is used to lift it up and turn it around, or squeeze it into the smallest of parking spaces. Manufactured on the Isle of Man, it is probably well suited to its environment.

1965 Peel Trident

The Peel Trident is the big brother of the P-50. This two-seater version, however, uses the same power train and weighs in at 330lbs (33% more than the P-50) with a capacity for twice the passenger load. Performance was obviously not high on the list of requirements. Gas mileage at over 100mpg is a different story, probably well suited to its small island



environment. Peel Engineering started producing these vehicles in 1955..

1967 Goggomobil TS 250 Coupe

I love these names. *Goggomobil*. How would you come up with that? Well, it seems that this car was named for the company owner's grandson, Goggo. Production of this car started in 1955. The company was purchased in 1966 by BMW, who continued to produce the car until 1969.



Powered by a rear-mounted 246cc air-cooled two-cycle engine, its 13.6hp was capable of moving it along at a top speed about 50mph. This car in the convertible model was popular in Italian movies during the 60's.



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