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Ancaster, Ontario  
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Canada

October 12, 1999

Terry Larson  
2929N 82nd Street  
Mesa, Arizona  
85207  
U.S.A.

Dear Mr. Larson:

I read with interest your letter in the September, 1999 issue of the Jaguar Driver magazine regarding your purchase of XKC 403 (OKV 2). You requested information on the early history of this car and I can provide a very small piece of that from the early sixties.

In May of 1962 I wrote to a car company in Toronto who had advertised a D Type for sale. I have enclosed a copy of their reply to me for your records. Unfortunately, although I have gone through all my files, I cannot find the copy of the original advertisement which I had retained. I learned, many years later, that this car was XKC 403 (OKV 2). A couple of things about the letter: firstly, it's obvious that Mr. Thompson did not know a lot about racing Jaguars or their history, the Le Mans race he refers to would have been 1954, not 1956; secondly, I am not sure how familiar you are with Canadian geography but Edmonton is in Alberta, this country's second most westerly province, to have driven on the road from there to Toronto would have been an interesting trip!

The car was beyond my means (even at \$4,000.!), I was to purchase my XK120 DHC the following year for \$600. and that stretched my resources to the limit. The D was picked up by a Jim Catto and, either later in 1962 or the following year, was prepared for racing by a young, ex-patriot English mechanic named Alistair Smith. At that time I was working at a service station just down the road from Alistair's shop, my boss raced a Healey and the place was frequented by the area sports car crowd. One afternoon Alistair called and asked if he could bring the D Type down for a grease job. I can now tell my grandchildren that I actually lubricated a D Type!

Alistair was ecstatic about the car and told me how he was looking forward to racing it at Mosport that coming weekend. Sadly we learned that during practice the car left the road at the end of the back

straight and rolled over. Poor Alistair was badly injured and died the next day. I learned later that Catto took the car back and put it in storage without ever repairing the damage. Lynx Engineering re-imported the car back into England, rebuilt it and, apparently, sold it on in part exchange for a Spitfire!

As an automotive artist I thought I would enclose a photo of my painting of your car's stablemate. If you have access to the internet, and are interested, my portfolio, which contains many Jaguars, can be seen at [www.racing-art.com](http://www.racing-art.com), my e-mail address is [cphillips@sympatico.ca](mailto:cphillips@sympatico.ca).

I trust you will find this information about part of XKC 403's sojourn in Canada of interest.

Yours truly,

A handwritten signature in cursive script, appearing to read "C. Phillips".

Chris Phillips.



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26<sup>th</sup> February 2008

Terry Larson  
2929N. 82<sup>nd</sup> Street  
Mesa  
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85207  
USA

Dear Terry

Many thanks for your e mail about the history of OKV2. You raised a few points that require my clarification:

- 1) **Condition.** When we received the car at Lynx Engineering from Canada in the late 70's, it arrived as an amazingly un-spoilt "time-warp" car. As I recall the engine had been lifted out for some reason, and came with it separately in a crate, but the car was otherwise complete and rolling. The right hand front and rear wings were crumpled in, indicating it had been over onto that side, but the headrest was virtually OK, and even the Perspex screen was 80% intact. I do not recall any damage to the steel chassis frame, the suspension, wheels, brakes, or even the steering.
- 2) **Accident in Canada.** I was told about its final accident in Canada thus: The car had been loaned by the owner to a relatively young and inexperienced driver to race locally. During the event he spun off harmlessly with the car ending up perched on a bank. He then got out of the car at which point it suddenly toppled over on him and, sadly, he was killed as a result. This information came to me via Guy Black, having heard it from Godfrey Miller, who had negotiated its acquisition from the Canadian owner. This explanation is consistent with the general lack of damage to the car, which obviously had not "rolled" in the conventional sense, but did look as if it simply had fallen over on one side when no longer moving forward. The sad circumstances of the accident do explain why the car was put away untouched for so many years, as the owner could not bring himself to carry on and repair it.
- 3) **The rebuild.** The rebuild of the car at Lynx was very straightforward: The surface damage to the body panels was beaten out to shape without any addition of new metal. The chassis was not damaged and was simply cleaned,

re-painted and refitted, the engine and gearbox were more overhauled than rebuilt, and refitted. No major components were removed or changed at that time. In the early 1980s the car was raced regularly by owner Jim Wallis who bought it from Guy Black. He had an unfortunate crash at Silverstone, when at the end of the fast pit straight he braked late, locked up and went off in a typical D type accident. The car was then sent to RS Panels for repair, and they replaced the bonnet with a very accurate reproduction.

I hope this is all of interest, but do let me know if you have any further questions.

Yours sincerely

Chris Keith-Lucas



THE PACIFIC-UNION CLUB  
1000 California Street  
San Francisco, California 94108

September 16, 2011

Mr. and Mrs. Dean Meiling  
PO Box 7930  
Incline Village, NV 89450

Dear Dean and Madeline,

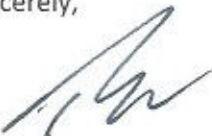
What a fantastic evening we all had with Sir Stirling and Susie Moss last month and I just hope that you both got as much a kick out of it as we all did. On behalf of the Pacific Union Club, Jim Burke, and myself I want to personally thank you for your wonderful support in making this such an historic event. Most certainly we know that it took a ton of effort to bring OKV2 to the Club the day after Pebble and then back to Reno/Tahoe that evening which we appreciated enormously. I can tell you who else appreciated it and that was the Moss's who obviously had the time of their lives. I hope you saw their jaws drop when they came outside to the sight of all of you and what has to have been one of the greatest line-up of beautiful race cars ever assembled. And then their double thrill at seeing and hearing 722 again in such a setting was simply too fantastic for words. To keep the memories going for a while longer I am sending you herewith a CD with many pictures from the evening so tune it up on your computer and have a blast looking at the time we all had. Too bad we couldn't get the sound of the 300SLR on tape, but, hey, this ain't all bad. By the way, these pics are in high-res so they won't go over the internet well and if you wish to copy any of them just take the CD with you. There are many of you both with Stirling which we hope you will enjoy.

Thanks from all of us lucky enough to have been there that Monday night. It's hard to imagine having two out of the three most historical Team Ds from 1954 together in, I believe, a most special event and, of course, having you there with it was super special for one and all. Looking at the pics you can sure see how much Stirling enjoyed it.

On another note, I believe you, Madeline, have met one of Alexandra's and my closest friends and God Mother to our girls, Mimi Ellis-Hogan, and perhaps next time up visiting her we will have an opportunity to get together with the two of you again. We would certainly love that and look forward to doing so sooner rather than later.

With my very best regards.

Sincerely,



Bruce Owen