



*A pristine 1954 XK140 seen at
The Blethering Place Collector Car Festival,
Oak Bay (Victoria), B.C.
August 13, 2006*

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Photos: Stewart Robertson, p.1, 3
(bottom right),10,11; Al Graves, p.3;
Mike O'Brien, p.9; Wayne Caverly,
p.5,6,7.

Fall Meeting Schedule * Changes**

See page 2 for all the details.

Jaguar Jottings

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Fall Club Events

Meeting—Monday, September 18th

The OJC's regular meetings will resume in September. Loblaws (aka the Real Canadian Superstore-RCSS) is not available on September 11th, so we will have to meet on the following Monday. Please pass on this change of date to anyone who may not see the newsletter.

Tour—Sunday, September 17th



We are planning a day-long excursion to Pembroke on the Ontario side of the Ottawa Valley and returning on the Quebec side of the river. We will stay on good minor country roads, avoiding the heavy traffic of Hwy 417. This total run will be about 180 miles/290 kilometres. **Meet at Hazeldean Mall (Kanata) at 9:45 for a 10:00 a.m. departure.** We will stop in Pembroke for lunch and return to the Ottawa area between 4 and 4:30 pm. More details

will be posted on the web site and e-mailed before the drive.

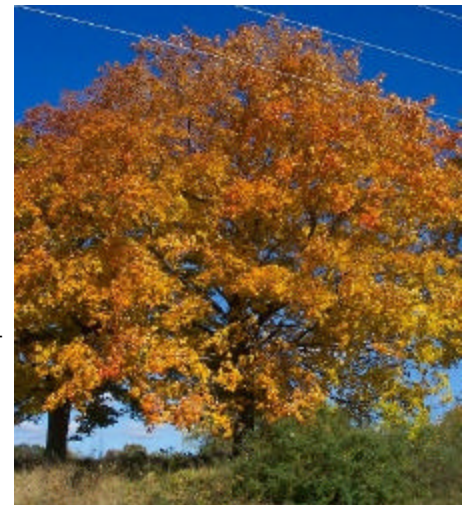
Meeting—Tuesday, October 10th

This will be at Loblaws (RCSS) and will feature a speaker. Details to follow. Nominations will be accepted for November's election meeting.

Fall Color Tour—Sunday, October 15th

The time of the Fall color change is never the same year to year. So, our Fall Color run will follow one of two routes, depending upon how far advanced the color change is by Oct 15th. If it is not too far along, we will go to Mont Tremblant; if the color change is early, we will go through the Rideau Lakes area to Kingston. Either way, the run will be about 300 km, punctuated by lunch and at least two other stops. Expect about 3.5-4 hours driving in a 6-7.5 hour event.

More details (time, meeting place) will be announced later.



Meeting—Monday, November 13th

Join the Club for Election Night! We are looking for volunteers (see page 11). If you want to participate, contact **Frank Basten**, Vice President, 613-342-0467.

Hazeldean Cruise Night

August 8, 2006—Kanata



The Brits took over a corner of the weekly Cruise Night at Hazeldean Mall. We joined with other clubs in the Ottawa area for a decent turnout.

After about an hour, the OJC contingent along with members of the other clubs took a brief (40-minute) tour and landed up at the Swan on the Rideau in Manotick, where we felt like we belonged.





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Gracie's Facelift

By Wayne Morgan Caverly

Gracie is my 1989 XJS-C British Racing Green Jaguar convertible. Originally a Florida gal, Gracie became a Canadian in late 2005, and joined my family in the spring of 2006.

A beautiful body is the first thing you notice about Gracie, followed by almost-new carpets and leather and an engine that purrs like a kitten. The only aesthetic thing Gracie needed (and I'm sure wanted) was to have her wood refinished or – as I ultimately decided to do – replaced.

This is the story of Gracie's facelift, accomplished in a few short weeks in the spring of 2006, by her owner (my wife says 'boyfriend'), a man with little woodworking talents, few if any proper tools, and no space suitable for finishing the wood for a beautiful Jaguar.

When I bought Gracie, the wood on her dash looked okay. There was some wear, and the finish was peeling in a few spots, but all-in-all I was pleased with the condition. Unfortunately, her previous owner had removed all the wood from the ski-slope¹ and painted the underlying metal black. This was the start of my quest to bring Gracie's wood back to perfection.

I'm not a smoker and didn't need 2 cigar holders in my car. I had seen a photo of an XJS with two cup-holders built into the ski-slope in place of the cigar holders, and was interested in that idea, so off to eBay I went. What I ended up finding was a ski-slope that did away with the cigar holders, but didn't add cup holders in their place. As the seller said, all the more room for beautiful wood! I decided that made sense, and purchased it for (from memory) about \$100.

Next stop: Where to get new burl

walnut veneer?

After searching the Internet I tried a couple of east-end Montreal specialty hardware / wood stores but didn't find what I needed. One store was kind enough to give me the name of their supplier, the wholesale veneer company Nagam Inc.² where I bought enough burl walnut veneer to do all pieces, except the 2 front door panels, for \$80 tax included.



Before restoration

In the summer of '05 I refinished the ski-slope using contact cement as the fixative and following the finishing techniques I describe later. While obviously not a 'factory' or 'expert' job, I was very pleased with the results and thrilled with the beauty of the new wood.

I decided to hold off on refinishing



the rest of the wood until winter, so in December I had Photis Marangou³ remove all the wood items for me. Here's a better look at the condition of the finish (see top p.6). The large missing finish on the center vent cover is from removal of an FM radio holder that had been glued directly to the wood.

From the outside the wood didn't look too bad, but once the pieces were removed from the car the poor state of the underlying wood became clear. As the following photos show, most of the wood is laminated in 3 layers.

The lower layer is a flat piece of wood. Glued on top of that is another piece that is shaped to provide the curve. Finally is the very thin veneer, and the finish. In my case, the wood had separated (or mostly separated) between the two layers

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Facelift—cont'd from page 5

and the top layer of finished veneer was cracked and in many cases broken into pieces. Step 1 therefore was to completely separate the base from the center shaped wood. The degradation of the glue was so complete,



Vent panels after removal

that all it took was to carefully run an Exacto knife between the two pieces. Once separated, I sanded both surfaces smooth in preparation for re-gluing.

The Glue

For advice on which glue to use, I turned to Roger Tremblay, one of the Montreal Jaguar Club's technical advisors and an expert in adhesives. Roger supplied me with a small sample of Sealrez E-3316 A/B Epoxy Coating / Laminating Adhesive. This is a two-part, room temperature curing, solvent-free, low-viscosity epoxy that is designed specifically for the marine industry (or for convertible dash boards!).

With drying time of a couple of hours, I was able to position, adjust, and reposition, the sometimes small pieces of top wood. To stop the edges from curling up I at first used small plastic clamps. Those did a good job on most parts, but on some I was either not getting enough pressure or the clamps didn't have enough flat surface available to stay put. For those, as the epoxy was starting the set, I tightly wrapped clear packing tape around the wood. Once completely dry I cut the tape loose. This epoxy did an excellent job. I also followed Roger's advice and used what I had left to coat the reverse side of the wood (it will be inside the dash). This waterproofs the wood to hope-

fully resist damage on those inevitable occasions when the dash is going to get wet (inside or out).

Removing the Finish and Replacing the Veneer

Once all the pieces were back together it was time to remove the old finish. I had three things going for me for this next task. First, the finish was cracking and peeling in many locations. Second, it appeared the finish used had not penetrated the veneer (it was on the surface only) and third, because I was planning to replace vs. refinish the veneer, I was able to be quite aggressive with my scraping. I again used a standard exacto knife to chip away all the finish.



Center vent after repairing with plastic wood; an example of the first stages of restoration.

This left me with pieces that had some chipping and other damage to be repaired, a job I handled with plastic wood and sandpaper.

One decision I had to make – ultimately decided by the condition of the existing product and my lack of woodworking knowledge and tools – was how to approach the rear side panels. There was no way I would be able to inlay veneer and also no way I could retain the existing inlaid bands and cut veneer to fit properly in between, so I simply sanded down the pieces to the underlying wood and

veneering in one sheet.⁴

With all the pieces properly prepared, I cut out the veneer, allowing ample excess in case of error. In hindsight, I took too much excess which – on ad-



Side panels sanded - ready for veneer joining pieces – meant my wood grain might not flow as nicely as desired.

The veneer was then trimmed a little closer to actual size (still allowing for some overhang) and I was ready to glue the veneer to the backing. The next, unexpected problem, was that veneer only curves in one direction and all the pieces to be finished curved in multiple directions. Luckily I had some spare pieces of veneer to experiment with.

I tried three different approaches: 1) steaming the veneer, 2) soaking it for about five seconds in hot water (from the tap), and 3) soaking it for about five seconds in water that had just been boiled. All three approaches allowed me to form the veneer into curves, but the one that worked best seemed to be the hot water bath. I also experimented with gluing my test pieces (after they'd dried for a few hours) to a piece of scrap lumber side by side with a piece of scrap veneer that had not been soaked. I wanted to see if there would be any noticeable damage to the veneer. After

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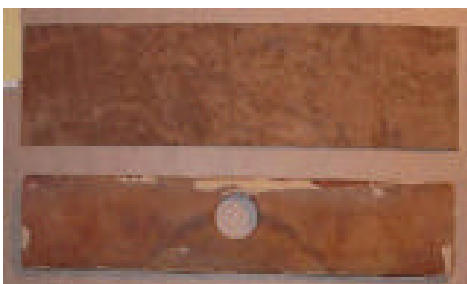
Facelift—cont'd from page 6

waiting overnight for the glue to set, I inspected the test pieces with a magnifying glass and could not see any differences.

After soaking each piece of veneer I formed it to the curves of the piece being covered and then let it dry enough so it wasn't too wet, but not fully dry so I could still form it to the exact curves of the base wood.

Time to glue the veneer to the base wood with contact cement. A lesson learned here was the porous quality of the wood. I only used one application of contact cement, and while that was fine on some of the pieces, others ended up not adhering on the curved edges. Using a small paint brush, I spread more contact cement in the unglued areas and everything ended up working fine.

Once all the pieces were cemented, inside and outside edges were trimmed using scissors and Exacto knife, and then finished off with sand-



Glove box and new veneer (rough cut). Here you see the veneered pieces, ready for final finishing.

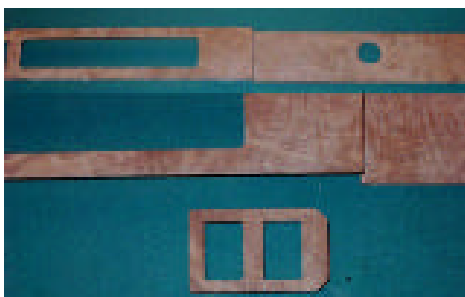
paper. The person who sold me the veneer recommended I not begin applying varnish for three days after gluing. This allows chemicals in the glue to seep through the veneer. So, I waited three days.

Finishing

For finishing I followed the advice found on page 475 of *Kirby Palm's Experience In a Book, Help For The Jaguar XJS Owner*⁵ (see insert).

At this point I contemplated deviating from Lindsay's instructions. Lindsay called for the use of spray MinWax brand exterior Spar high gloss urethane (a thin, smooth coat, re-peated).

While searching the Internet for a local supplier of the product (I had already checked all local hardware



Some of the veneered pieces, ready for refinishing.

and big box stores) I came across some articles warning against the use of the MinWax product for boats and cars. The warning was that MinWax would yellow within only a couple of years and the alternative solution was to use a product made especially for the boating industry: Epifanes Wood Finish Gloss.

I found this product at the Boathouse in Dorval, but one of their salespeople warned me against using Epifanes once I had already begun the project with another product. Supposedly, a



After 6 coats of the MinWax / Mineral Spirits 50/50 mix

client had applied Epifanes over MinWax on a canoe and the product peeled; something to do with the base of the 2 products. So, instead of switching to Epifanes I continued with 2 undiluted coats of the Wood Shield Spar Varnish.⁸

Lessons learned

1. Use a new paint brush for every coat.
2. A thin application of the urethane is better than saturating.
3. Why pay someone else to do the job, when you can do it yourself?

See page 8 for Footnotes.



Interior Wood Trim Refinishing

Rick Lindsay provides this suggested procedure for refinishing the wood trim:

- ◆ Clean and tack cloth the fresh wood. I use the vacuum cleaner to suck the sanding dust up out of the cracks and pores in the wood. It's remarkable how much comes out!
- ◆ Dilute in a clean glass jelly jar about a half jar of MinWax brand exterior Spar high gloss urethane⁶. To that, add an equal amount of new clean mineral spirits. Mix well (stirred, not shaken).
- ◆ With a small fine brush, paint the wood surface. The fresh wood will soak up the thin urethane mixture like a sponge. This is, of course, the idea.
- ◆ Allow to dry 24 hours.
- ◆ Sand lightly (basically to remove high spots) with 400 grit paper.
- ◆ Vacuum clean.
- ◆ Repeat about 5 times⁷ to build up a thick coat. By this time the pores in the wood should be completely full; if not, you're not done with the diluted coats.
- ◆ Sand the last time with 400 grit paper to a matte finish.

Gracies Facelift: Footnotes

¹ For any who aren't familiar with this term, the ski-slope is the center console between the 2 front seats.

² 2900 Rue Diab, Saint-Laurent, QC H4S1M7 (514) 331-6191

³ Marangou 2000, 2578-D St. Antoine, Dorion 450-455-6553

⁴ You'll notice no photos or commentary on the 2 front door panels. For reasons I won't go into, I decided not to tackle these at the same time. They will be re-finished (not re-veneered) next winter.

⁵ You can download a copy of this book at <http://www.jag-lovers.org/xj-s/book/>.

⁶ I used the Home Hardware "Wood Shield" brand of Spar Varnish Gloss.

⁷ I purchased numerous very inexpensive brushes and used them for 1 coat only. When I previously did the ski-slope I cleaned my brush between each coat (using the mineral spirits); however, I found the brush never came completely clean nor did it ever completely dry between coats, which I assume further diluted the mixture. I thought the extra \$15 in brushes was well worth the lower aggravation and worry.

⁸ For those interested, I did find an Internet mail order source for the MinWax spray who would ship to Canada (www.usahardware.com).

New Info Site

Ira Bridger sent us this note in the August 2006 issue of *Classic and Sports Car Magazine*:

"The latest on-demand broadband channel to offer something for the car buff is www.jaguarenthusiast.tv where there's a TV channel via PC dedicated to Jaguar and Daimler. Coverage includes racing, buyers' guides, archive footage and restoration. You choose what you want to watch, subscribe and start viewing. See programme listing on the home page."

Thanks, Ira! Check it out.

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 overhead 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]



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]



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NEW! 1986 Series 3 Sovereign XJ. Exterior grey with grey interior. Has 157,000 kms but very clean and well looked after. Contact Mrs. H. Lamarre in Laval QC, 450-661-6316. Make an offer. [SON]

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Annual Barbecue—August 12

David and Helen Clyne graciously hosted the annual BBQ at their home on the edge of the Ottawa River near Fitzroy Harbour. The weather was perfect and about thirty people attended. The driveway was filled with Jaguars and a Bentley. The evening ended with a fire and marshmallows down by the water as the sun set. A lovely day.

Thanks, Dave and Helen for all your hard work in preparing and serving such a delicious feast.



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A Find in Oak Bay

Stewart and Paddy Robertson

were visiting Victoria in August when they discovered the annual *Blethering Place Collector Car Festival*. Oak Bay Avenue (well known for being located behind the Tweed Curtain) was blocked off for about six blocks. A sea of people toured the vehicles, which were angle parked on each side of the road and down side streets.

The Blethering Place is an English-style tea room, very popular with the tourists. Just down the block is the Pennyfarthing Pub.

Oak Bay is celebrating its Centenary this year, so there were lots of events on the go on this beautiful Sunday morning.

There were few British cars on display—a Morgan, a few Jags, a few Morris's, the usual MG's and Triumphs, and a multitude of American-made classics. The Cadillac line-up took up a whole block!



1928 Nash: Paddy's personal favourite



Above: This 1948 1-1/2 litre Jaguar MK IV has a Mustang engine, transmission and frame. Not even the paint is standard. It is but a shell of its former self!

1959 XK150 in prime condition.



1951 Chrysler Windsor: gorgeous!



This 1991 Nissan Figaro looked old-fashioned! Truly unusual (to us). It is one of a series of retro styled vehicles produced between 1987 and 1991.



Dave Brooks would like this



1952 Chevy 210— a very well-preserved utility vehicle.



1957 Chevrolet Belair



Oak Bay's Fast Cars



1968 Shelby Cobra—it looks its age, but still very nice.



This spotless 1963 Lotus 23B was Swiss National Champion.



A 1960 Lola MK 1, one of 39 built... and it's not in **Phil Karam's** collection!



1972 E-type, Series 3, V12

'In Search of A Few Good Men'



Well, we actually need a few strong women (or men). The Ottawa Jaguar Club relies on volunteers. If you want to be more involved in the life of the club, do not hesitate to contact **Rob Dunlop** (613-834-0588; rojedunl@hotmail.com). Nominations are made at the October 10 meeting, and the election held at the November 13 meeting. The following three positions are not on the Club executive, but are crucial to the Club's well-being.

Jaguar Jottings

Jaguar Jottings is looking for a new Editor and Co-Editor for the rewarding job of producing the monthly newsletter.

Jottings is published 11 months a year (February to December). This team collects material from members of the Club as well as other sources. The Editor is responsible for gathering material, reviewing and editing articles. The Co-Editor is responsible for producing and distributing the newsletter. The Co-Editor's job could be split into electronic production and distribution.

Skills:

- ◆ Computer skills: Microsoft Word, MS Publisher, WordPerfect, Page-Maker—whatever software is comfortable for the volunteer. The current co-editor can provide training on Word and Publisher.
- ◆ Good English language grammar and writing skills.
- ◆ Time to commit a few hours each month to get the job done.
- ◆ Access to email, printing facilities, post office.

To learn more, contact **Ray Newson** or **Paddy Robertson**.

2007 Concours

The Concours Committee is looking for a new Chief Judge for the Club's premier event of the year.

The Chief Judge, who at least *appears* to know everything about Jaguars, is responsible for all matters dealing with Concours judging including preparing a Judging Schedule, scrutinizing score sheets, validating and posting scores on www.jcna.com, and mailing score sheets to the Entrants. He/She also trains and tests new judges, and assists the Concours Chair with the site layout.

Skills:

- ◆ Good knowledge of Concours judging manuals and the rules (available on-line at www.jcna.com).
- ◆ Detailed knowledge of Jaguars is an asset.

To learn more, contact **Rob Dunlop**.



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